SUSTAINABLE DEVELOPMENT GOALS

# Toyota CITY

VOLUNTARY LOCAL REVIEW

2025

# Mayor's statement: Towards the realization of "A Connected, Creative, and Enjoyable Community"

While our city is known as a hub for the world's leading manufacturing industry, it is also known as a city blessed with rich greenery, with forests covering approximately 70% of the city area, abundant nature that changes with the seasons, and vast fields that produce ripe agricultural produce. The city also has a variety of regional resources that are full of diversity and potential, including sports, history, culture, and art that are an integral part of people's lives.

Since being selected by the Cabinet Office as an "SDGs Future City" in 2018, Toyota City has consistently led SDG efforts in Japan. About 10 years have passed since the 2030 Agenda was unanimously adopted by the United Nations General Assembly, and there are now five years left until the year for the SDGs to be achieved. While it is said that it will be difficult to achieve the goal if things continue as they are, Toyota City intends to once again take on various initiatives to accelerate the achievement of the SDGs, recognizing that since 65% of the SDG targets relate to the roles and responsibilities of local regions, efforts at the local level will have a major impact on achieving the SDGs. It is from this perspective that we have decided to issue our second Voluntary Local Review (VLR), examining our city's past efforts and future direction, and to share them with the international community.

Toyota City's commitment to the SDGs is deeply rooted in its administration, and the city has incorporated the principles of the SDGs into various administrative plans, measures, and projects. However, the 9th Toyota City Comprehensive Plan, formulated in March 2025 (the most fundamental and important plan that sets the direction for urban development among Japanese local governments), further accelerates this effort, establishing a plan and implementation structure to fully link the promotion of the comprehensive plan with the promotion of the SDGs. Here, a tool for monitoring the progress of local governments toward achieving the SDGs, which was developed in cooperation with the United Nations Centre for Regional Development (UNCRD) and surrounding local governments, proved useful. Monitoring tools turned out to also play an important role in this VLR.

Furthermore, as the city deepened its consideration of sustainable development in formulating the comprehensive plan, it came to the conclusion that it is important to create a social mechanism that leaves no one behind while at the same time cultivating the inner wealth of each and every citizen. Toyota City also established its own unique goals, the "Toyota Local Goals." Toyota City will aim to more clearly and comprehensively achieve these two unique goals, which are modeled after the structure of the SDGs: creating a city that can present dreams and hopes to children and creating a city where everyone can feel attached to and proud of their community.

Finally, we would like to express our sincere gratitude to all those involved who provided tremendous support in the publication of this VLR. UNCRD has been cooperating with us for many years, starting with hosting overseas trainees in our city, collaborating on the hosting of various international events, and jointly developing monitoring tools. We look forward to your continued support as a strong supporter of the promotion of SDGs in our city and the Chubu region. We would also like to express our gratitude to all the practitioners working in our city to achieve sustainable development, including Toyota SDGs Partners and certified business operators under the Toyota City SDGs Certification System. In addition, we ask for your continued strenuous efforts to overcome this difficult situation. Toyota City pledges to work hand in hand with you to further accelerate our various efforts to achieve the 2030 Agenda and continue to develop into a sustainable city.

October 2025

豊田市長　太田稔彦

Toshihiko Ota
Mayor of the City of Toyota

# Message from the Director of UNCRD

On behalf of the United Nations Centre for Regional Development (UNCRD), I would like to express my deep respect to Toyota City for completing and publishing its second Voluntary Local Government Review (VLR). A VLR is an important means of visualizing and sharing progress on locally rooted SDGs, and I believe that the continuation of their efforts demonstrates their sincere commitment to sustainable urban development.

The SDGs, adopted by the United Nations in 2015, are now at an important milestone towards their realization. As the international community reaches the halfway point of the Decade of Action, it is required to make even greater efforts to achieve the goals. In the meantime, in addition to global climate change, the spread of infectious diseases, and geopolitical instability, domestically, the challenges facing communities are becoming more diverse and complex, such as population decline and responses to natural disasters. In this context, the role of local governments in achieving sustainable development is becoming increasingly important, and actions at the community level and the dissemination of their results will provide a powerful boost to efforts at the national and international community levels.

Since being selected as an SDG Future City in 2018, Toyota City has rolled out its SDG practices based on regional issues as a local government that has consistently led Japan's SDG efforts, including winning first place in the Nikkei Shimbun's "4th Nationwide SDGs Progress Survey of Cities and Wards."

This VLR is a valuable record that visualizes how Toyota City has instilled the SDGs in the local community, and I believe it will also serve as a starting point for further challenges in the future.
I believe that the stance of advanced local governments like Toyota City to share their experiences and knowledge with the world and collaborate with other communities to move forward together will bring hope and light to the path to a sustainable future.

The UNCRD has collaborated with Toyota City for many years, such as in co-hosting the 2015 High-Level Symposium on Sustainable Cities and developing tools to monitor local governments' progress toward the SDGs, to support sustainable development from the local level. Going forward, we will continue to promote cooperation to achieve the SDGs while providing support for these advanced initiatives as a bridge connecting the international community and local communities.

We hope that this VLR will be a valuable opportunity to communicate Toyota City's past progress and vision for the future both domestically and internationally and that it will serve as an opportunity to further promote collaboration and cooperation with local governments and related organizations both in Japan and overseas. The UNCRD will continue to work with Toyota City to achieve a sustainable society.

In closing, I would like to offer my heartfelt prayers for the continued sustainable development of Toyota City and for the happiness and peace of all its citizens.

村田重雄

Shigeo Murata
Director
The United Nations Centre for
Regional Development (UNCRD)

# Table of contents

## Summary

This publication is Toyota City's second Voluntary Local Review (VLR), which analyzes the city's creation of an SDG implementation system, its strengthening of SDG partnerships, specific SDG projects, and the SDG's current state of progress in Toyota City.

This VLR first explains Toyota City's unique characteristics and why it actively pursues the SDGs, followed by an introduction to the VLR development process. As a global automotive hub possessing diverse resources such as a rich natural environment and active civic participation, Toyota City has proactively implemented environmental initiatives since the 2000s, clearly demonstrating a strong commitment to sustainable development even before the adoption of the 2030 Agenda. In particular, the international conference "High-Level Symposium on Sustainable Cities: Integration of People, Environment, and Technology," co-hosted with the United Nations Department of Economic and Social Affairs (UN DESA) in 2015, stands as a significant milestone for Toyota City. In 2018, it was selected by the Cabinet Office as an "SDGs Future City" for leading the way in SDGs implementation. Furthermore, to advance the SDGs, the city has collaborated with organizations like UNCRD on initiatives such as jointly developing monitoring tools, and in 2022, it issued its first Voluntary Local Review (VLR), sharing its progress with the world.

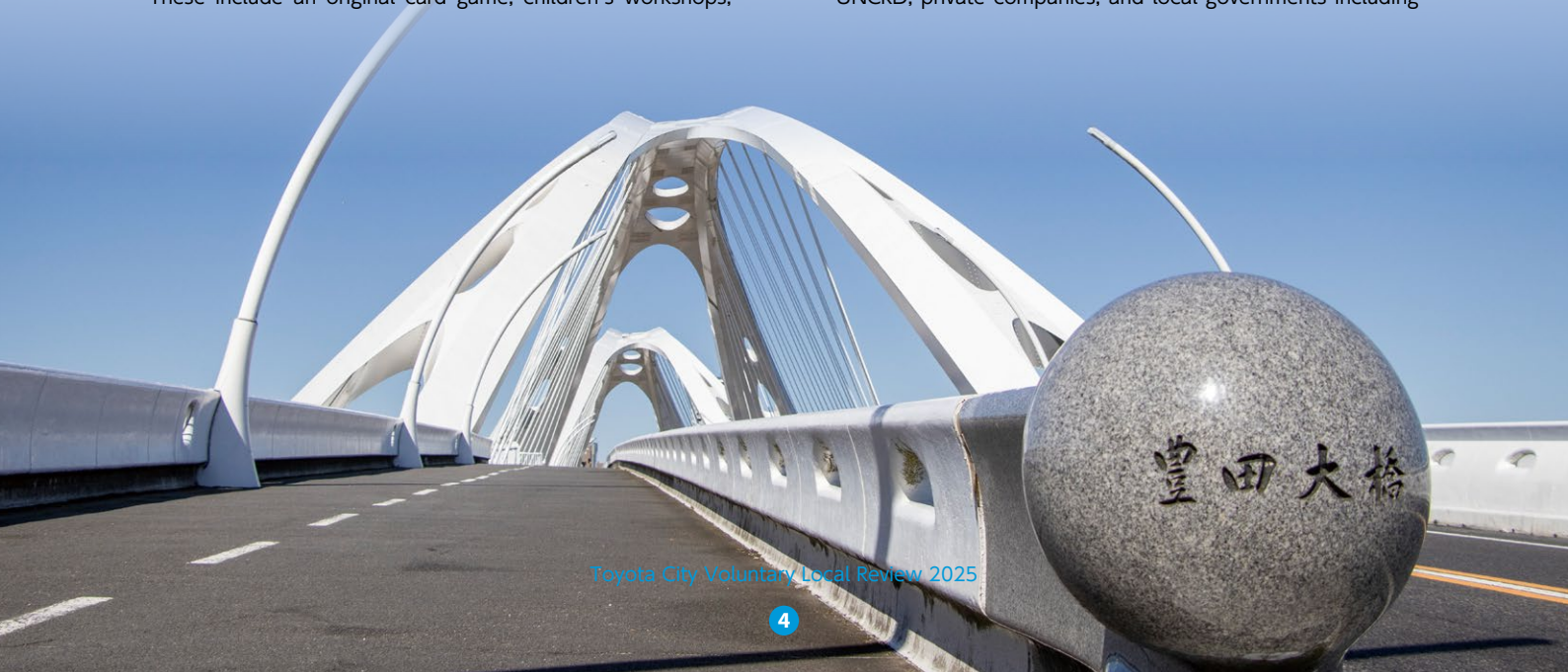
Chapter 3 summarizes the policy environment with evidence from specific case studies; it covers the city's relationship with the national government regarding the SDGs, its efforts to create ownership of the SDGs, and the integration of the SDGs into its "Comprehensive Plan." Regarding ownership creation in particular, the city has implemented a multifaceted approach with concrete initiatives from various perspectives. These include an original card game, children's workshops, a community point system, and a registration system for organizations and certification system for businesses working on SDGs. This has cultivated fertile ground for SDG-related activities across the entire community. Notably, as a result of these efforts, SDG awareness among Toyota citizens has reached approximately 80%. The critical challenge moving forward is how to translate this high awareness into concrete action.

Regarding the topic of integrating the SDGs into the regional framework, significant progress has been made. The incorporation of "SDG Achievement Evaluation Indicators" into the policy management system of the "Comprehensive Plan"—the most important and fundamental administrative plan for Japanese municipalities—is expected to accelerate promotion within the administrative sector.

The chapter on implementation methods introduced public-private partnership initiatives and analyzed governance in Toyota City. The governance assessment confirmed that the city's mayor has been strongly committed to the SDGs from their inception to the present and that the SDGs, through the Future City Plan formulated every three years, have shown steady progress.

Next, regarding the progress of the goals and targets, we analyzed Toyota City's achievement level based on the SDGs achievement assessment indicators and evaluated progress through the SDGs Future City Plan, revealing the city's strengths and weaknesses.

The SDG Achievement Assessment Indicators are the core evaluation metrics of a monitoring tool jointly developed by UNCRD, private companies, and local governments including



this city. This tool aims to assess SDG achievement levels across Japan's prefectures, cities, towns, and villages. Designed with a focus on outcomes, primarily using domestic public indicators and various open data, it enables a comprehensive evaluation of SDG achievement. Furthermore, the indicators set under the SDGs Future City Plan are primarily output-based, allowing the measurement of how well SDG advancement projects implemented by the city have progressed.

Based on the SDG Achievement Assessment Indicators, our city's evaluation results show very high achievement for Goal 1 (No Poverty) and Goal 9 (Industry, Innovation and Infrastructure). Goals 14 (Life Below Water) and 15 (Life on Land), influenced by biodiversity, also demonstrate high achievement. This clearly reflects our city's unique characteristics: possessing a robust industrial and urban infrastructure backed by a strong manufacturing sector, while simultaneously boasting a rich natural environment, including mountainous and rural areas.

Goals with lower achievement levels include Goal 5 (Gender Equality), Goal 13 (Climate Action), Goal 2 (Zero Hunger), and Goal 10 (Reduced Inequalities). While these goals show low achievement levels nationwide, Toyota City has hardly seen any change in Goals 5 and 2 over the nine years since 2015.

Focusing on changes since 2015 reveals significant progress in Goal 17 (Partnerships for the Goals), Goal 7 (Affordable and Clean Energy), and Goal 3 (Good Health and Well-Being). The substantial acceleration in SDG efforts over the past nine years alongside the introduction of renewable energy and increased healthy life expectancy contributed to this progress. Conversely, Goal 8 (Decent Work), Goal 13, Goal 16 (Peace, Justice, and Strong Institutions), and Goal 4 (Quality Education) saw significant declines. Factors included economic losses from the pandemic, increased heatstroke hospitalizations due to climate change, and rising reports of child abuse.

Regarding the evaluation results of the SDGs Future City Plan, while the impact of the COVID-19 pandemic was significant, over half of the indicators were either achieved or nearing achievement, showing definite progress. Efforts in the energy and mobility sectors in particular are advancing steadily. However, some wellness-related initiatives show no progress and require special attention moving forward.

Following the structure of the SDGs, Toyota City has independently formulated its own "Toyota Local Goals" as future targets requiring cross-sectoral efforts. The two goals, "Dreams and Hope for Children's Future" and "Affection and Pride for the Community," indicate that the city's future community development will be aimed at fostering people's inner richness.

Finally, the VLR report concludes by emphasizing the importance of monitoring to objectively and continuously assess Toyota City's strengths and weaknesses and illuminate the way forward for the remaining five years until 2030. Toyota City pledges to advance ever forward, ensuring it continues to develop good practices that serve as an example for the world.

PR Photo by Tourism TOYOTA

# 1 Introduction

# 1 Introduction

## (1) Characteristics of Toyota City

Toyota City is generally known as a “city of cars,” but contrary to this impression, it is surrounded by abundant nature and offers a variety of beautiful sights to enjoy throughout the four seasons.

It also has the characteristics of a mature society, with self-governing residents’ organizations that have developed based on the principle of local autonomy, and diverse traditions and cultures that have been passed down continuously throughout its vast city area.

### a. A city that has developed as a base for the global automobile industry

The Nishi Mikawa region, including our city, is home to a concentration of production bases for Toyota Motor Corporation, a leader in the global automobile industry, as well as its group and related companies, and is developing as a global base for the automobile industry.

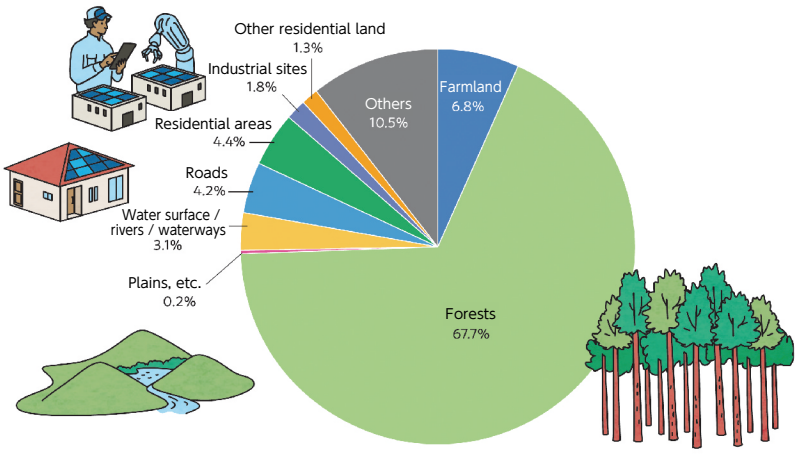
The proportion of people employed in companies involved in manufacturing, particularly the automotive industry, is increasing, and this corporate culture is permeating the lives of residents.

### b. A city with abundant nature and diverse history and culture

Our city is one of the world’s leading manufacturing centers, primarily in the automotive industry, and also boasts one of the highest agricultural production volumes in Japan. The city has regional characteristics that make it a microcosm of Japan, with rich forests covering about 70% of the city area and abundant water resources, including the Yahagi River, a first-class river that runs from north to south.

In addition to having many local resources, such as nature, history, and culture, the city also has a wide range of public facilities for culture and sports. It also hosts world-class events, such as the FIA World Rally Championship.

In addition, as part of the metropolitan area centered on Nagoya City, it has access to high-level urban services, such as university education and commercial facilities, and is equipped with medical and welfare functions necessary for daily life, forming a highly independent living area.




[Source] Aichi Prefecture “Land Statistics Annual Report 2023 Edition”

### c. A city where diverse and fulfilling leaders are active

Approximately 80% of all households are members of the 298 autonomous areas in this city[1] (as of April 2024). In each community, residents are taking the lead in carrying out diverse community development activities based on ties with other communities.

Since FY2005, the city has been implementing a community autonomy system that promotes decentralization within the city, and each community is working together to think about and solve community issues, promoting the creation of unique towns.

In addition, in order to promote coexistence between urban areas and mountain villages, efforts are being made to create a connected population through exchanges and to develop towns through new relationships.

In 2023, our city hosted the National Summit for Promoting a Community-Based Society, and efforts are being made with the participation of a variety of entities to realize a community-based society where each resident can live a fulfilling life and create a community together through connections.

Furthermore, the city is home to a diverse range of players involved in urban development, including businesses, civic groups, students from universities and technical colleges, and foreign residents. Urban development is being promoted through cooperation, utilizing the knowledge and resources of citizens, local communities, companies, and governments, including comprehensive collaboration between businesses and governments and various platforms for achieving common goals.

### d. A city that many citizens feel comfortable living in and feel attached to

Since the period of rapid economic growth, our city has been characterized by the fact that many people have moved to the city from outside because of its position as a hub for the automobile industry, and this has helped to shape the city. Furthermore, after two municipal mergers, Toyota City has become a vast city with diverse areas, accounting for approximately one-sixth of Aichi Prefecture. Against this background, we are working on various initiatives to make our city a comfortable place to live in, not only for those who were born and raised in the city but also for those who have moved to the city from both Japan and overseas for employment or other reasons.

According to the 24th Citizen Awareness Survey (2023), over 70% of citizens responded that the city is a "good place to live in." Additionally, approximately 80% of residents responded that they would like to live in the city for a long time, indicating a strong desire to settle there.

## (2) Background of SDGs Initiatives

Toyota City was selected as an "Eco-Model City" by the Japanese government in 2009. In Japan, cities that have taken cutting-edge measures to significantly reduce greenhouse gas emissions, which cause global warming, and aim to realize a low-carbon society are selected by the Cabinet Office as an "Eco-Model City." Currently, 23 cities across Japan have been selected.

Since being selected as an "Eco-Model City," Toyota City has formulated the "Hybrid City Toyota Plan" and has been promoting diverse initiatives centered around five areas, traffic, industry, forestry, urban center, and consumers, aiming to become an environmentally advanced city where people, the environment, and technologies are integrated.

In January 2015, the international conference "High-Level Symposium on Sustainable Cities: Connecting People, Environment and Technology" was co-hosted by the United Nations Department of Economic and

[1] A local community organization (voluntary organization) run by local residents aiming to create a livable community

Social Affairs and Toyota City in order to communicate advanced initiatives regarding the environment and provide opportunities for discussions under the theme “sustainable development” for international society. This conference, which was attended by 250 people from 23 countries and seven international organizations, resulted in the submission of the “Toyota Statement on Sustainable Cities and Urbanization” to the United Nations. We believe that these efforts not only served to solidify Toyota City’s resolution to pursue sustainable development but have also contributed to forming the current commitment to the 2030 Agenda in various cities and regions around the world.

After that in 2018, Toyota City was selected by the Cabinet Office of the Japanese government as an “SDGs Future City,” a local government that will take the lead in efforts to achieve the SDGs. As of 2025, 206 cities across Japan have been selected as “SDGs Future Cities.”

This selection marked a new step forward for Toyota City in urban management. Since then, Toyota City has formulated the “SDGs Future City Plan,” has further focused on activities to raise awareness of the SDGs, and has aimed to realize sustainable urban development by solving local issues in collaboration with companies and organizations.

Toyota Statement on Sustainable Cities and Urbanization

Outcome, 16 January 2015

Participants from 23 countries met in Toyota City, Japan, from 15 to 16 January 2015, to deliberate on the challenges and opportunities for promoting sustainable cities in all their dimensions.

The importance of sustainable cities for a prosperous future for both present and future generations is undisputed. This has been recognized by world leaders that dedicated a specific Sustainable Development Goal (SDG) to sustainable cities and human settlements. However, cities encompass most of the SDGs. Likewise, most of the SDGs are relevant to make cities sustainable and have close linkages with the cities agenda. The quest for sustainable development will be won or lost in cities. At the same time, many countries, in particular developing countries, face significant challenges in managing and planning urbanization processes.

Sustainable Cities in the Global Development Context post-2015

- Cities are the centres of hope for the future - of economic growth, innovation, education and culture. Making the most of the potential of cities is critical to a sustainable future post-2015, and achieving the global sustainable development goals.
- Before the Third United Nations Conference on Housing and Sustainable Urban Development (HABITAT III) in Ecuador, October 2016, there will be a number of important international events relevant to the cities agenda, during the course of 2015 :
  - Third World Conference on Disaster Risk Reduction, Sendai, March 2015 ;
  - Third International Conference on Financing for Development, Addis Ababa, July 2015 ;
  - High-level Summit on the Post-2015 Development Agenda, New York, September 2015; and
  - Conference of the Parties to UNFCCC, Paris, December 2015 ;
- It is important to connect the dots between these global processes defining the post-2015 development agenda in terms of improving resilience and disaster preparedness, financing for sustainable development, agreement on the SDGs, arriving at a post-Kyoto framework on climate change, and with a focus on implementation – agreement on a new urban agenda at HABITAT III.

Good Governance for sustainable cities and sustainable urbanization

- Cities should be socially inclusive, economically productive, environmentally sustainable, secure, and resilient to climate change and other risks.
- Finance and transfer of knowledge to enable a sustainable city transformation remain key challenges for developing countries in particular. This is an area which deserves more attention as we move forward. Many cities continue to struggle with fragmented decision-making, competing policy objectives, limited coordination with higher tiers of government and inadequate resources.

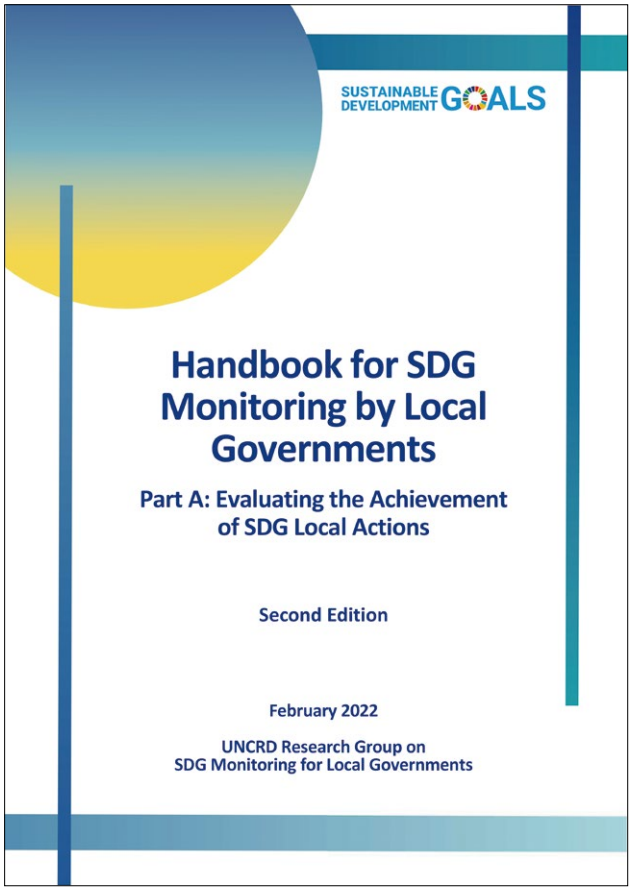
# 2 Methodology and process for preparation of the review

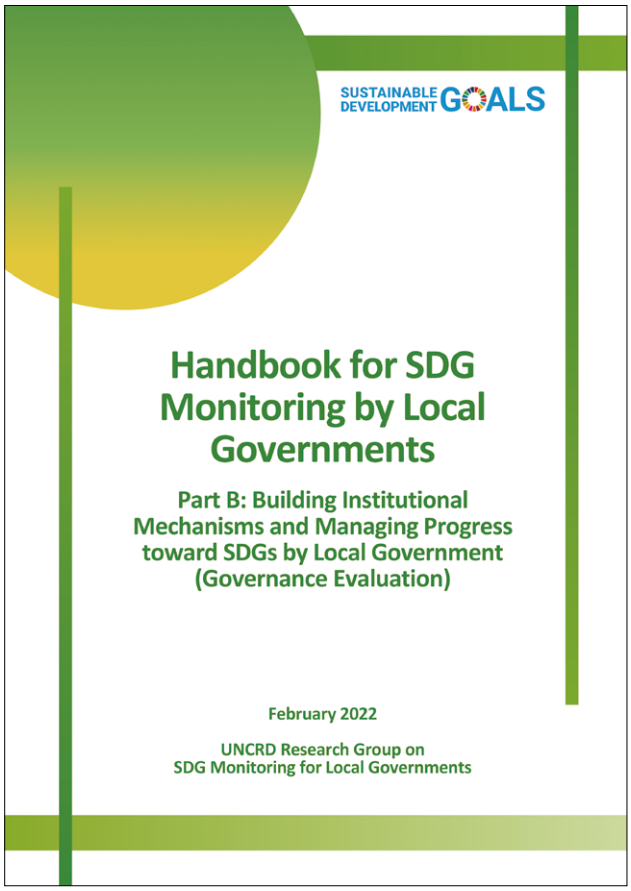
# 2 Methodology and process for preparation of the review

## (1) Background to the formulation of the VLR

Toyota City has long recognized the need for a mechanism to evaluate the progress status of SDG achievement at the city level and has participated in the UNCRD-led Local Government SDG Monitoring Study Group since its inception in May 2020, contributing to the development of tools. Members of the study group held extensive discussions on setting indicators and their relationship with each goal, and local governments, companies, and UN agencies shared their respective experiences and knowledge. In May 2021, the study group published the "Guidelines for Monitoring the SDGs in Local Governments," proposing methods for evaluating the degree of achievement of specific SDGs and governance.

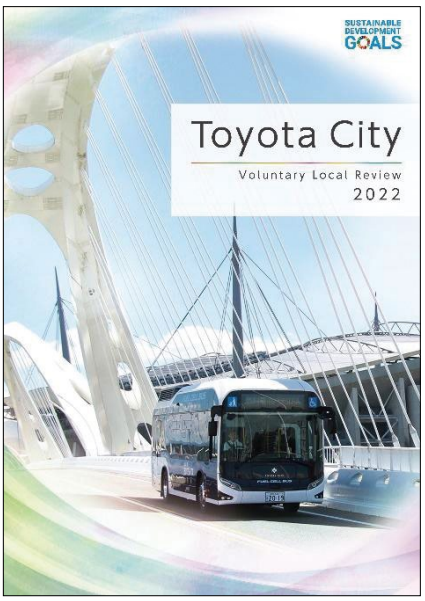
Through this process, Toyota City came to recognize the importance of reviews to incorporate the SDGs into future city growth strategies and issued its first VLR in June 2022.



Toyota City recognizes the VLR as a powerful tool for localizing the SDGs, tracking the progress globally, and sharing valuable experiences with various stakeholders. Three years have passed since Toyota City issued its last VLR, and various studies have revealed that it is facing difficulties in achieving the SDGs. We believe that communication through the VLR will help the international community overcome the high hurdle of achieving the 2030 Agenda, which is why we have now issued this second VLR.

Toyota City's first VLR referenced the DESA Guiding Elements and included all of its topics. It was also the first VLR created using the methodology developed by the Municipal SDGs Monitoring Study Group, based on the Municipal SDGs Monitoring Guide. In creating this latest edition of the VLR, we followed these same methods and worked in collaboration with relevant organizations to ensure it was even more comprehensive and refined




## (2) Introduction of achievement evaluation methods

Following from the previous VLR, we will introduce the most distinctive feature of this VLR, the "SDGs achievement assessment," which can be monitored using localized outcome indicators. This involves narrowing down the targets of the 2030 Agenda that can be addressed at the local level and for which numerical values are available from open data to 56 or 49 indicators depending on the size of the local government and using these pieces of numerical evidence to grasp the progress of the SDGs.

The evaluation results can be expressed as the degree of achievement for each goal, ranging from 0% to 100%, and can also be compared with local governments across the country, allowing the strengths and weaknesses of the target local government to be grasped.

In the VLR this time, after analyzing the degree of achievement of each goal and each indicator of Toyota City from the perspective of regional management, we introduce related unique projects.

## (3) Involving stakeholders in the formulation of the VLR

Toyota City carefully considered how to gather a variety of opinions in order to formulate a meaningful VLR. In formulating the VLR this time, we held explanations about the VLR and online workshops to gather feedback from stakeholders. The draft VLR was also rolled out to companies and organizations that promote the SDGs in cooperation with Toyota City, including Toyota SDGs Partners and Toyota City SDG Certified Businesses, which will be introduced as case studies in later chapters, to gather feedback.

In this process, the Toyota City government, particularly the Future City Promotion Division, which is in charge of promoting the SDGs, has always taken the initiative.

# 3 Policy and enabling environment

# 3 Policy and enabling environment

## (1) Engagement with the national government on SDG implementation

In 2018, the Cabinet Office of the Japanese government established a framework to select local governments that are taking the lead in efforts to achieve the SDGs as "SDG Future Cities." Toyota City was one of the first cities to be selected as an SDGs Future City in 2018 when this framework was launched. Municipalities selected as SDGs Future Cities are supposed to formulate future city plans, implement measures to achieve the SDGs in line with those plans, and report their progress to the Japanese government. In Japan, the reports function as a mechanism for the Japanese government to monitor progress and encourage local governments in their efforts related to the 2030 Agenda for SDGs Future Cities.

Furthermore, the Japanese government has been promoting the Regional Revitalization Project, which was launched in 2014 with the aim of halting the excessive concentration of population in the capital, Tokyo, and the resulting serious population decrease and decline in vitality in regional cities throughout Japan and of restoring national prosperity in Japan, in conjunction with the SDGs. This project includes a grant mechanism in which the national government will cover part of the costs of projects implemented by local governments to promote the SDGs and a "corporate 'furusato nozei' program (hometown tax payment)" system that offers preferential tax deduction rates when companies outside the region donate to SDG-related projects listed in local government plans. Many of Toyota City's SDG promotion projects have received support from the Japanese government through such a framework.

In addition, the Japanese government has established the Regional Revitalization SDGs Public-Private Partnership Platform with the aim of promoting collaboration between local governments, private companies and organizations through the SDGs, and Toyota City is a participant in this platform. As of the end of June 2025, approximately 8,000 organizations, including more than 1,000 local governments across the country, had joined the platform, playing an important role in promoting the SDGs in Japan.

The Japanese government has issued VNRs in 2017, 2021, and 2025. These VNRs contain many examples of advanced initiatives being undertaken by local governments. In addition, during the VNR creation process, opinions are collected from local governments working on VLR, and knowledge is shared between the national and local governments in creating reviews.

## (2) Creating ownership of the Sustainable Development Goals

Since before and after being selected as an SDGs Future City in 2018, Toyota City has been proactively conducting awareness-raising activities on the SDGs for its citizens and for companies and organizations both within and outside the city. This is because partnerships with local stakeholders are an essential element of local government approaches to achieving the SDGs, and partnerships cannot exist without ownership of the SDGs.

According to the first public awareness survey conducted in 2019, since Toyota City began actively promoting the SDGs, only 15.2% of residents were aware of the SDGs. According to the most recent public opinion survey, 45% of citizens understand the content of the SDGs. If we include citizens who are aware of the existence of the SDGs but do not fully understand their content, the degree of recognizing the SDGs is 78.7%, and if we limit it to citizens up to the age of 59, the figure reaches 90%. On the other hand, among citizens who are aware of the SDGs, only 39.5% of them responded that they are already working towards the SDGs. This means that while activities to raise awareness have been successful, communicating the need for action and encouraging it remain an important challenge.

In this section, we will categorize efforts to create ownership of the SDGs into two, those aimed at residents and those aimed at businesses, and introduce respective cases.

### a. Initiatives to create a sense of ownership among residents

For residents, we frequently hold events and workshops themed around the SDGs as a way to propose sustainable lifestyles while taking a style of an event to enjoy leisure. In order to develop human resources who will contribute solutions to community issues in addition to fostering a sense of ownership of the SDGs, we are rolling out projects, such as Toyota SDGs Master (an original card game), Toyota SDGs Mirai University, and Toyota SDGs Point.

The “Think SDGs” event held in 2018

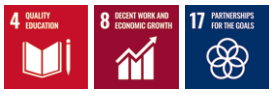
## Case 1: Toyota SDGs Master


"Toyota SDGs Master" is a card game created by Toyota City through citizen workshops with the aim of communicating the philosophy and significance of the SDGs and the attractions and challenges of Toyota City and of creating opportunities for citizens to put the SDGs into practice in their daily lives. The card game uses quiz cards that contain a total of 34 questions about Toyota City, two quizzes for each of the 17 goals. By trying to solve the quizzes, players can learn how each goal relates to aspects of their daily lives while also understanding what issues they are interested in and how they perceive the challenges they face in relation to the realities of their local communities.

Additionally, developing "certified facilitators" who are qualified to run this game from among interested citizens and having them implement the game in companies, schools, and local communities, we expect that they will increase the number of people who understand the SDGs through grassroots movements.

Experiencing the Toyota SDGs Master

## Case 2: Toyota SDGs Mirai College




"Toyota SDGs Mirai College" is a project in which staff from companies and civic activity groups hold courses related to the SDGs for children, who will be the leaders of the future.

In each course, which will link the company's efforts with each of the SDGs, people who are actually working towards achieving the SDGs in their companies, etc. will serve as lecturers. Using real-world practices as a reference, we will create opportunities for children to think about the various problems occurring around the world as if they were their own problems and take action to solve them.


A lecture on SDGs given by a private business operator

## Case 3: Toyota SDGs Points

In addition to the awareness-raising project mentioned above, Toyota City operates the "Toyota SDGs Points" program. Under this system, Toyota City residents are awarded points funded by corporate sponsorship and Toyota City's budget for actions that contribute to the SDGs, such as "eating everything you're served at restaurants," "purchasing environmentally friendly products," and "attending employment support seminars."
The system has a mechanism to help promote public understanding and action towards the SDGs where points issued can be used at participating stores, with 1 point equaling 1 yen.

## b. Initiatives to create a sense of ownership among companies

It is extremely important for companies to work towards the SDGs. Today, not only business-to-business transactions but also almost all choices for products and services used by citizens, such as housing, food, clothing, and entertainment, are provided by corporate activities through the market. Therefore, without a commitment from companies to the SDGs, it would be impossible to achieve the SDGs. Furthermore, with the advent of an aging society with a declining birthrate in Japan, the services provided by traditional local communities are at risk of collapse. Directing companies' financial and human resources into activities aimed at building a sustainable society is an effective way to respond to the changing times. With this understanding, Toyota City has continuously worked to expand the understanding and practice of the SDGs in the industrial sector.

PR Photo by Tourism TOYOTA


## Case 4: Toyota SDGs Partner

"Toyota SDGs Partner" is a system for registering companies, civic groups, etc. that work in collaboration with Toyota City to implement initiatives and activities aimed at achieving the SDGs, resolving community issues, and raising awareness of the SDGs. Launched in 2019, the platform of this system had 292 registered companies and voluntary organizations as of June 2025.

Under this registration system, registered companies and organizations can increase the value of their efforts through the local government by participating in events, seminars, working projects, etc. hosted by Toyota City.

In addition, partners who register with this system are required to post their activities on "Platform Clover," an online SDGs platform, where information on SDG initiatives from across Japan is posted. In addition to the article posting function, Platform Clover also has a function that uses AI to analyze the content of posts and match the activities of posters, which is expected to further promote the SDGs through digital technology.

## Specific projects:
## Asahi & Toyota Jalapeno Project
## by Wise Co., Ltd × LLP Mobility Village

The Asahi district of Toyota City is a typical Japanese mountain village and is an area experiencing rapid aging and depopulation. In such an area, many farmers have given up farming, and the amount of abandoned farmland has been increasing year by year. Therefore, Wise Co., Ltd. focused on jalapeños, which cause less damage to crops from wild animals and are easy for elderly people to grow, and in collaboration with Mobility Village, a limited liability partnership that carries out volunteer activities for local residents in the Asahi district, launched the "Toyota & Asahi Jalapeño Project" to revitalize the area and solve its issues by making jalapeños a specialty product of the district.

The project has expanded year by year and currently involves food processing companies operating in the neighborhood in a sixth-sector industrialization initiative, as well as product development in collaboration with a local junior high school.

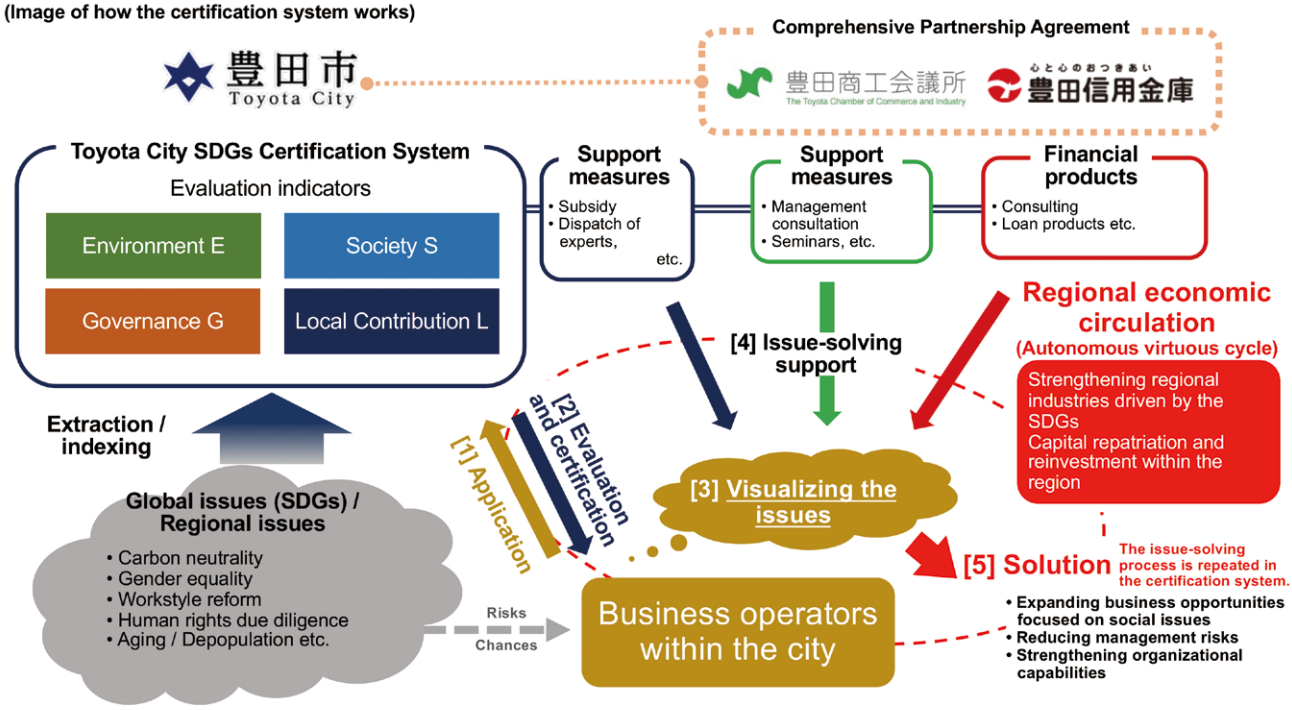

## Case 5: Toyota City SDGs Certification System

In general, small and medium-sized enterprises with customers in local areas tend to be less motivated to work on sustainability than large companies that operate globally, and it is said that because they have limited capital and human resources, they tend to lag behind in their efforts to achieve the SDGs. Therefore, Toyota City, primarily targeting small and medium-sized enterprises, has established the "Toyota City SDGs Certification System," which evaluates the SDG-related efforts of businesses in the city and awards certification based on the level of their efforts, with the aim of encouraging them to shift to management that prioritizes the SDGs. Toyota City has concluded a comprehensive partnership agreement with the Toyota Chamber of Commerce and Industry, an organization of local merchants and industrialists, and Toyota Shinkin Bank, a regional financial institution based on the principle of mutual assistance, and also launched this system as a collaborative project between the three parties.

Under this system, Toyota City will compile the "SDG-related efforts" currently required of companies as indicators and will use these indicators to score and certify the efforts of companies. The certification is divided into three grades - Gold, Silver, and Bronze - depending on the level of achievement of the initiatives. Certified companies are provided with a range of support options, including subsidies according to each grade and PR measures to attract talent, in an effort to motivate them to take on new initiatives. The evaluation index consists of approximately 80 sub-items, which Toyota City created under the supervision of the United Nations Centre for Regional Development, and covers initiatives related to the SDGs, such

as carbon neutrality, biodiversity, gender equality, decent work, and disaster prevention measures. Through a review based on these indexes, business operators can understand to what extent they are implementing initiatives that contribute to the achievement of the SDGs and what other initiatives are required and can use this as an opportunity to consider further initiatives. In addition, by providing support tailored to the needs of companies through partner financial institutions and local commercial and industrial organizations, we are able to provide effective support for business management that cannot be provided by government agencies alone. Under the SDGs certification system, 105 companies were certified over a two-year period from April 2023 to March 2025. Some companies have attempted this system multiple times, and some have expanded their management efforts toward the SDGs in order to improve their level of certification.

(Image of how the certification system works)



### Specific project: Initiatives at Kito Seiki Seisakusho Co., Ltd.


Kito Seiki Seisakusho Co., Ltd. is a manufacturer with approximately 50 employees whose main business is precision parts processing and is a typical small and medium-sized enterprise known in Japan as a backstreet workshop. The company applied for the certification system in 2023 because its management wanted to position the SDGs not just as a social contribution activity but as a growth strategy for the company. Although the company was awarded bronze certification in 2023, they recognized that they needed to achieve silver certification or higher in order to position SDG management as a company growth strategy. Based on this recognition, the company established in November 2023 an internal working group centered on young employees to consider future actions that the company should take to achieve the SDGs.

The results of the working group's deliberations were accepted within the company, leading to improvements to the working environment based on the principles of gender equality and diversity, as well as the promotion of company-wide efforts toward carbon neutrality, and resulting in the company obtaining silver rank certification in March 2025. Currently, Kito Seiki Seisakusho Co., Ltd. is seeking to further expand its efforts with the goal of obtaining gold certification.

Working group by young employees

## (3) Incorporation of the Sustainable Development Goals in local and regional frameworks

### a. Comprehensive Plan and SDGs

The Comprehensive Plan is the most fundamental plan that clarifies the direction of Toyota City's future urban development and is undertaken by citizens and the government together. We are currently in the 9th Toyota City Comprehensive Plan period. This plan, which sets out the future vision of the city as "connect and achieve a fun city to live in, Toyota," is composed of two parts: The "Future Concept" and the Future Realization Strategy 2030." The former shows the universal direction of urban development, set by looking ahead to 2050, while the latter indicates the direction of efforts to be particularly focused on over the five years from April 2025 to March 2030, in order to realize the "Future Concept." In addition, the individual area plans of each city hall department are all formulated to have a policy consistent with this comprehensive plan.

This plan outlines the financial plan for the planning period, as well as the approach to evaluating measures and managing progress in order to achieve the plan. In promoting the plan, in addition to the spirit of "We Love Toyota," we have defined the "Mountain Village Ordinance," which prescribes the city's stance on the sustainable development of mountain villages, and the "Mutual Understanding and Communication Ordinance," which aims to realize a community-based society where everyone can live in peace and be themselves, regardless of whether they have a disability, their nationality, age, etc. as basic ideals and principles.[2] This is linked to the integrated initiative to the three aspects of environment, economy, and society and the basic philosophy of the 2030 Agenda of "leaving no one behind," meaning that the SDGs are at the core of all operations carried out by Toyota City.

[2] The city's slogan aims to enrich daily life by being aware of and enjoying the charms of Toyota City.

It also clearly states that the comprehensive plan will be promoted in conjunction with the SDGs. The Comprehensive Plan (which is also a major topic of this VLR) outlines the city's achievement status of the SDGs, analyzes the city's regional characteristics, i.e., its strengths and weaknesses, and stipulates that we shall advance our efforts to achieve the SDGs by leveraging its strengths while also working to resolve issues. The measures listed in the Comprehensive Plan will be promoted by the various departments that manage them, and each measure will have its own indicators set by the relevant department as well as "SDG Achievement Indicators" set by the Future City Promotion Division of the Planning Department, which oversees responses to the 2030 Agenda. The status of these measures and the indicators linked to them are to be reported to the city's central departments every year and are subject to oversight, so a system in which a perspective toward achieving the SDGs is always incorporated into the implementation phase of the operation of measures has been established.


### b. Formulation of local goals

On the other hand, the comprehensive plan also defines the "Toyota Local Goals," which are Toyota City's own goals. Following the structure of the SDGs, two goals were established: "Foster children's power to carve out their own future with dreams and hopes" and "Realize a state where everyone is connected to each other with attachment to and pride in their community through a variety of experiences and excitements." With the setting of associated targets and indicators, these goals have become targets that the Toyota city government will work on across sectors. They represent Toyota City's view that in a rapidly changing and unpredictable society, it is important to realize the physical and mental well-being of each and every citizen in addition to the sustainability of the city.

## (4) Leaving no one behind

The commitment to "leaving no one behind" is the most important and powerful stance of the 2030 Agenda. Toyota City always provides administrative services in the spirit of equality for citizens generally recognized as vulnerable groups, regardless of age, gender, disability, race, ethnicity, origin, religion, economic status, or other factors. As mentioned above, this philosophy is also incorporated into the city's comprehensive plan, which is its most fundamental action plan.

In addition, we have effective mechanisms to ensure that all citizens' opinions are reflected in municipal administration. Here we will introduce some distinctive cases.


### L1: Dreams and Hopes for Children's Future

Foster children's power to carve out their own future with dreams and hopes.

In order to create a sustainable city, it is essential to nurture children, who will be responsible for the next generation. We will promote urban development by considering our measures that are "child-centered" and "from a child's perspective" so that children can have dreams and hopes for the future and live fulfilling lives.

**[Target]**

L1.1 Children are developing the ability to survive in the future and a sense of self-esteem.

L1.2 The entire town supports children's development.


### L2: Pride and Affection in the Community

Realize a state where everyone is connected to each other with attachment to and pride in their community through a variety of experiences and excitements.

The various experiences and excitements that are unique to this city, created through connections between local communities and across generations, enrich our lives. We will create a local community in which everyone involved in our city can feel attached to and pride in the city and the area they live in.

**[Target]**

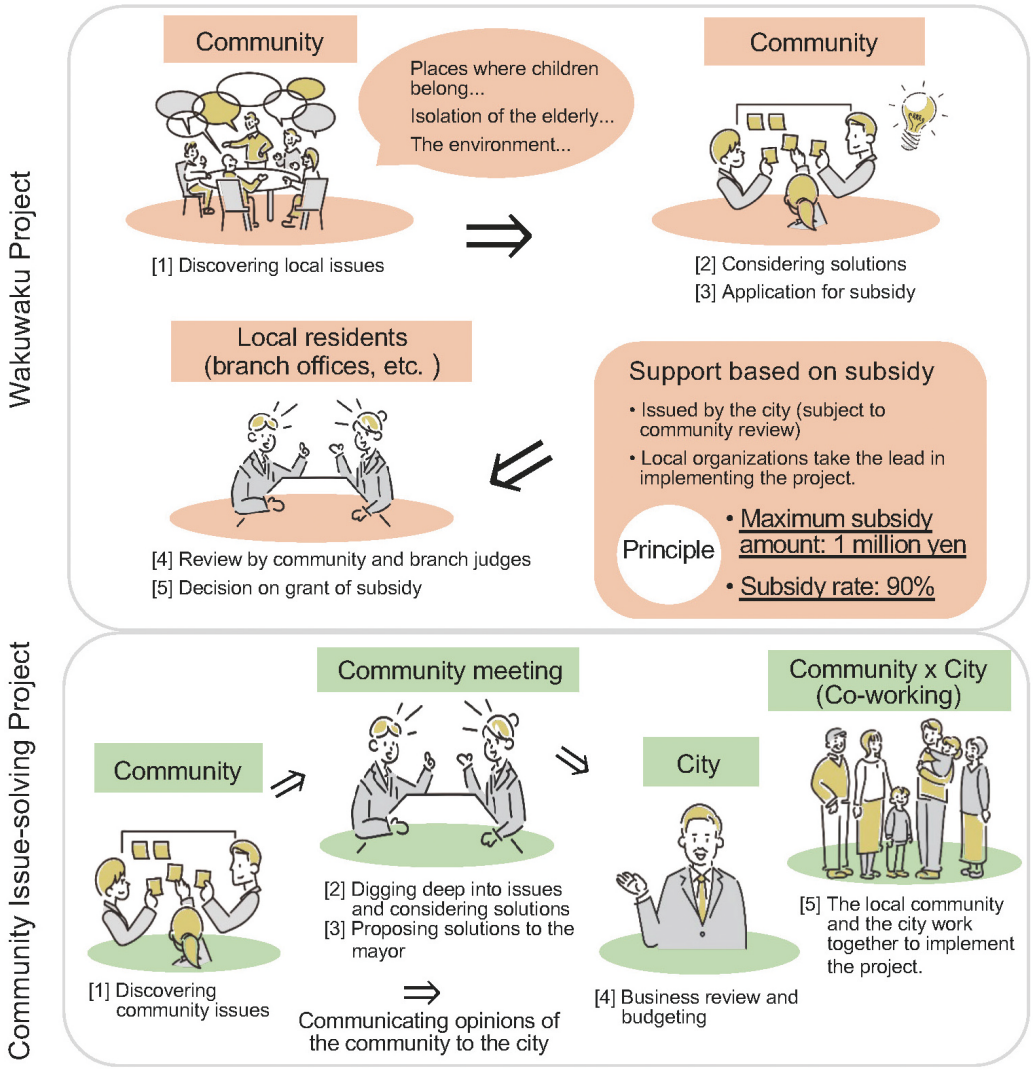
L2.1 In an era of 100-year lifespans, everyone is living vibrant life through learning from each other.

L2.2 Citizens' attachment to and pride in their town have been fostered.

L2.3 Everyone lives their life together, connected with each other in a community and across generations.

## Case 6: Community Autonomy System

In Toyota City, which has come to have a vast city area after the absorption of surrounding municipalities as a result of the accumulation of industries, it is difficult for the local government to directly identify and respond to each and every issue of each community, so it has traditionally worked on decentralization within the city. This system, called the "Community Autonomy System," allows the will of local residents to be reflected in municipal administration through frameworks such as "community meetings" and "regional autonomous areas." At the same time, it also enables local residents to solve their community issues themselves through the "Wakuwaku Project" and "Community Issue-solving Project," which are systems that allow administrative budgets to be executed based on agreements at a smaller community level. Residents' awareness of issues in their local communities has led to the establishment of effective initiatives for vulnerable groups who are difficult for the government to approach and has led to voluntary activities and issue-solving in various fields, including livelihood support, crime prevention, and disaster prevention.



### Case 7: Child-friendly town development

Toyota City has also focused on approaches to children. Since the establishment of the Toyota City Children's Ordinance in 2007, we have implemented various projects to guarantee children's rights and reflect children's opinions in community management. In 2025, Toyota City was recognized as a UNICEF Japan-style Child-Friendly Cities Initiative (CFCI) implementing local government, and it is promoting efforts to further realize a child-friendly city where no one is left behind, based on UNICEF's international standards.

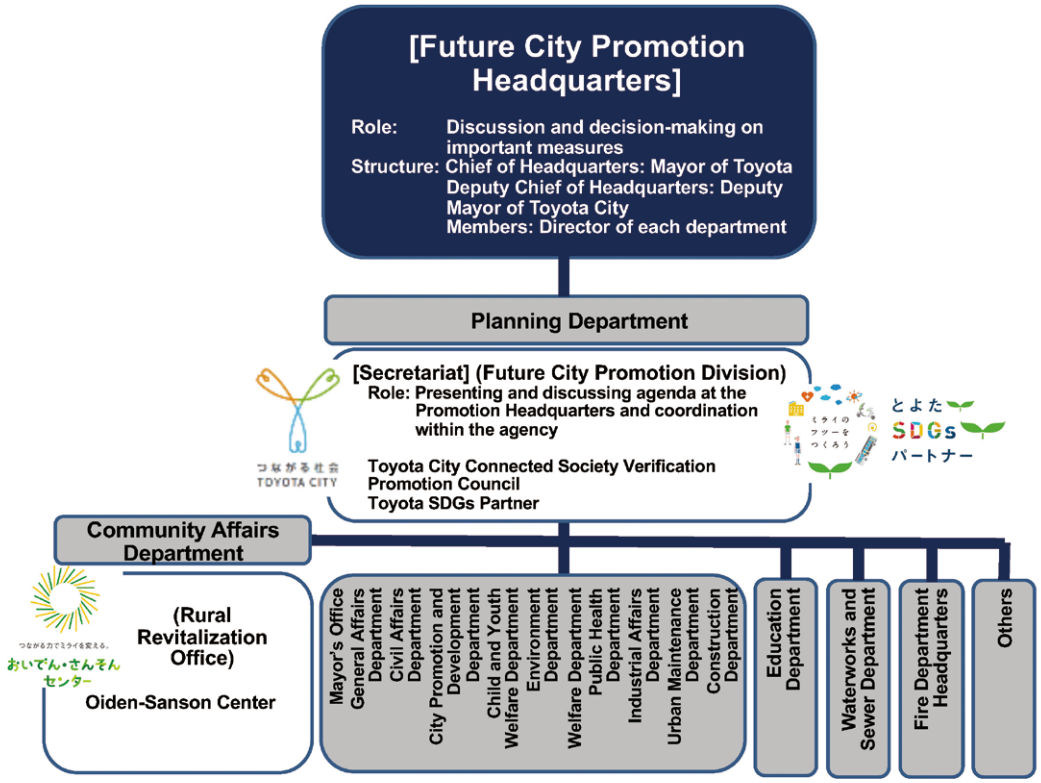
## (5) Institutional mechanisms

In order to strongly contribute to the 2030 Agenda, Toyota City is formulating an SDGs Future City Plan in parallel with its Comprehensive Plan. Based on this plan, we established a Future City Promotion Headquarters within the government. The headquarters, which is headed by the Mayor of Toyota, consists of the Deputy Mayor of Toyota City, who serves as the Deputy Director, and the director of each department as its members. Any matters discussed and decided here will be immediately communicated to all departments within the agency. The secretariat is the Future City Promotion Division, which is responsible for overseeing the SDGs across the entire agency, and will set up working groups involving relevant departments as necessary to consider the matters.

Toyota City's enforcement system also ensures full, inclusive, and meaningful citizen participation. In other words, this Promotion Headquarters includes departments responsible for managing various platforms that are Toyota City's partners, so it can promote efforts to achieve the SDGs while involving stakeholders at all levels.

Toyota City is also focusing on networking with surrounding municipalities and companies. The Chubu Region SDGs Wide-Area Platform is an organization that supports efforts to achieve the SDGs and was jointly established by four organizations with direct connections to the world: The United Nations Centre for Regional Development, the Chubu ESD Base, the Club of Rome Japan, and the Chubu SDGs Promotion Center (general

Group photo at the CFCI recognition ceremony




incorporated association). By participating in training sessions and seminars hosted by this platform and actively utilizing networking among members, such as local governments and companies, we will promote information-sharing and utilize the shared information to promote collaboration and activities centered on the Chubu region.

## (6) Structural issues

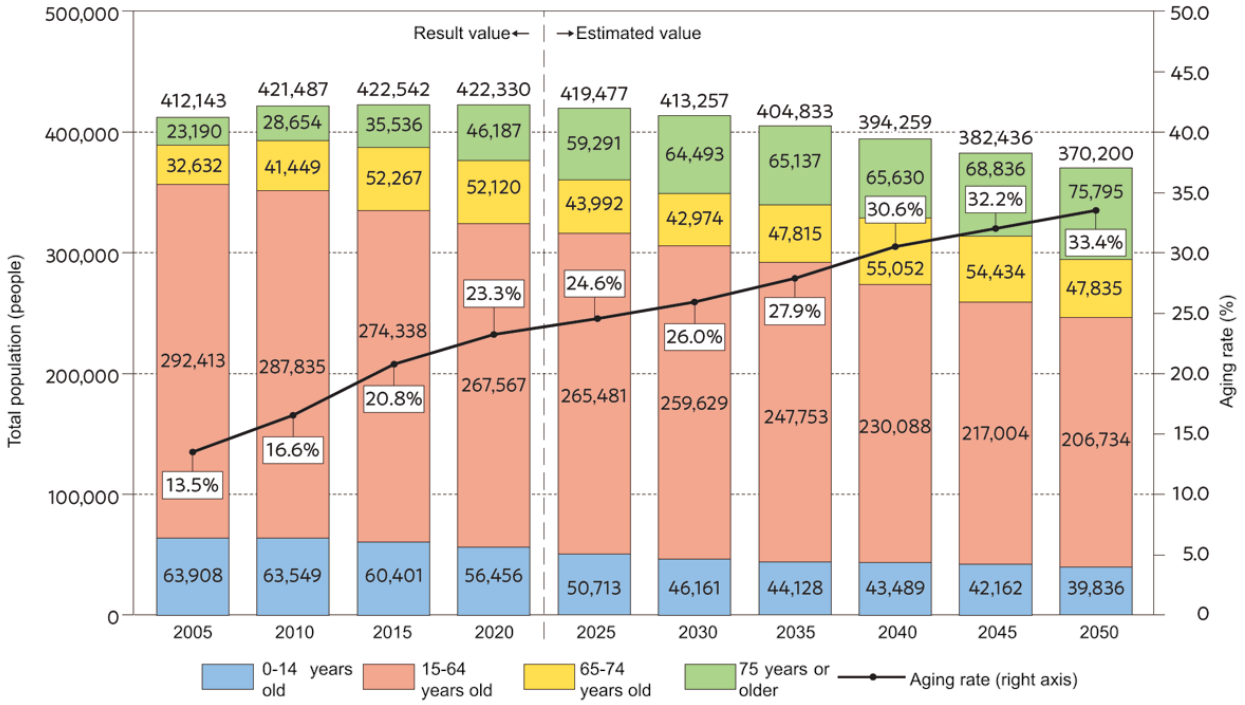
In this section, we will report on the social and environmental changes that have a significant impact on Toyota City's achievement of the SDGs, as well as the structural problems and barriers that Toyota City faces in implementing the 2030 Agenda.

### a. Medium- to long-term population decrease, declining birthrate, and advancement of the era of 100-year lifespans

Japan has entered a period of population decline since peaking in 2008. According to a 2023 estimate by the National Institute of Population and Social Security Research, the total population is expected to decrease to approximately 100 million by 2050. Our city's population had remained stable at around 420,000 people since the Lehman Shock in 2008, but turned to a decrease after the peak in 2019.

In addition to these predictions regarding population, in an era where people are expected to live to 100 years old, it is becoming increasingly important to create a society where everyone, from children to the elderly, can continue to be active and healthy and a local community where people can live in peace.

At the same time, our city needs to play a role in maintaining the population of the region, including surrounding municipalities, by promoting urban development with an eye to the future while taking advantage of its industrial structure that attracts talent from both Japan and abroad and the high level of urban infrastructure that it has built up to date.




[Source] Population Census and the National Institute of Population and Social Security Research
Created based on "Japan's Future Population Estimates by Region (estimated in 2023)"

### b. Advancement of diversification of values and lifestyles

Against the backdrop of the global spread of COVID-19 and the expanding values that attach importance to work-life balance, diverse options of working styles and lifestyles such as teleworking and flextime systems have become established.

Toyota City is home to citizens of diverse backgrounds, with foreigners making up approximately 5% of the total population.

In recent years, people's awareness of connections with others has been changing, and the function of family and community ties has been weakening. Due to the impact of COVID-19, human relationships have become increasingly tenuous, and an increasing number of people are experiencing psychological difficulties such as loneliness and isolation. In this situation, it has become even more important to "be aware of one another," "recognize one another," and "learn from one another" through "connecting with one another." There is a need to create a local community where everyone, whether they are facing difficulties or not, beyond generation or attribute, can have hope for the future and live in peace and security, true to themselves.

### c. Possibility of major transformation of industrial structure and demand for carbon neutrality

Toyota City's core industry, the automobile industry, is facing a fierce development race due to a shrinking domestic market, intensifying international competition, and a succession of new entries from other industries. With the automotive industry said to be in the midst of a "once-in-a-century period of great change," major changes to the traditional industrial structure and business models could have a major impact on the civil lives of our city and the city's economy, including small and medium-sized enterprises.

As the international community increasingly demands that the automotive industry achieve carbon neutrality, enhancing the development and supply capacity of mobility, such as electric vehicles (BEVs) and hydrogen-powered fuel cell vehicles (FCEVs), has become an important strategy.

### d. Acceleration of digital transformation and advancement of technological innovation such as generative AI

In a society with a decreasing population, there is a need to promote digitalization in order to improve the convenience of life and streamline business operations. For example, digital utilization offers various benefits, such as allowing people to stay connected with each other in their communities or at home and to enjoy shopping and public services. In addition, new technologies, such as generative AI, exemplified by ChatGPT, are developing at an accelerating pace. Such technological innovations have the potential to bring about dramatic and unpredictable changes across society and the economy while also bringing about various opportunities.

### e. The growing importance of resilient city management

The structure of society is undergoing major changes, including an increase in global population, the growing impact of climate change, and intensifying international situations such as Ukraine and the Middle East. These factors have had a significant impact on daily life, including the instability of the supply and procurement of food, resources, energy, and other essentials. In order to create sustainable local communities, it is necessary to reexamine the way we live our lives.

Toyota City also has a large number of public buildings and infrastructure facilities spread across its vast city area, but many of these have been developed intensively since the 1970s, and there are concerns that the proportion of aging facilities will increase exponentially from the 2030s onwards. In recent years, Japan has been hit by many natural disasters, such as major earthquakes, including the 2024 Noto Peninsula earthquake, heavy rains, and typhoons. Measures are also needed to deal with meteorological disasters, which are becoming more severe due to earthquake disasters and climate change.

As various risks are anticipated, it is important to promote resilient urban management by cooperating and complementing with companies and other local governments as necessary.

### f. Opening of the Linear Chuo Shinkansen, etc.

Construction of the Linear Chuo Shinkansen is underway in Japan. Amidst changes in the economic environment due to the opening of the Linear Chuo Shinkansen and other factors, it is necessary to promote efforts to remain an industrial hub city, as well as to further propel the leap forward of the Nishi Mikawa region and other regions by encouraging exchanges of people, things, and information related to manufacturing and promoting the creation of new value.

# 4 Means of implementation

# 4 Means of implementation

Being the site of a very strong industrial base, Toyota City is in a favorable financial position and is well placed to proactively implement initiatives in various fields that contribute to the achievement of the SDGs. On the other hand, it can also be said that the city has a financial structure which is significantly affected by fluctuations in the performance of companies in the region. Therefore, we will actively utilize the power of the private sector while continuing to work to strengthen our financial strength so that we can respond to trends in the overseas economy, rising prices both domestically and internationally, geopolitical risks, and other factors.

## (1) Promoting public-private collaboration

Toyota City has long promoted “cooperation” as a key word for urban development. In addition to citizens and the government working together, this also includes citizens and the government acting independently based on their own judgment toward a common goal and indicates that we will aim to become a better city by “working together and acting together.”

Currently, we are actively working to solve local issues in collaboration with companies. By utilizing the company’s resources and the know-how and technology related to advanced services, we are attempting to approach increasingly complex and sophisticated community issues.

### Case 8: Toyota City Connected Society Verification Promotion Council


The Toyota City Connected Society Verification Promotion Council is a platform established for companies, universities, government agencies, financial institutions, local business organizations, and other parties to collaborate with each other on an equal footing across industry boundaries, with the aim of developing, demonstrating, and implementing technologies that will contribute to resolving community issues. Considering the following to be the main community issues, [1] Local production and consumption of resources and energy, [2] Responding to a super-aging society, and [3] Promoting traffic safety, the council is implementing a variety of projects, including the introduction of new energy sources and the use of IoT.

つながる社会
TOYOTA CITY

## Specific project: “Zutto-Genki Projects” (keep staying healthy and energetic project)

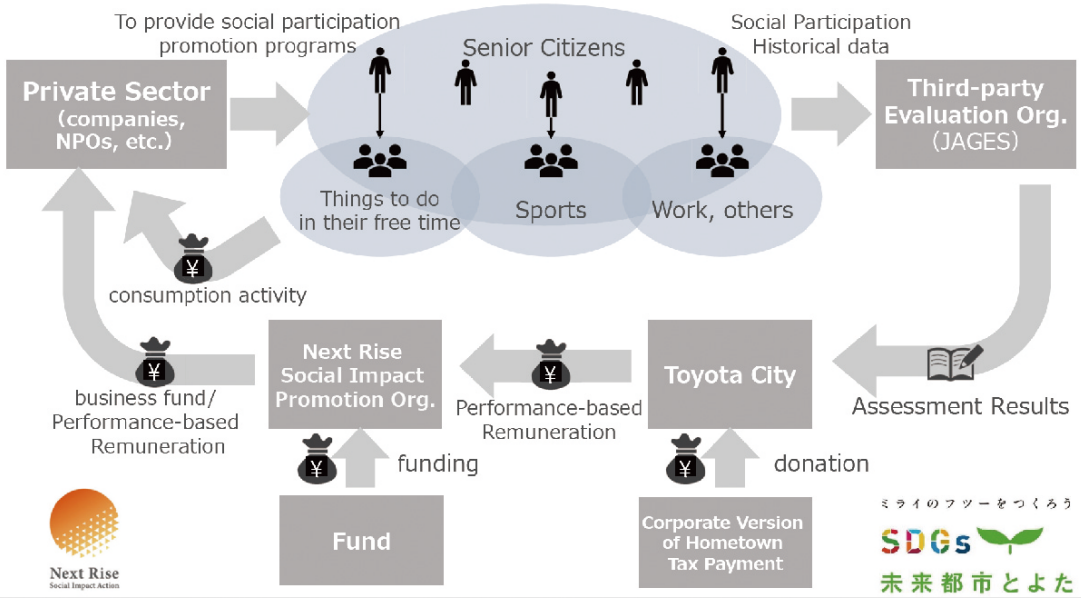
This nursing care prevention project utilizes the mechanism of the Social Impact Bond (SIB) to implement a nursing care prevention program led by private business operators on a performance-based pay basis, with the aim of reducing future nursing care costs.

Toyota City experienced a rapid influx of population during the period of rapid economic growth, resulting in a large population in certain age groups, and there were concerns about an increased risk of needing nursing care due to the rapid aging of the population. In addition, the COVID-19 pandemic restricted elderly people from going out, which was expected to further increase the risk. In light of this situation, this project was launched to increase the “opportunities for social participation and the number of social activities” for elderly people through hobbies, exercise, employment, etc., and to reduce the risk of needing nursing care. Currently, a variety of nursing care prevention programs are being rolled out that include sports, hobbies, and communication. In addition to providing various connections with others, these programs also help the elderly find meaning in life and enjoyment, leading to the realization of a happier lifestyle.

A distinctive feature of this project is that it is evaluated and managed based on specific numerical targets (reducing nursing care costs by 1 billion yen over five years) set based on scientific knowledge. Dream Incubator Co., Ltd. coordinates with each business operator in collaboration with Toyota City and manages the entire project. An actual impact assessment conducted by a third-party organization, the Japan Gerontological Evaluation Study (JAGES), has estimated an effect of approximately 370 million yen in the second year, with the ultimate goal of a reduction of 1 billion yen expected to be achieved.

**Scheme for the Toyota City Public-Private Partnership for Care Prevention “Zutto-Genki (keep staying healthy and energetic) Project”**

Next Rise Social Impact Promotion Organization, commissioned by Toyota City, is promoting this project as a private-sector coordinating organization, utilizing the SIB mechanism.



### Case 9: Oiden Sanson Center

The Oiden Sanson Center, based at Tsuku Russell in the Asahi district, is a platform that utilizes the resources of cities and mountain villages to solve problems by connecting people, regions, companies, etc. as a comprehensive consultation center for relocation to and settlement in mountain villages and for exchanges between cities and mountain villages. It responds to consultations from people who wish to move to mountain villages and matches individuals or groups willing to volunteer with mountain villages.

Supporting a village activity

## (2) Progress status of the initiative: Governance evaluation

This section organizes the changes in our city's approach to the SDGs.

The first is about the leadership of the mayor. The mayor of our city has been actively communicating about the SDGs since 2018, and he has clearly stated the SDGs in his policy guidelines for fiscal 2025 as well and continues to demonstrate leadership externally in promoting the SDGs. In addition, in terms of the administrative system for promoting the SDGs, the Future City Promotion Division is in charge of continuously working exclusively to promote the SDGs within the city, and the number of staff in charge has been increased from two (2018) to four (2025). Questions and discussions related to the SDGs are also being held continuously in parliament, and there are ongoing interests and commitment in the SDGs in local politics as well.

From the perspective of reflecting the SDGs in these goals and plans, since the formulation of the first phase of the SDGs Future City Plan in 2018, our city has set 10 of the 17 goals as priority goals to work on. In the second-phase plan, we continued to prioritize our efforts, focusing on the 10 goals, and gradually expanded our efforts. However, from the third-phase plan, an over halfway point to the target year, the plan has been to promote efforts while keeping all 17 goals in mind, linked with the SDGs achievement indicators developed by the UNCRD. In terms of its positioning within the Comprehensive Plan, the content related to each field or project is being linked at the target level, and the Comprehensive Plan itself is building a mechanism that is linked with the promotion of the SDGs. In addition, by adopting the same indicators, numerical targets have been set to have 54 indicators, and the plan is gradually shifting to a more comprehensive approach.

From the perspective of monitoring systems and

information dissemination, the adoption of SDG achievement indicators has established a system for monitoring annual numerical targets, and the amount of open data provided has increased dramatically over the past nine years. Having been designated as an SDGs Future City and receiving the highest ranking in the nation (4th time) in the Nationwide SDGs Advancement Survey of Cities and Wards conducted by the Nikkei Shimbun, we are also actively utilizing external certification systems.

Finally, it is about the status of partnerships. Public awareness of the SDGs has increased dramatically from 15.2% in 2019 to 78.7% by 2023, and the city is actively working to get citizens involved. Regarding the involvement of private companies, we have been collaborating with various companies as a Toyota SDGs Partner, but we have tightened the requirements and are now operating it as part of a practical collaborative partnership. At the same time, Toyota City launched the Toyota City SDGs Certification System, a system to evaluate and certify companies in the city that are making substantial efforts toward the SDGs, and has improved both the quality and quantity of partnerships, with 105 companies certified by March 2025.

Systematically strengthening the system for promoting the SDGs, from administrative leadership to coordination with plans and goals, monitoring, and partnerships, we are working to create a continuous and sustainable system until 2030.

# 5 Progress on Goals and targets

# 5 Progress on Goals and targets

## (1) Methods for assessing the progress status towards goals and targets

In order to comprehensively grasp the progress of the city's effort toward the SDGs, this VLR will evaluate the progress status of each goal and target of the SDGs using the following three levels.

[1] Evaluation of achievement levels using the "SDG Achievement Indicators" for all goals and targets.

[2] Evaluation of "Progress Status of Plans and Initiatives" based on the SDGs Future City Plan to date.

[3] "Toyota Local Goals" that we newly established as Toyota City's unique cross-sectional goals.

### a. SDG Achievement Indicators

The SDG Achievement Indicators are evaluation indicators which were developed with the aim of evaluating all prefectures and municipalities in Japan on a horizontal basis, focusing on the 142 targets of the SDGs that local governments can particularly contribute to.

They are evaluation indicators jointly developed by the United Nations Centre for Regional Development (UNCRD) in collaboration with private companies and local governments, including our city, and are primarily made up of public indicators and various open data in Japan. The targets were selected based primarily on outcomes, covering all SDGs, so we can comprehensively evaluate the degree of achievement of the SDGs with these indicators. The target values used as the benchmark for achievement are either the goals stated in the targets or are set based on the highest global values (or the highest domestic values if no global data is available), making them evaluation indicators that are highly consistent with international goals.

For details of the evaluation method, use the report published by UNCRD as a reference.[3]

PR Photo by Tourism TOYOTA

[3] "Path to 2030: Local Government SDG Progress Assessment 2023" https://uncrd.un.org/ja/news/irdp-news-ja-20231005

■ List of indicators for the SDG Achievement Indicators

| No | SDG Local Achievement Index | Related goals | | | Direction | Municipal levels |
|---|---|---|---|---|---|---|
| 1 | Relative poverty rate | 1 | 2 | 10 | - | |
| 2 | Rate of households receiving livelihood protection | 1 | | | - | |
| 3 | Number of homeless per 100,000 population | 1 | | | - | *1 |
| 4 | Number of deaths from malnutrition per 100,000 population | 2 | | | - | *2 |
| 5 | Percentage of children with poor nutrition | 2 | | | - | *3 |
| 6 | Agriculture and fisheries output per capita | 2 | | | + | |
| 7 | Food self-sufficiency rate (on a calorie basis) | 2 | | | + | *2 |
| 8 | Neonatal mortality rate | 3 | | | - | |
| 9 | Number of youth deaths per 1,000 population | 3 | | | - | |
| 10 | Number of suicides per 100,000 population | 3 | | | - | |
| 11 | Healthy life expectancy | 3 | | | + | *2 |
| 12 | Number of traffic deaths per 10,000 population | 3 | | | - | |
| 13 | Percentage of children on waiting lists for nursery schools and kindergartens | 4 | | | - | |
| 14 | Percentage of junior high school graduates who go on to higher education | 4 | | | + | |
| 15 | Gender Parity Index in college and university enrollment | 4 | 5 | | N | |
| 16 | Average percentage of correct answers on academic assessments | 4 | | | + | *2 |
| 17 | Number of confirmed sex crimes per 1,000 women | 5 | | | - | *3 |
| 18 | Gender Parity Index for household workers | 5 | | | N | |
| 19 | Gender parity index for managerial occupations | 5 | 10 | | N | |
| 20 | Water supply coverage | 6 | 1 | 11 | + | |
| 21 | Sewage treatment coverage | 6 | | | + | |
| 22 | Water consumption per capita (based on a withdrawal basis) | 6 | | | - | *2 |
| 23 | Percentage of population with access to electricity | 7 | | | + | |
| 24 | Renewable energy installation capacity per capita | 7 | | | + | |
| 25 | Gross output per unit of final energy consumption | 7 | | | + | |
| 26 | Growth rate of gross city/prefectural product per capita | 8 | | | + | |
| 27 | Unemployment rate | 8 | | | - | |
| 28 | Percentage of population aged 15-24 not in employment, education or training (NEET) | 8 | | | - | |
| 29 | Manufactured value added per employee | 9 | | | + | |
| 30 | CO2 emissions per million-yen unit of added value | 9 | 8 | | - | |
| 31 | Number of patent applications filed per 100,000 population | 9 | | | + | |
| 32 | Income growth rate of the lower 40% of income<br>(Decrease rate of households with income of less than 3 million yen) | 10 | | | + | |
| 33 | Labour's share | 10 | | | + | |
| 34 | Unemployment rate of foreign workers | 10 | 8 | | - | *3 |
| 35 | Percentage of households that live in housing below the minimum living standard | 11 | | | - | |
| 36 | Public transportation coverage | 11 | | | + | |
| 37 | SPM (Suspended Particulate Matter) concentration | 11 | | | - | |
| 38 | Amount of business waste generated per gross city/prefectural product | 12 | | | - | |
| 39 | Hazardous waste disposal rate | 12 | | | + | |
| 40 | Recycling rate | 12 | | | + | |
| 41 | Number of residents in flood-prone areas per 100,000 population | 13 | | | - | |
| 42 | Number of people sent to hospital due to heat stroke per 100,000 population | 13 | | | - | *2 |
| 43 | CO2 emissions per capita | 13 | | | - | |
| 44 | River BOD (Biochemical Oxygen Demand) | 14 | 6 | | - | |
| 45 | Percentage change in sales value of fishery catches | 14 | | | + | |
| 46 | Number of arrests for violations of fishery-related laws per 100,000 population | 14 | | | - | |
| 47 | Net change rate of forest area | 15 | | | + | |
| 48 | Number of animals and plants poached or illegally traded per 100,000 population | 15 | | | - | *3 |
| 49 | Number of confirmed alien invasive species per unit area | 15 | | | - | *2 |
| 50 | Number of confirmed homicide cases per 100,000 population | 16 | | | - | *3 |
| 51 | Number of child abuse consultations per 1,000 elementary school students | 16 | | | - | |
| 52 | Voter turnout | 16 | | | + | |
| 53 | Fiscal capability index (FCI) | 17 | 10 | | + | |
| 54 | Internet penetration rate | 17 | | | + | |
| 55 | SDGs promotion index | 17 | | | + | |
| 56 | Number of sister cities per 100,000 population | 17 | | | + | |

*1: Less than core city (municipalities with more than 200,000 people) is assumed to be 0.
*2: Use the prefectural average
*3: For municipalities without data, use the prefectural average

## b. Status of working on the SDGs Future City Plan

Toyota City has been organizing and implementing measures to achieve the SDGs in its Future City Plan, which is to be formulated by local governments selected as SDG Future Cities.

Under the SDGs Future City Plan, each local government is required to set its own indicators to measure the status of its efforts toward the SDGs. Indicators are set for the goals that the local government will prioritize, as well as indicators for the efforts that the local government will implement. The first-phase plan, covering the period from 2018 to 2020, set a total of 24 indicators, while the second-phase plan, covering the period from 2021 to 2024, set the following 42 indicators (including overlaps between projects).

■ Initiatives to achieve the ideal state for 2030

| No | Field | Indicator name<br>* The numbers in [ ] are goal / target numbers. | Unit | Initial value | | Target value | |
|---|---|---|---|---|---|---|---|
| 1 | Economy | Areas of industrial areas created (cumulative) [9.2] | ha | | — | 2024 | 20 |
| 2 | | No. of new business development initiatives (cumulative, utilizing city systems) [9.2] | cases | | — | 2024 | 40 |
| 3 | | No. of startups and ventures supported (4-year cumulative total) [8.3] | cases | | — | 2024 | 8 |
| 4 | | No. of planned residential lots at the time of determining urban planning based on the utilization of district plans within urbanization control areas (cumulative total) [11.a] | lots | | — | 2024 | 700 |
| 5 | | No. of successful transactions through the Vacant House and Vacant Land Information Bank [11.a] | cases | 2019 | 26 | 2024 | 35 |
| 6 | Society | No. of junior high school districts engaged in community-led health promotion (as of the end of the fiscal year, city-supported) [3.8] | districts | 2019 | 16 | 2024 | 28 |
| 7 | | No. of participants in health promotion programs (implemented and supported by the city) [3.8] | people | 2019 | 176,988 | 2024 | 188,500 |
| 8 | | No. of participants in Senior Academy's "Year-Round Course", "Specialized Course", and "First Step Course" [8.5] | people | 2019 | 294 | 2024 | 328 |
| 9 | | No. of participants in the Second Life and Career Support Project (Espresso) (cumulative total) [8.5] | people | | — | 2024 | 200 |
| 10 | | No. of participants in multi-disciplinary training related to medical and nursing care collaboration [8.5] | people | | — | 2024 | 3,000 |
| 11 | | (Support for nursing care personnel) No. of participants in career advancement support training (cumulative total over four years) [8.5] | people | | — | 2024 | 120 |
| 12 | | No. of outreach activities by self-reliance consultation support organizations [8.5] | cases | 2019 | 1,922 | 2024 | 2,130 |
| 13 | | No. of community comprehensive centers that supported matching for social participation [8.5] | locations | | — | 2024 | 20 |
| 14 | | No. of new verification projects by the Toyota City Connected Society Verification Promotion Council [17.17, 11.a] | cases/FY | 2019 | 10 | 2024 | 10 |
| 15 | | No. of urban-mountain village exchanges coordinated (cumulative total) [17.17, 11.a] | cases | | — | 2024 | 200 |
| 16 | | No. of people who participated as volunteers in school activities [17.17, 11.a] | people | 2019 | 5,280 | 2030 | 5,500 |
| 17 | Environment | Total renewable energy generating capacity (city-introduced / involved) [7.2, 7.a] | kW | 2019 | 104,333 | 2024 | 117,000 |
| 18 | | Total No. of smart house projects supported (as of the end of the fiscal year) [7.2, 7.a] | cases | 2019 | 689 | 2024 | 965 |
| 19 | | Next-generation vehicle penetration rate in the city [7.2, 7.a] | % | 2019 | 26.6 | 2024 | 47 |
| 20 | | (Promotion of waste reduction and recycling) Amount of resources contained in combustible waste per citizen [12.4, 12.8] | g/day | 2019 | 135 | 2024 | 131 |
| 21 | | (Promotion of environmentally conscious behavior) No. of new participants in the Toyota SDGs Point [12.4, 12.8] | people/FY | | — | 2024 | 500 |
| 22 | | (Promotion of climate change adaptation measures) Total No. of participants in seminars and other adaptation promotion projects (cumulative total) [13.3] | people | | — | 2024 | 900 |
| 23 | | Area of artificial forests thinned (annual) [15.4] | ha/FY | 2019 | 821 | 2024 | 1,200 |

## ■ Initiatives that contribute to the promotion of local government SDGs

| No | Initiative name | Indicator name | Unit | Initial value | | Target value | |
|---|---|---|---|---|---|---|---|
| 1 | Energy | [Reprinted] Total renewable energy generating capacity (city-introduced/involved) | kW | 2019 | 104,333 | 2024 | 117,000 |
| 2 | | [Reprinted] Total No. of smart house projects supported (as of the end of the fiscal year) | cases | 2019 | 689 | 2024 | 965 |
| 3 | | [Reprinted] Next-generation vehicle penetration rate in the city | % | 2019 | 26.6 | 2024 | 47 |
| 4 | | [Reprinted] (Promotion of waste reduction and recycling) Amount of resources contained in combustible waste per citizen | g/day | 2019 | 135 | 2024 | 131 |
| 5 | | [Reprinted] (Promotion of environmentally conscious behavior) No. of new participants in the Toyota SDGs Point | people/FY | | — | 2024 | 500 |
| 6 | | No. of SDG-related promotional projects | cases/FY | 2019 | 5 | 2024 | 3 |
| 7 | Mobility | Total No. of traffic accident fatalities and injuries [Source: Figures published by Prefectural Police Headquarters] | people | 2019 | 1,637 | 2024 | Year-on-year decrease |
| 8 | | [Reprinted] Open Innovation Promotion Project) No. of new business development initiatives | cases | | — | 2024 | 40 |
| 9 | | No. of personnel developed for innovation (cumulative total) | people | | — | 2024 | 60 |
| 10 | | No. of verification projects related to traveling utilizing advanced technology (transportation-oriented urban development) | projects/FY | 2019 | 5 | 2024 | 4 |
| 11 | | Verification of advanced technologies New verification project (Toyota City Connected Society Verification Promotion Council) | cases/FY | 2019 | 10 | 2024 | 10 |
| 12 | Wellness | Certification rate for those certified as needing support or nursing care [1] 65 years old | % | 2020 | 1.51 | 2024 | ↓ |
| 13 | | Certification rate for those certified as needing support or nursing care [2] 70 years old | % | 2020 | 3.62 | 2024 | ↓ |
| 14 | | Certification rate for those certified as needing support or nursing care [3] 75 years old | % | 2020 | 7.73 | 2024 | ↓ |
| 15 | | No. of participants in support initiatives for women's employment | people | 2019 | 282 | 2024 | 500 |
| 16 | | Total No. of employment decisions made through the Employment Support Office and Women's Work Terrace (cumulative total) | people | 2020 | 420 | 2024 | 1,680 |
| 17 | | No. of urban-mountain village exchange coordination projects (cumulative total) | cases | | — | 2024 | 200 |
| 18 | | No. of new applicant groups for the Wakuwaku Project in mountain village areas (cumulative total) | cases | | — | 2024 | 60 |
| 19 | | No. of verification support projects using advanced technologies in mountain village areas, etc. (cumulative total) | cases | | — | 2024 | 4 |

PR Photo by Tourism TOYOTA

## c. Toyota Local Goals

In the third phase of the SDGs Future City Plan, which runs from 2025 to 2027, Toyota City will also set the following indicators for its unique cross-sectoral goals, "Toyota Local Goals," which are intended for the city to aim for in addition to the SDGs in the Comprehensive Plan, and will work to promote these goals. The planning period for these indicators begins this year, and progress cannot be analyzed in this VLR, so the second half of this chapter will only present current values.

PR Photo by Tourism TOYOTA

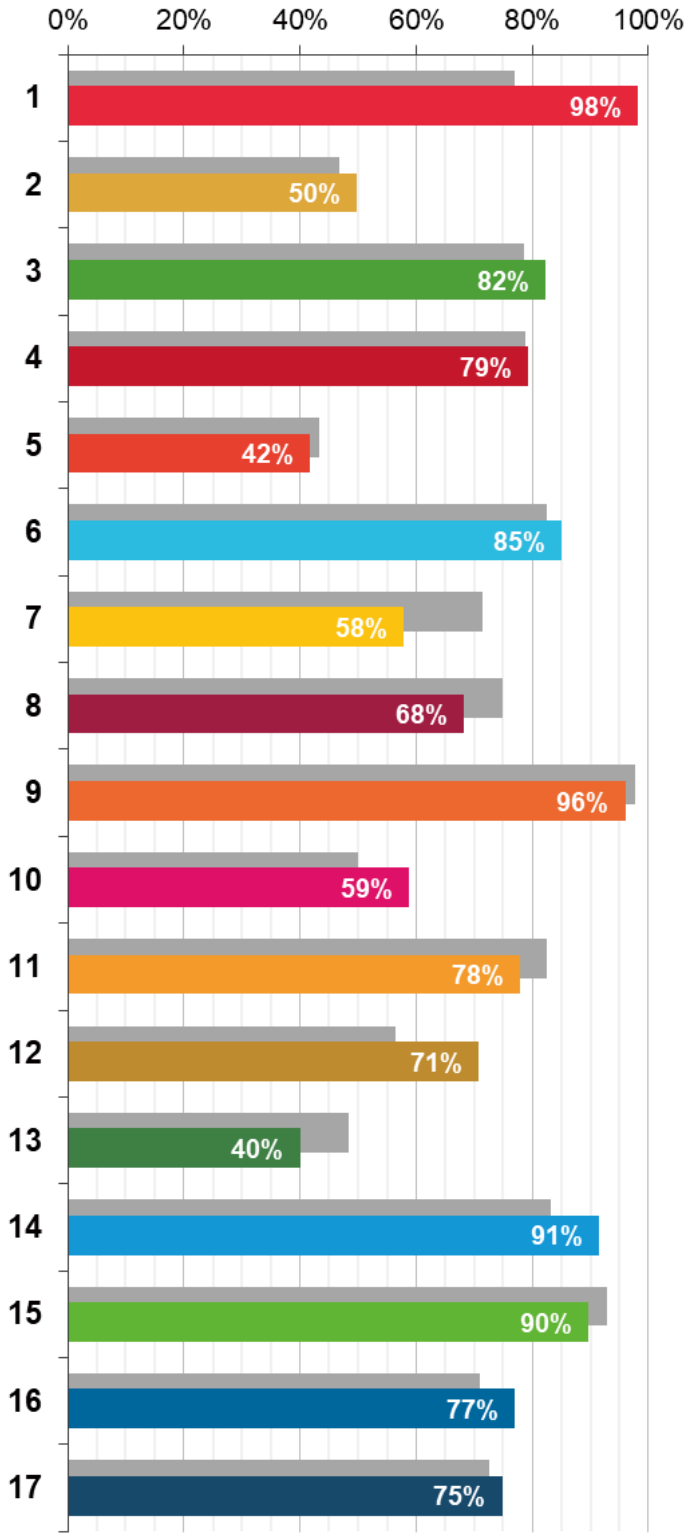
■ Indicators for the Toyota Local Goals

| | Indicators | Direction |
|---|---|---|
| L1 | Percentage of children / students who think they have good qualities | + |
| | Percentage of children / students who enjoy going to school | + |
| | Percentage of schools that have conducted distinctive educational activities | + |
| | Total fertility rate | + |
| | Percentage of citizens who have someone or places they can easily consult about child-rearing (including education) | + |
| | Percentage of citizens who think that their city is "easy to give birth and raise children in." | + |
| | Percentage of citizens who want to get married in the future | + |
| L2 | Percentage of citizens who feel a sense of purpose in their daily lives | + |
| | Percentage of citizens who have had new activities or learning opportunities within the past year | + |
| | Percentage of citizens participating in volunteer activities or NPO activities | + |
| | Percentage of citizens who feel attached to their town | + |
| | Percentage of citizens who want to live where they currently live for a long time | + |
| | Percentage of citizens who are attached to and proud of Toyota City's history and culture | + |
| | Percentage of children / students who "love" or "like" the area where they live | + |
| | Percentage of citizens who participate in local activities | + |
| | Percentage of citizens who feel connected | + |

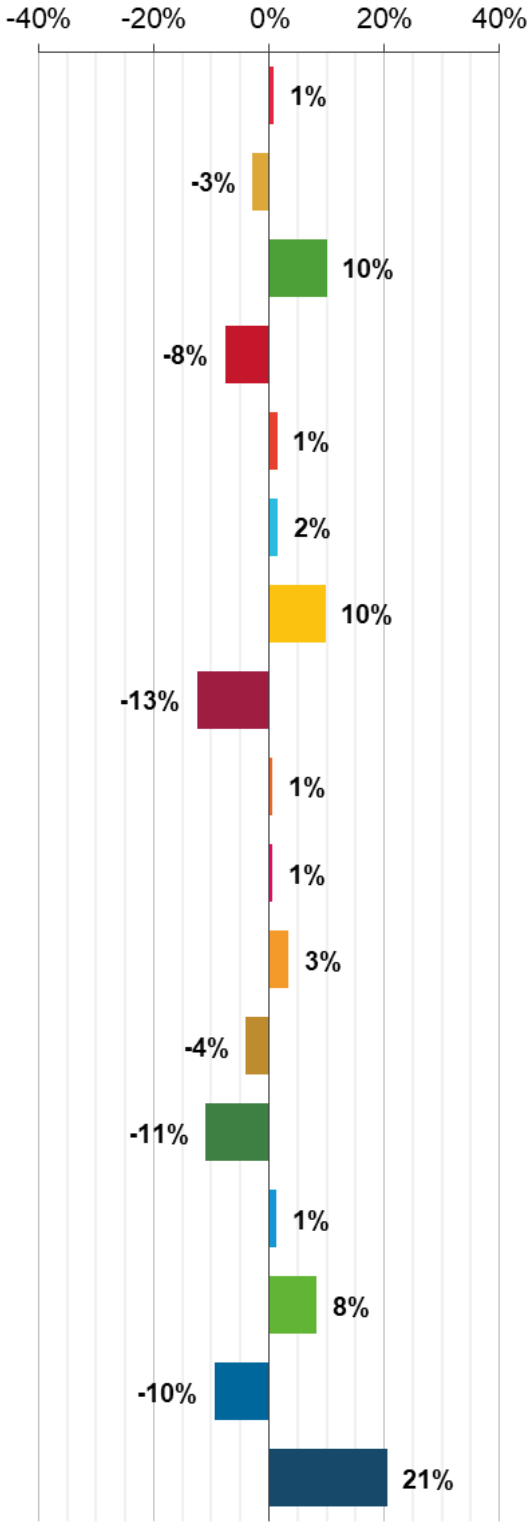
## (2) SDG Achievement Indicators

### a. Current SDG achievement level and changes in Toyota City (2015 to 2024)

■ Toyota City's SDG achievement rate (2024)




■ Changes in SDG achievement rate (2015 → 2024)




National value

The city's evaluation results show that Goal 1 (Poverty) and Goal 9 (Industry and innovation) are very high, indicating that industry and employment are in good condition. In addition, Goal 14 (Life below water) and Goal 15 (Resources on land), which are influenced by biodiversity, also showed high levels of achievement. This clearly shows the characteristics of our city, which has an industrial and urban infrastructure centered on manufacturing while at the same time having a rich natural environment, including hilly and mountainous areas. On the other hand, goals with low achievement rates nationwide, such as Goal 5 (Gender equality), Goal 13 (Climate action), Goal 2 (Hunger and food), and Goal 10 (Inequality), are also being achieved at a low rate in our city. Of these, Goal 5 and Goal 2, despite their low achievement levels, have kept the situation almost unchanged for the last nine years. Goal 7 (Energy) is less achieved than the national average.

Looking at the changes since 2015, we can see that there has been significant growth in Goal 17 (Partnership), Goal 7, and Goal 3. In addition to the significant acceleration of efforts toward the SDGs over the past nine years, other factors that have contributed to this include the introduction of renewable energy and the extension of healthy life expectancy. Meanwhile, there has been a significant decline in Goal 8 (Employment), Goal 13, Goal 16, and Goal 4 (Education). The growth rate of total production has lowered due to the impact of the COVID-19 pandemic, and there has been a decline in achievement in areas related to children's safety and security, such as an increase in the number of children taken to hospital for heatstroke due to climate change and an increase in the number of child abuse consultations.[4]

PR Photo by Tourism TOYOTA

[4] The number of child abuse consultations does not necessarily correspond to an increase or decrease in the number of child abuse cases itself. The impact of improving accessibility to consultation is also expected.

## b. Evaluation of the achievement status of each SDG

### End poverty in all its forms everywhere

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Relative poverty rate** Rather than the actual definition, the proxy indicator shown is "the percentage of households with a household income of less than 2 million yen compared to all households." | % | ↘ | **10.3** | **10.6** | **10.8** | 18.4 | 9.6 |
| **Rate of households receiving public assistance** This shows the percentage of households receiving public assistance compared to all households. | % | ↘ | **0.99** | **0.97** | **0.97** | 2.8 | 1.4 |
| **No. of homeless people per 100,000 people** This shows the percentage of people who have no choice but to lead their daily lives using urban parks, rivers, roads, train stations, and other facilities as their places of residence. | people | ↘ | **1.66** | **0.47** | **0.24** | 2.26 | 0 |

### Analysis of our city's progress status

In our city, the situation surrounding poverty has been generally improved thanks to the high level of the city's economic and employment environment, represented by the manufacturing industry, and we have continued to make efforts to reduce poverty for the future.

Looking at the indicators individually, the relative poverty rate, which represents Target 1.2, etc., is already significantly lower than the national average, and it can be said that our achievement status as a region has been at a high level. However, the rate has been increasing continuously since 2015, and efforts are needed to reduce it. The rate of households receiving public assistance, which represents Target 1.3, etc., is also very small compared to the national average, as in the previous section. However, we need to note that although it was on a downward trend from 2015 to 2020, it had shown a flat trend from 2020 to 2024. The number of homeless people who cannot receive basic services, which represents Target 1.4, is also significantly lower than the natio-nal average. In particular, the number was 1.66 in 2015, but reduced to 0.24 in 2024, a decrease of more than 80% over nine years, through which we can see improvement.

### Our city's characteristic initiatives and future policies

In our city, all indicators are significantly lower than the national average, and the level of achievement is high. Furthermore, in addition to the support provided by the national and prefectural governments, our city is already implementing various unique support programs for single-parent families and those living in poverty and plans to continue these efforts in the future.

On the other hand, the situation surrounding poverty in the country is becoming more complex and invisible. It will be necessary to continue to closely monitor these situations and set and provide the necessary support in a detailed manner.

## End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **No. of deaths due to malnutrition per 100,000 people * Aichi prefecture average** "Malnutrition" includes not only a lack of food but also a decline in digestive and absorptive abilities and eating disorders in the elderly. | people | ↘ | **1.47** | **1.36** | **1.54** | 18.0 | 0 |
| **Percentage of children who are malnourished * Aichi prefecture average** "Malnutrition" includes both specific nutrient deficiencies and overnutrition. | % | ↘ | **0.1** | **0.2** | **0.2** | 0.28 | 0 |
| **Agricultural and fishery output per capita** This is an indicator calculated by dividing the agricultural and fishery output of a region by its population. This indicates the amount of food produced per capita. | 10,000 yen/ person | ↗ | **2.16** | **2.04** | **2.11** | 8.37 | 16.5 |
| **Food self-sufficiency rate * Aichi prefecture average** This shows the value calculated by dividing the amount of energy (calories) consumed per person per day by the amount of energy (calories) produced (supplied) per day in that area for each item. | % | ↗ | **12.0** | **11.0** | **12.0** | 38.0 | 100 |

### Analysis of our city's progress status

Many of the indicators for Goal 2 use prefectural averages, and not many of them reflect trends unique to our city. Overall, the poverty situation is better than the rest of the country, but food production remains an issue.

Looking at the indicators individually, the number of deaths due to malnutrition and the proportion of children in malnutrition across the prefecture are lower than the national average, but both are on the rise and require continued close monitoring.

On the other hand, due to the large population, the city's agricultural and fishery output per capita is extremely low at one-fourth of the national average. Aichi Prefecture's food self-sufficiency rate is also well below the national average and has remained flat since 2015 with no sign of improvement.

### Our city's characteristic initiatives and future policies

The Fourth Toyota City Agricultural Basic Plan lists the development and securing of "tomorrow's agricultural human resources" as a key program and plans to strengthen the realization of selectable agriculture based on the improvement of efficiency and labor-saving of agricultural management which

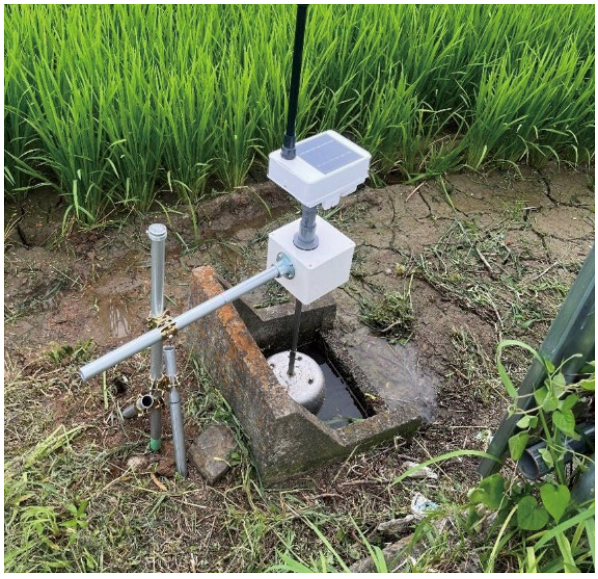
are achieved by promoting agricultural digital transformation and smart agriculture. Through these efforts, we aim to maintain and improve agricultural production.

### Case 10: Agricultural Lifestyle Support Center

The Agricultural Lifestyle Support Center was established in April 2004 with the aim of cultivating new agricultural leaders in the city and utilizing idle farmland. Jointly operated by the city and JA Aichi Toyota, the Center offers advanced courses for those aiming to enter full-fledged farming, as well as beginner courses for those who want to enjoy a lifestyle that incorporates agriculture. As of July 2024, with approximately 80% of the 710 graduates working in agriculture, the Center has contributed to the development of agricultural human resources in the city.

### Case 11: Agricultural Challenge Promotion Project

In order to achieve carbon neutrality in the agricultural sector and to improve the efficiency and reduce the manpower required for farmers based on the spread of smart agriculture, our city




established the Agricultural Challenge Promotion Subsidy in 2023 as a unique initiative to support farmers' voluntary challenges.

### Case 12: Shikishima Autonomous Area Farm and Rural Community Management Organization (Farm Village RMO)

In the Shikishima Autonomous Area of Asahi District, a Farm Village RMO was launched through the promotion of the "Farmland Conservation Project by Self-Sufficient Families."

This is an attempt to expand the "Self-Sufficient Family" (community-supported agriculture) project that was implemented in Oshii-cho within the Shikishima Autonomous Area to the entire Autonomous Area, and it is working to preserve farmland while promoting interactions with urban residents. The organization is also working with many companies and groups to build a distribution system to deliver crops produced by elderly people to consumers in urban areas.

## Ensure healthy lives and promote well-being for all at all ages

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **No. of neonatal deaths per 1,000 births**<br>Percentage of newborns who die within the first 28 days of life | people | ↘ | **0.77** | **0.00** | **0.39** | 0.82 | 12.0 |
| **No. of younger-age deaths per 1,000 people**<br>People aged 30 to 69 are defined as "younger age group," and the figures indicate the percentage of those who died for some reason before reaching old age among the total population. (The definition of the younger age group is based on the SDSN.) | people | ↘ | **1.46** | **1.16** | **1.17** | 1.49 | 1.2 |
| **No. of suicides per 100,000 people**<br>This indicates the rate of suicides per 100,000 people. | people | ↘ | **20.9** | **16.0** | **15.1** | 17.3 | 2.6 |
| **Healthy life expectancy *Aichi prefecture average**<br>Healthy life expectancy is an indicator of the length of period one can live without any restrictions on daily life. | years old | ↗ | **73.2** | **74.5** | **74.5** | 74.0 | 75.7 |
| **No. of traffic accident fatalities per 10,000 people**<br>This is the number of traffic accident fatalities per 10,000 people and indicates the risk of being involved in a fatal traffic accident. | people | ↘ | **0.33** | **0.40** | **0.26** | 0.28 | 0.2 |

### Analysis of our city's progress status

Goal 3 is one of the goals that our city has been improving on from 2015 to the present.

Looking at the indicators individually, we can see that the number of newborn deaths, younger-age deaths, and suicides have all decreased by more than 20% since 2015 and that as of 2024, they were lower than the national average. The number of traffic accident fatalities has also decreased, and like other indicators, it is below the national average, so we can confirm a significant improvement. The average healthy life expectancy in Aichi Prefecture has also increased by more than one year over the past nine years, exceeding the national average.

From all perspectives, the degree of achievement of Goal 3 is gradually improving, and it can be said that continued improvement is desired.

### Our city's characteristic initiatives and future policies

As shown in Goal 1, our city has been continuously providing support tailored to the needs of single-parent families and those living in poverty, and we plan to continue to promote the continuation and improvement of our support. In addition, as part of a new nursing care prevention project, we will also promote initiatives, such as the aforementioned "Always Healthy! Project," using social impact bond.

## Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Rate of children on waiting lists for a nursery school or a kindergarten**<br>This is the value calculated by dividing the number of children on waiting lists by the number of applications for nursery schools / kindergartens. This indicates the percentage of children who want to attend nursery schools or kindergartens but cannot. | % | ↘ | **0.00** | **0.00** | **0.00** | 0.12 | 0.0 |
| **Rate of junior high school graduates going on to higher education**<br>This indicates the percentage of students who went on to high school, technical college, etc. after graduating from junior high school. | % | ↗ | **98.5** | **99.1** | **99.0** | 99.0 | 100.0 |
| **Gender parity index for university admissions**<br>This index is calculated by dividing the larger number of students (male) going to university by the smaller number of students (female) going to university, with values closer to 1 indicating equality and values closer to 0 indicating inequality. | - | 1.0 | **0.80** | **0.79** | **0.81** | 0.90 | 1.0 |
| **Average correct answer rate for academic achievement tests**<br>This shows the average correct answer rate for all subjects in a junior high school student academic achievement test. Please note that the difficulty of the exam fluctuates from year to year, so this is just a reference. | % | ↗ | **61.7** | **62.5** | **56.5** | 55.3 | 70.1 |

### Analysis of our city's progress status

In terms of the progress status of Goal 4, our city has never had children on waiting lists for daycare, so it is important to continue to ensure an environment where children can enter daycare. The rate at which junior high school graduates go on to higher education is very high nationwide, and in our city as well, and 99% of students go on to higher education. The gender parity index for university and other educational advancement indicates the degree of gender equality in advancement to higher education, and the closer it is to 1, the smaller the gender gap. In our city, the ratio is around 0.8, which is lower than the national average, but unlike the national trend, women tend to have a higher rate of going on to university than men. One factor behind this is the stable employment prospects of male high school graduates, and it does not necessarily indicate that

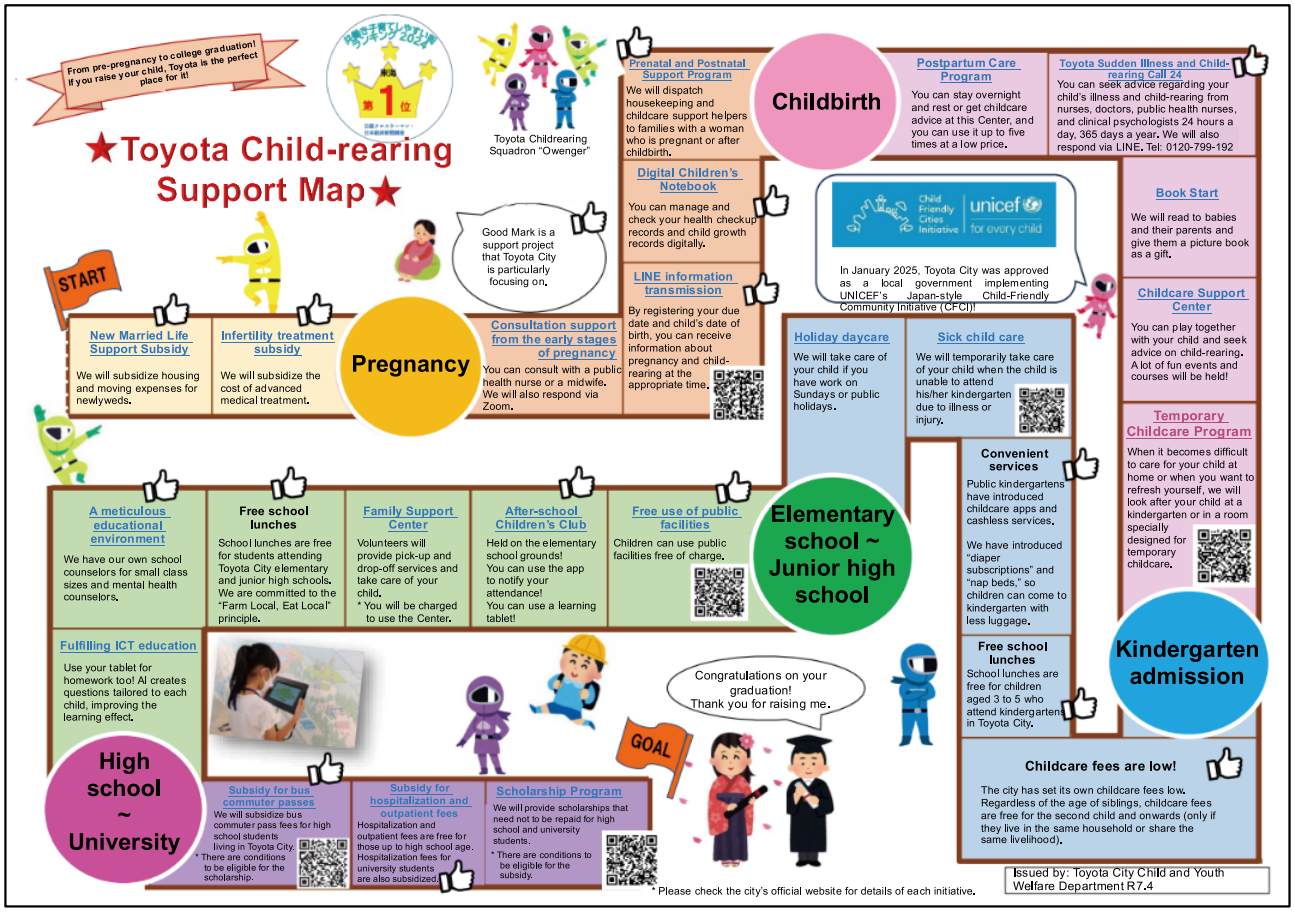
the gender gap in higher education is greater than the national average.

The average correct answer rate for academic achievement tests has been on a downward trend since 2020, but it still tends to be higher than the national average. However, we need to note that the difficulty level of the test is not constant from year to year and that this is only a reference value.

## Our city's characteristic initiatives and future policies

In addition to the informationization related to education, our city is actively promoting the internationalization of education in response to the increase in returning students and foreign students. We are also working on initiatives that offer experiences unique to our city, such as the "Oka KOBA Project" and "Toyota Children's Experience Support," and we are providing information on these various initiatives for various cases, from pregnancy to university entrance, on the "Toyota Child-rearing Support MAP."

PR Photo by Tourism TOYOTA



## Achieve gender equality and empower all women and girls

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **No. of recognized sexual crimes per 1,000 women**<br>This is the number of sexual crimes recognized by the police and other investigative agencies per 1,000 women and indicates the likelihood of becoming a victim of crime. | cases | ↘ | **0.11** | **0.12** | **0.10** | 0.14 | 0.0 |
| **Gender parity index for domestic workers**<br>This index is calculated by dividing the smaller number of domestic workers (male) by the larger number of domestic workers (female), with values closer to 1 indicating equality and values closer to 0 indicating inequality. | - | 1.0 | **0.05** | **0.07** | **0.07** | 0.09 | 1.0 |
| **Gender parity index for managerial occupations**<br>This index is calculated by dividing the smaller number of workers in managerial occupations (female) by the larger number of workers in managerial occupations (male), with values closer to 1 indicating equality and values closer to 0 indicating inequality. | - | 1.0 | **0.18** | **0.16** | **0.16** | 0.19 | 1.0 |

### Analysis of our city's progress status

Our city's progress towards Goal 5 is not enough, as in the case with national progress.

The number of recognized sexual crimes in our city has been decreasing year by year and is now lower than the national average, but continued efforts are needed to reduce the number.

On the other hand, the gender parity index for both domestic workers and people in managerial occupations is low, even lower than the national average. In terms of domestic workers, the number of men is one-tenth that of women, and in terms of people in managerial occupations, the number of women is about one-sixth that of men. In order to raise the figures to global standards, significant improvements are required, such as making it easier for women to work and providing more opportunities for women to thrive.

### Our city's characteristic initiatives and future policies

Based on Clover Plan V (5th Toyota Gender Equality Plan), Toyota City is promoting various initiatives aimed at gender equality, including the operation of the Toyota City Gender Equality Center and the establishment of Toyota City Women's Work Terrace Cappuccino. Additionally, through the award system for business establishments where workers shine with vitality and the Toyota City SDGs Certification System, we have evaluated efforts to promote women's participation in the workforce and provided support to companies in the city, but these efforts are still not sufficient.

In order to aim for active achievement of Goal 5 in the future, we will need to collaborate with the national and prefectural governments to promote initiatives for society-wide support.

## Case 13: Toyota City Women's Work Terrace Cappuccino

Toyota City Women's Work Terrace is a one-stop consultation center that provides support for women in their work lives. Career consultants are on-site to provide detailed support for women at various stages of their life and career planning, helping them choose a place of employment and settle into the workplace.

In addition to job information provided online by Hello Work*, the Work Terrace also introduces job offers tailored to each individual woman seeking employment.

In addition, it holds seminars for female workers and companies that employ female workers and promotes women's participation in the workforce by encouraging not only working women but also employers to raise awareness and improve the working environment.

## Case 14: Award system for business establishments where workers shine with vitality

This program aims to spread efforts to achieve decent work to a variety of companies by having the city recognize business establishments that are actively working on reforms to create workplaces that are easy to work in and rewarding to work at.

Business establishments that are evaluated under this system not only have a working environment where women can thrive but also where men can work comfortably. The long working hours and difficulty in taking time off, which have traditionally been a part of Japanese industrial society, are thought to be one of the reasons why the burden of housework at home tends to fall disproportionately on women. Therefore, increasing the number of workplaces that work to create an environment where everyone, regardless of gender, can work comfortably could be a breakthrough in achieving gender equality not only in the workplace but also at home.

PR Photo by Tourism TOYOTA

## Ensure availability and sustainable management of water and sanitation for all

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Water supply coverage rate**<br>The water supply coverage rate indicates the percentage of the population that has access to water service. In Japan, nearly all households can use water service. | % | ↗ | **99.9** | **100.0** | **100.0** | 98.2 | 100.0 |
| **Sewage treatment population coverage rate**<br>This indicates the percentage of the population connected to any of the following facilities: sewer, agricultural village drainage facility, septic tank, etc. | % | ↗ | **87.2** | **90.5** | **92.1** | 93.3 | 100.0 |
| **Per capita domestic water consumption**<br>*** Aichi prefecture average**<br>This is the amount of water used per person for daily life and indicates the amount of water used in a year by a person living in that area. | $m^3$/ person | ↘ | **109.3** | **110.4** | **110.4** | 116.4 | 53.2 |

### Analysis of our city's progress status

Our progress status towards Goal 6 is that we have achieved the goal at a high level even globally, with sufficient infrastructure development taking place in the same way as the rest of the country.

Looking at the results by indicator, the water supply coverage rate has reached 100%, and the coverage rate for the population with sewage treatment is also high at 90% or more. The rate is slightly lower than the national average due to the fact that the prefecture has a very wide hilly and mountainous area and that there are some areas with small populations where these services are not sufficiently available.

On the other hand, water usage data is the average for Aichi Prefecture and had shown a slight increase from 2015 to 2020. Due to the aging population and the increasing rate of single-person households, water usage is likely to continue to increase, so it is necessary to continue taking measures such as water conservation.

### Our city's characteristic initiatives and future policies

With the Yahagi River, a first-class river, flowing through the center of our city, the area has long been actively involved in initiatives throughout the river basin. As part of efforts to promote water circulation and community building throughout the basin, we have promoted various activities centered onthe Yahagi River "River Conference" run by various public and private organizations andthe Oiden Sanson Center, which connects the city center with the hilly and mountainous areas. Additionally, we are currently working to achieve carbon neutrality actively in the water cycle process as part of the Yahagi River / Toyokawa CN (Carbon Neutrality) Project and plan to continue to actively promote comprehensive watershed management in the future.

## Ensure access to affordable, reliable, sustainable and modern energy for all

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Percentage of population with access to electricity**<br>This indicates the percentage of the population that has access to electricity. It is assumed that this is 100% for the whole of Japan* and does not fluctuate from year to year.<br>* Global Tracking Framework (World Bank) | % | ↗ | **100** | **100** | **100** | 100 | 100.0 |
| **Renewable energy introduction capacity per capita**<br>This indicates the power generation capacity of renewable energy sources, including solar power and wind power generators, installed in the area. | kW | ↗ | **0.24** | **0.57** | **0.68** | 0.70 | 1.1 |
| **Gross regional product per final energy consumption**<br>It shows the total production that can be produced in the region per unit of energy (TJ: terajoule). It represents the energy production efficiency of economic activities. | million yen/TJ | ↗ | **33.4** | **25.4** | **25.4** | 55.9 | 102.0 |

### Analysis of our city's progress status

Goal 7 is one of the goals that has seen significant improvement in achievement nationwide over the past nine years, with particularly large growth in the installed capacity of renewable energy.

The results for each indicator in our city show that the installed capacity of renewable energy has increased by more than 2.5 times since 2015. However, as the national growth rate is even greater, it has not yet reached the national average, and further promotion is expected through collaboration with businesses and citizens.

On the other hand, the gross regional product per final energy consumption tends to be lower than the national average due to the high proportion of manufacturing. Compared to 2015, this indicator has been on a downward trend, and there is a large gap compared to the national average, so even greater efforts will be required in the future.

### Our city's characteristic initiatives and future policies

Our city is working on the Toyota City Hydrogen Society Building Strategy, with the aim of promoting the use of new energy sources in order to achieve carbon neutrality by 2050. In addition to promoting decarbonization efforts among citizens and business operators in the city, the city is also actively working to promote the use of electric vehicles, such as through the SAKURA Project. Going forward, we plan to continue promoting initiatives aimed at efficient energy utilization and management through public-private partnerships.

## Case 15: Toyota City Hydrogen Society Building Strategy

Toyota City has formulated the "Toyota City Hydrogen Society Building Strategy," which outlines the organization of issues, goal-setting, and action policies for utilizing hydrogen in the city from the perspective of "producing, transporting, and using" hydrogen. The use of hydrogen is expected to contribute not only to decarbonization but also to the promotion of hydrogen-related industries, including fuel cells. Therefore, this strategy aims to achieve economic development through the hydrogen industry and sustainable citizen lifestyles through decarbonization, and it sets specific numerical targets for building a hydrogen society that are easy for both companies and citizens to understand.


## Case 16: Decarbonization School

Toyota City has hosted a series of lectures called the "Toyota City Decarbonization School" to provide a forum for companies to mutually learn practical methods for decarbonization, such as the key points of decarbonizing management, promoting energy conservation, and introducing renewable energy. Participating companies will analyze the processes that cause their carbon dioxide emissions and consider effective countermeasures in the Decarbonization School program, which combines lectures and practical exercises. Ultimately, participants will create and publish a "Decarbonization Management Action Plan," a business plan aimed at decarbonizing their own businesses, and after completing the course, they will manage their businesses in accordance with the action plan.

## Case 17: SAKURA Project

Positioning next-generation vehicles with external power supply functions as “mobile generators,” we are working to expand the possibilities of cars, including using them as emergency power sources in times of disaster, in order to promote the appeal of next-generation vehicles from a multifaceted perspective, not just from an environmental perspective.

We will establish a partner system to promote the spread of next-generation vehicles and expand this initiative by enhancing its ripple effect in business collaboration with companies and groups that support this project from the following three perspectives:

1. Increase:Promote the spread of external power supply functions for automobiles.
2. Connect:Expand the range of car models with external power supply functions and optimize their deployment in the event of a disaster.
3. Usable:Provide places / opportunities where people can experience the external power supply function and learn how to use it.

PR Photo by Tourism TOYOTA

## Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Growth rate of per capita Gross Regional Product** This is an indicator that shows the annual growth rate of total production within a region per capita (the sum of agricultural production values, manufactured goods shipment values, merchandise sales values, etc.). | % | ↗ | **10.5** | **-6.6** | **-6.6** | 3.9 | 5.4 |
| **Unemployment rate** This is the ratio of unemployed people to the labor force aged 15 and over who are willing to work. It shows the employment and economic situation in the region. | % | ↘ | **2.8** | **2.8** | **2.8** | 3.8 | 0.0 |
| **Percentage of population aged from 15 to 24 not working, attending school, or taking vocational training** This shows the proportion of so-called NEETs, which indicates a lack of employment and educational opportunities for young people. In Japan, the definition of "NEET" is someone unemployed aged 34 or younger, but this indicator conforms to the standards set for the SDGs. | % | ↘ | **3.27** | **2.34** | **2.34** | 2.71 | 2.6 |

### Analysis of our city's progress status

Goal 8 is a goal that has been greatly affected by the COVID-19 pandemic and the global situation nationwide and is a goal whose achievement rate is declining nationwide.

In our city, the growth rate of gross regional product was very strong at 10% or more in 2015, but fell to nearly -7% in 2020, making this an area that requires constant efforts toward economic recovery. Meanwhile, the unemployment rate is lower than the national average and has not worsened during this period, so we must continue our efforts to lower it. Furthermore, the proportion of so-called NEETs has been decreasing over the past nine years, particularly from 2015 to 2020, and further efforts are needed to reduce it.

### Our city's characteristic initiatives and future policies

Our city is actively working to create new industries and discover new players, and in addition to providing various forms of support through the Monozukuri Creative Base SENTAN, it is also actively working to build an ecosystem for accelerator programs. In terms of employment, we are currently implementing a variety of measures in a multifaceted manner, such as the Toyota Work Link Project, which supports flexible working styles and aims to create a work environment where diverse human resources can play active roles, and support young people through the RePPO, a comprehensive consultation center for children and youth.

## Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Added value of manufactured goods per employee**<br>Added value is calculated by subtracting total expenses from the revenue and indicates the value created per employee in the manufacturing industry. | 1 mil. yen/ person | ↗ | **34.3** | **26.1** | **30.0** | 14.7 | 13.4 |
| **$CO_2$ emissions per million yen of added value**<br>This is the amount of $CO_2$ emissions in the process of generating one million-yen added value and indicates the environmental efficiency of economic activities. | $tCO_2$/ 1 mil. yen | ↘ | **4.55** | **4.38** | **4.24** | 3.26 | 1.8 |
| **No. of patent applications per 100,000 people**<br>It shows the number of patent applications per 100,000 people and is an indicator of the likelihood of innovation occurring in a region. | 100 applications | ↗ | **131.5** | **143.0** | **150.1** | 22.2 | 20.9 |

### Analysis of our city's progress status

Thanks to the concentration of industries, particularly the manufacturing industry, our city shows extremely high level of achievement rates for all of the indicators of Goal 9.

By indicator, the added value of manufactured goods temporarily fell in 2020, but we provided extremely high added value, approximately twice the national average, in 2024. $CO_2$ emissions per added value are higher than the national average thanks to the large proportion of the manufacturing industry, but they had been on a downward trend from 2015 to 2020 and then in 2024 and are gradually improving currently.

In addition, the number of patent applications is about seven times the national average, which is a high level even by global standards. Our city is actively promoting initiatives toward innovation, mainly in the manufacturing industry, and is expected to continue to play a leading role in the region and industry.

### Our city's characteristic initiatives and future policies

As stated in Goal 8, the city is proactively working to create new industries and discover new players and is actively making efforts toward new industries and innovation, including various forms of support through the aforementioned Monozukuri Creative Base SENTAN and the establishment of an ecosystem for accelerator programs. In addition to the efforts being made by each company, both the public and private sectors will continue to actively create economic growth and innovation respectively.

## Reduce inequality within and among countries

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Decreasing rate of the proportion of households with an income of less than 3 million yen**<br>This is the decreasing rate of the proportion of households in a lower income class. This indicates the extent to which income inequality has improved. | % | ↗ | **0.46** | **0.46** | **0.45** | 0.48 | 1.6 |
| **Labor share**<br>It shows how much of the added value created by a company is distributed to workers. | % | ↗ | **42.6** | **42.6** | **50.0** | 58.4 | 74.3 |
| **Unemployment rate for foreign workers**<br>This is an unemployment rate indicator that focuses on foreign workers. Comparing it with the unemployment rate across Japan as a whole in Goal 8 is also important. | % | ↘ | **4.46** | **6.04** | **6.04** | 5.08 | 0.0 |

### Analysis of our city's progress status

The achievement rate for Goal 10 has generally tended to be lower than the national average, and it is one of the goals that requires active efforts in our city.

Looking at each indicator, the proportion of households with a household income of less than 3 million yen is on a downward trend, but this is slowing somewhat compared to the decrease of national average. Considering the impacts such as of rising prices, it is important to continue promoting the reduction of this proportion. On the other hand, although the labor share has increased significantly compared to 2015 and is showing signs of improvement, it still tends to be lower than the national average. However, it is important to note that this tends to be smaller in industries with a lot of capital investment and that it also depends heavily on the industrial structure.

The unemployment rate for foreign workers has increased since 2020, when the COVID-19 pandemic began. As the latest figures have not been made public through statistics, it is unclear what the trend has become after the economic recovery, but we need to keep a close eye on future trends and work on necessary support and initiatives.

### Our city's characteristic initiatives and future policies

As with Goals 8 and 9, improving economic conditions and individual support are important for reducing inequality. We will continue to implement the aforementioned initiatives to create new industries and discover new players and will also closely monitor future trends regarding the support for foreign workers.

## Make cities and human settlements inclusive, safe, resilient and sustainable

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Percentage of the population living in dwelling houses below the minimum living space standard**<br>The minimum living space standard is the minimum area set by the government for living a healthy and cultural life according to the number of people in a household. | % | ↘ | **7.92** | **7.66** | **7.14** | 6.26 | 0.0 |
| **Public transport coverage rate**<br>This shows the percentage of the population living within 800 m of a train station or 300 m of a bus stop. | % | ↗ | **65.4** | **64.9** | **64.9** | 79.8 | 100.0 |
| **SPM concentration**<br>It is the concentration of suspended particulate matter (SPM) in the air and is one of the criteria for evaluating air pollution. | $\mu g/m^3$ | ↘ | **19.0** | **13.8** | **12.0** | 13.2 | 9.5 |

### Analysis of our city's progress status

The achievement rate for Goal 11 has generally tended to be lower than the national average, and it is one of the goals that requires active efforts in our city.

Looking at each indicator, the proportion of the population living in dwelling houses below the minimum living space standard designated by the government has been gradually decreasing since 2015, and efforts to reduce the proportion are desired to continue in the future. Although this rate tends to be slightly higher than the national average, we need to note that there are also many single-person households where people work for companies in the city and people who live in their company's housing quarters or dormitories.

Public transport coverage rate also tends to be less than the national average. This is largely due to the fact that our city has an extensive hilly and mountainous area in its municipal area. However, this indicator does not reflect coverage of mobility that is not limited to route buses, such as demand-responsive transportation. We are working to ensure that citizens have transportation options that are not limited to local buses and are taking sufficient measures in this regard.

SPM, an indicator of the level of air pollution, has been on a significant downward trend since 2015, and as of 2024 it was lower than the national average. As there are external factors involved, it is important to continue monitoring and supervising the trend.

### Our city's characteristic initiatives and future policies

Of the various indicators, with regard to public transportation in particular, we are ensuring transportation for citizens in sparsely populated areas by using methods such as demand taxis as mentioned above, and we plan to continue working to secure more convenient and efficient mobility while also utilizing technologies such as autonomous driving.

## Ensure sustainable consumption and production patterns

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Amount of business waste generated per unit of gross regional product**<br>It is the amount of business waste generated per unit of total production and is one of the indicators that shows the environmental efficiency of economic activities. | t/10,000 yen | ↘ | **83** | **118** | **118** | 206 | 46 |
| **Hazardous waste disposal rate**<br>This shows the percentage of hazardous waste, dangerous waste, etc. collected (other waste) that has been disposed of by methods other than direct landfilling. | % | ↗ | **100.0** | **100.0** | **100.0** | 79.1 | 100.0 |
| **Recycling rate**<br>This shows the percentage of waste that has been recycled into raw materials, fuel, etc. out of the total amount of waste brought in. | % | ↗ | **21.0** | **19.6** | **17.9** | 20.3 | 47.8 |

### Analysis of our city's progress status

The achievement rate of Goal 12 tends to be significantly higher than the national average.

Looking at the indicators individually, the amount of business waste generated per unit of gross regional product is just under half the national average, indicating that waste generated by the economic activities of business operators in the city is very small. On the other hand, since the amount of business waste is on the rise compared to that in 2015, we need to continue to monitor the situation closely and proactively provide support and encouragement to reduce the amount. Also, the rate of hazardous waste disposal has remained at 100% since 2015 to the present, indicating that the target has been fully achieved.

Meanwhile, the recycling rate has been on a downward trend since 2015 and is lower than the national average. The amount of resources collected is decreasing year by year, and new initiatives are needed.

### Our city's characteristic initiatives and future policies

Regarding waste disposal in our city, we are currently implementing and planning various initiatives based on the Toyota City General Waste Disposal Basic Plan. First, we will actively call for and undertake an initiative for the reduction of the total amount of waste (Reduce), and with regard to recycling, we plan to continue making improvements while considering new resource recovery methods, such as promoting the re-commercialization of plastic products and recycling of used disposable diapers.

## Take urgent action to combat climate change and its impacts

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **No. of residents of the water disaster-prone areas per 100,000 people**<br>This shows the percentage of the population living in one of the Flood Inundation Areas announced by the national or local government. | 10 thousand people | ↘ | **1.47** | **1.51** | **1.51** | 4.29 | 2.12 |
| **No. of people taken to the hospital by ambulance due to heatstroke per 100,000 people * Aichi prefecture average**<br>This shows the percentage of people who were rushed to the hospital due to heatstroke during the period between roughly May and September each year. | people | ↘ | **49.4** | **54.1** | **85.1** | 78.1 | 8.7 |
| **$CO_2$ emissions per capita**<br>This is a value calculated by dividing the total $CO_2$ emissions from all sectors in the region, including industry, households, and transportation by the total population. | $tCO_2$/ person | ↘ | **28.7** | **27.5** | **26.8** | 7.5 | 0.2 |

### Analysis of our city's progress status

The achievement level for Goal 13 has generally tended to be lower than the national average and has been worsening year by year, so this is one of the goals that requires proactive efforts in the future. Looking at the indicators individually, the number of residents of the water disaster-prone areas is originally lower than the national average, but is showing a slight downward trend. Considering that disaster risk will gradually increase due to climate change and that short-term measures are difficult to take, this is one of the areas where more proactive efforts need to be considered in urban planning and disaster prevention plans. In addition, the number of people taken to the hospital by ambulance due to heatstroke is increasing year by year even on average in Aichi Prefecture, and it is also on the rise in Toyota City. The number of such people has increased significantly, especially over the past nine years, making it essential to strengthen our measures immediately.

CO2 emissions per capita have become significantly higher than the national average. This is largely influenced by industry and other factors, and there is a trade-off with the high level of achievement in the economic aspect, but CO2 emissions are gradually decreasing and this is an item that requires continued efforts.

### Our city's characteristic initiatives and future policies

Our city is actively addressing both flooding and heatstroke, and for flooding, we are implementing both hardware development and non-physical measures in parallel based on the Toyota City Comprehensive Stormwater Control Master Plan. In addition, we are actively working to improve the environment for and raise awareness of heatstroke, such as by setting up cooling shelters and promoting the installation of air conditioners in schools.

Regarding mitigation measures (to reduce $CO_2$ emissions), the city has declared itself a zero-carbon city, aiming to achieve carbon neutrality by 2050. In addition, as part of the Toyota Zero Carbon Action, the city is planning to promote decarbonization efforts among residents and business operators within the city in order to further strengthen both measures in the future.

## Case 18: Installation of air conditioning equipment in elementary and junior high schools

Toyota City has completed the installation of air conditioners in all elementary and junior high school classrooms to prevent heatstroke among children, who are particularly susceptible to the effects of high temperatures. In addition, by June 2025, we completed the installation of air conditioners in gymnasiums and other facilities used by students for exercise. At the same time, we have taken measures to secure electricity in the event of a disaster, by equipping emergency power generation function with and installing air conditioning equipment at bases that will be used as evacuation sites, ensuring power supply in the event of a disaster.

However, one drawback of such an initiative is that it increases electricity consumption, so we are also working to install solar power generation equipment in schools to curb energy consumption.

## Case 19: Cooling shelter

Toyota City has designated public and private facilities as “cooling shelters,” where people can stop by to escape the summer heat, and has opened them to the public.

The city provides posters and flags advertising the service as a cooling shelter, and the service is introduced to citizens as a unified service within the city, making it easier to use.


## Case 20: Toyota Zero Carbon Action

In order to encourage behavioral change among citizens and business operators in the city, Toyota City is implementing the “Toyota Zero Carbon Action,” which calls on residents to take environmentally conscious actions symbolic of Japanese lifestyle, saving electricity, practicing the 3Rs (reuse, reduce, recycle), and reducing food loss.

Our focus is on activities that expand decarbonization activities while having fun, such as the “Decarb-1 Grand Prix,” in which participants compete to see who can reduce CO2 emissions through environmentally conscious actions.

In addition, with the establishment of the Toyota Zero Carbon Network, a council made up of citizens, business operators, and other organizations, we have promoted the Toyota Zero Carbon Action by raising awareness within organizations and calling for participation.

## Conserve and sustainably use the oceans, seas and marine resources for sustainable development

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **River BOD**<br>BOD stands for biochemical oxygen demand and is one of the environmental standards for water quality. The higher the value, the worse the self-purification function of the river and the environment for fish and other aquatic organisms become. | mg/L | ↘ | **1.25** | **1.00** | **1.21** | 1.38 | 0.5 |
| **Rate of change in sales value of catches and harvests**<br>It shows the year-to-year changes in catches and harvests, and when it falls below 1, it indicates a decline in catches, industrial base, and the quantity of resources. | - | ↗ | **0.98** | **0.98** | **0.98** | 0.90 | 1.0 |
| **No. of arrests for fisheries-related legal violations per 100,000 people**<br>This indicator shows the number of violations of fisheries-related laws and regulations (poaching) per 100,000 people and is used to measure the appropriateness of resource management. | cases | ↘ | **0.85** | **0.73** | **0.85** | 2.15 | 0.0 |

### Analysis of our city's progress status

Our city is located in the middle reaches of a first-class river and is not directly facing the sea, but as a local government in the river basin, it is our responsibility to continue to contribute to achieving this goal.

First, although river BOD, an indicator from the perspective of the river environment, fluctuates from year to year, we have always maintained it at a lower value than that of environmental standards and the national average. This means that we have continuously improved the river environment. In addition, the sales value of catches and harvests from inland fisheries, mainly in the Yahagi River basin, has remained relatively stable, and there has been no evidence of a decline in resource levels due to overfishing or environmental degradation. Similarly, the number of arrests for violations of fishing-related laws and regulations is lower than the national average, and appropriate management is necessary to further reduce this number.

### Our city's characteristic initiatives and future policies

As stated in Goal 6, as part of our efforts to promote water circulation and community building throughout the entire river basin, our city is carrying out various activities, centered on the Yahagi River "River Conference," which is made up of various public and private organizations, and the Oiden Sanson Center, which connects the city center with the hilly and mountainous area. Furthermore, we are actively conducting research and considering necessary measures to preserve the Yahagi River environment, such as by establishing the Yahagi River Research Institute, which will conduct various surveys and research related to the Yahagi River's environment, including its resources, and we plan to continue to promote the preservation of the Yahagi River's environment, including biodiversity.

## Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Rate of change in forest area** This shows changes in forest area from 2010. We need to note that forests are less likely to decrease in areas where the forest area is originally small. | The rate in 2010 = 1 | ↗ | **1.00** | **1.00** | **1.00** | 1.00 | 1.0 |
| **No. of poaching cases and illegal trades of plants and animals per 100,000 people** This is the number of cases of poaching and illegal trade of plants and animals and indicates the degree of proper management and protection of living organisms. | cases | ↘ | **0.24** | **0.00** | **0.00** | 0.11 | 0.0 |
| **No. of specified invasive alien species confirmed to have settled** This shows the number of invasive alien species that have been confirmed to have become settled in the area. It also indicates the risk of invasive alien species affecting local ecosystems. | Species | ↘ | **22.0** | **22.0** | **22.0** | 6.5 | 0.0 |

### Analysis of our city's progress status

The achievement level of Goal 15 is high nationwide, and our city's level of achieving this goal is also high. First, the rate of change in forest area has almost remained the same since 2015 to the present. It is clear that despite the vast forest area within the city, it is being properly preserved. Furthermore, there have been no arrests for poaching or illegal trade of flora and fauna in recent years, a fact through which we can confirm that management and protection are being carried out appropriately.

On the other hand, the number of specified invasive alien species that have been confirmed to have settled is high at 22, more than three times the national average. One factor is that Aichi Prefecture itself has a trading port, making it easy for invasive alien species to enter, and although it is difficult to work to reduce their numbers, it is important to make efforts to prevent further increases in the number of invasive alien species and to prevent them from becoming settled

### Our city's characteristic initiatives and future policies

Based on the Toyota City's Biodiversity Strategy, our city, involving its citizens, is making a community-wide effort to conserve biodiversity. In addition to the conservation of Ramsar Convention wetlands, which is a representative initiative, we will continue to actively promote initiatives that involve citizens, such as the eradication of Coreopsis lanceolata, one of the specified invasive alien species, and wildlife surveys with citizen participation. Additionally, as we have a large number of corporate green spaces, we will continue to conserve forests and biodiversity in collaboration with local companies.

## Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **No. of recognized murder cases per 100,000 people**<br>This is the number of murders recognized by the police or other investigative agency and is one of the indicators for the safety of an area. | cases | ↘ | **0.00** | **0.47** | **0.48** | 0.73 | 0.0 |
| **No. of child abuse consultations per 1,000 elementary school students**<br>This is the number of consultations made to child consultation centers. Although the number of cases is on the rise nationwide, we need to note that there are also positive changes in the social environment, such as the increased ease of reporting. | cases | ↘ | **12.3** | **22.4** | **26.0** | 34.9 | 0.0 |
| **Election turnout**<br>This indicates the voter turnout for the most recent House of Representatives and House of Councillors elections for each year. A higher voter turnout indicates a greater willingness of citizens and local communities to participate in politics. | % | ↗ | **65.4** | **56.8** | **59.7** | 52.0 | 90.4 |

### Analysis of our city's progress status

The rate of achievement of Goal 16 is declining nationwide, and our city is showing the same trend.

First, regarding the number of recognized murder cases, as the occurrence of murder is rare, the number fluctuates from year to year, but as of 2024 it is about half the national average, which indicates a good trend in terms of public safety. We are required to continue to control the occurrence in the future.

The number of consultations regarding child abuse is on the rise, as is the case with the national trend. However, we need to note that, as a trend continuing from 2015, society as a whole has become more conducive to reporting and seeking advice, which has made it easier for problems that had not previously been apparent to surface. Therefore, with this indicator, it is important to keep an eye on future changes.

Election turnout has traditionally tended to be higher than the national average, but has been declining since 2015. Efforts are needed to encourage citizens to participate or become interested in politics.

### Our city's characteristic initiatives and future policies

Our city's crime prevention efforts are based on the Toyota City Crime Prevention Activity Action Plan. In particular, in the 8th plan, which begins in 2025, we aim to once again reduce the number of recognized criminal offenses and will make crime prevention efforts by strengthening local crime prevention capabilities, as well as through 37 promotion projects and 28 collaborative projects. In addition, with regard to child protection, we are taking comprehensive measures to ensure the safety and security of children and a good environment through initiatives such as the project to create places where local children can be themselves.

## Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

Evaluation indicators and progress assessment

| Indicators and explanations | Unit | Desirable direction | 2015 | 2020 | 2024 | National value (2024) | Target value (2030) |
|---|---|---|---|---|---|---|---|
| **Economic strength index** The economic strength index is the value obtained by dividing the standard financial revenue by the standard financial demand value and represents the financial strength of a local government. | - | ↗ | **1.11** | **1.39** | **1.34** | 0.65 | 1.0 |
| **Internet penetration rate** This indicates the population coverage rate based on the area where internet communication is available. | % | ↗ | **100** | **100** | **100** | 100 | 100.0 |
| **SDGs promotion rate** This indicates the large number of initiatives based on the results of a nationwide survey of local governments conducted by the Cabinet Office. | % | ↗ | **0.0** | **63.6** | **81.8** | 72.7 | 100.0 |
| **No. of sister cities per 100,000 people** The number of sister cities is used as an indicator to visualize partnerships between local governments both domestically and internationally. | City | ↗ | **0.47** | **0.47** | **0.48** | 1.47 | 2.8 |

### Analysis of our city's progress status

Goal 17 is one of the goals that have seen a significant increase in the rate of achievement in our city over the past nine years.

The economic strength index, which indicates the strength of the foundation for activities, was already high at 1.11 as of 2015, and by 2024 it had increased further to 1.34, more than double the national average. Toyota City is also actively promoting the SDGs and is implementing more than 80% of the various initiatives outlined by the Cabinet Office, which also shows a higher achievement rate than the national average.

On the other hand, the number of sister cities tends to be lower than the national average relative to population size. However, we need to note that the partnership agreement is not in the form of a sister city.

### Our city's characteristic initiatives and future policies

Our city has been working towards the SDGs in various ways, not only by building systems and partnering with companies but also by proactively promoting international collaboration and the creation of monitoring mechanisms. In addition to continuing to strengthen regional efforts and partnerships toward the target year of 2030, we plan to deepen ties with various existing government and corporate projects and make every effort possible to achieve the 2030 target.

## (3) Achievement status of SDGs Future City Plan initiatives

The results (progress evaluation) and challenges of each initiative in the second-phase SDGs Future City Plan are as follows,

"Achieved": The target value has been achieved.
"-": There is no initial value / There is no specific target value.
"↑": The value is approaching the target value.
"↓": The value is changing away from the target value.

■ Achievement status of the indicators listed in the 2nd SDGs Future City Plan

### a. Initiatives to achieve the ideal state for 2030

| No | Field name | Indicator name<br>* The numbers in [ ] are goal / target numbers. | Unit | Initial value | | Target value | | 2023 Results | Progress |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Economy | Areas of industrial areas created (cumulative) [9.2] | ha | | — | 2024 | 20 | 0 | — |
| 2 | | No. of new business development initiatives (cumulative, utilizing city systems) [9.2] | cases | | — | 2024 | 40 | 56 | Achieved |
| 3 | | No. of startups and ventures supported (4-year cumulative total) [8.3] | cases | | — | 2024 | 8 | 10 | Achieved |
| 4 | | No. of planned residential lots at the time of determining urban planning based on the utilization of district plans within urbanization control areas (cumulative total) [11.a] | lots | | — | 2024 | 700 | 213 | — |
| 5 | | No. of successful transactions through the Vacant House and Vacant Land Information Bank [11.a] | cases | 2019 | 26 | 2024 | 35 | 28 | ↑ |
| 6 | Society | No. of junior high school districts engaged in community-led health promotion (as of the end of the fiscal year, city-supported) [3.8] | districts | 2019 | 16 | 2024 | 28 | 23 | ↑ |
| 7 | | No. of participants in health promotion programs (implemented and supported by the city) [3.8] | people | 2019 | 176,988 | 2024 | 188,500 | 212,366 | Achieved |
| 8 | | No. of participants in Senior Academy's "Year-Round Course", "Specialized Course", and "First Step Course" [8.5] | people | 2019 | 294 | 2024 | 328 | 267 | ↓ |
| 9 | | No. of participants in the Second Life and Career Support Project (Espresso) (cumulative total) [8.5] | people | | — | 2024 | 200 | 689 | Achieved |
| 10 | | No. of participants in multi-disciplinary training related to medical and nursing care collaboration [8.5] | people | | — | 2024 | 3,000 | 2,263 | — |
| 11 | | (Support for nursing care personnel) No. of participants in career advancement support training (cumulative total over four years) [8.5] | people | | — | 2024 | 120 | 83 | — |
| 12 | | No. of outreach activities by self-reliance consultation support organizations [8.5] | cases | 2019 | 1,922 | 2024 | 2,130 | 2,651 | Achieved |
| 13 | | No. of community comprehensive centers that supported matching for social participation [8.5] | locations | | — | 2024 | 20 | 20 | Achieved |
| 14 | | No. of new verification projects by the Toyota City Connected Society Verification Promotion Council [17.17, 11.a] | cases/ FY | 2019 | 10 | 2024 | 10 | 16 | Achieved |
| 15 | | No. of urban-mountain village exchanges coordinated (cumulative total) [17.17, 11.a] | cases | | — | 2024 | 200 | 159 | — |
| 16 | | No. of people who participated as volunteers in school activities [17.17, 11.a] | people | 2019 | 5,280 | 2030 | 5,500 | 4,679 | ↓ |
| 17 | Environment | Total renewable energy generating capacity (city-introduced / involved) [7.2, 7.a] | kW | 2019 | 104,333 | 2024 | 117,000 | 122,112 | Achieved |
| 18 | | Total No. of smart house projects supported (as of the end of the fiscal year) [7.2, 7.a] | cases | 2019 | 689 | 2024 | 965 | 1,803 | Achieved |
| 19 | | Next-generation vehicle penetration rate in the city [7.2, 7.a] | % | 2019 | 26.6 | 2024 | 47 | 32.6 | ↑ |
| 20 | | (Promotion of waste reduction and recycling) Amount of resources contained in combustible waste per citizen [12.4, 12.8] | g/day | 2019 | 135 | 2024 | 131 | 131 | Achieved |
| 21 | | (Promotion of environmentally conscious behavior) No. of new participants in the Toyota SDGs Point [12.4, 12.8] | people/ FY | | — | 2024 | 500 | 527 | Achieved |
| 22 | | (Promotion of climate change adaptation measures) Total No. of participants in seminars and other adaptation promotion projects (cumulative total) [13.3] | people | | — | 2024 | 900 | 841 | — |
| 23 | | Area of artificial forests thinned (annual) [15.4] | ha/FY | 2019 | 821 | 2024 | 1,200 | 866 | ↑ |

## b. Initiatives that contribute to the promotion of local government SDGs

| No | Initiative name | Indicator name | Unit | Initial value | | Target value | | 2023 Results | Progress |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Energy | [Reprinted] Total renewable energy generating capacity (city-introduced/involved) | kW | 2019 | 104,333 | 2024 | 117,000 | 122,112 | Achieved |
| 2 | | [Reprinted] Total No. of smart house projects supported (as of the end of the fiscal year) | cases | 2019 | 689 | 2024 | 965 | 1,803 | Achieved |
| 3 | | [Reprinted] Next-generation vehicle penetration rate in the city | % | 2019 | 26.6 | 2024 | 47 | 32.6 | ↑ |
| 4 | | [Reprinted] (Promotion of waste reduction and recycling) Amount of resources contained in combustible waste per citizen | g/day | 2019 | 135 | 2024 | 131 | 131 | Achieved |
| 5 | | [Reprinted] (Promotion of environmentally conscious behavior) No. of new participants in the Toyota SDGs Point | people/ FY | | — | 2024 | 500 | 527 | Achieved |
| 6 | | No. of SDG-related promotional projects | cases/ FY | 2019 | 5 | 2024 | 3 | 10 | Achieved |
| 7 | Mobility | Total No. of traffic accident fatalities and injuries [Source: Figures published by Prefectural Police Headquarters] | people | 2019 | 1,637 | 2024 | Year-on-year decrease | 1,108 | Achieved |
| 8 | | [Reprinted] Open Innovation Promotion Project) No. of new business development initiatives | cases | | — | 2024 | 40 | 56 | Achieved |
| 9 | | No. of personnel developed for innovation (cumulative total) | people | | — | 2024 | 60 | 30 | — |
| 10 | | No. of verification projects related to traveling utilizing advanced technology (transportation-oriented urban development) | projects/ FY | 2019 | 5 | 2024 | 4 | 5 | Achieved |
| 11 | | Verification of advanced technologies New verification project (Toyota City Connected Society Verification Promotion Council) | cases/ FY | 2019 | 10 | 2024 | 10 | 16 | Achieved |
| 12 | Wellness | Certification rate for those certified as needing support or nursing care [1] 65 years old | % | 2020 | 1.51 | 2024 | ↓ | 1.67 | — |
| 13 | | Certification rate for those certified as needing support or nursing care [2] 70 years old | % | 2020 | 3.62 | 2024 | ↓ | 3.75 | — |
| 14 | | Certification rate for those certified as needing support or nursing care [3] 75 years old | % | 2020 | 7.73 | 2024 | ↓ | 6.34 | — |
| 15 | | No. of participants in support initiatives for women's employment | people | 2019 | 282 | 2024 | 500 | 354 | ↑ |
| 16 | | Total No. of employment decisions made through the Employment Support Office and Women's Work Terrace (cumulative total) | people | 2020 | 420 | 2024 | 1,680 | 1,429 | ↑ |
| 17 | | No. of urban-mountain village exchange coordination projects (cumulative total) | cases | | — | 2024 | 200 | 159 | — |
| 18 | | No. of new applicant groups for the Wakuwaku Project in mountain village areas (cumulative total) | cases | | — | 2024 | 60 | 72 | Achieved |
| 19 | | No. of verification support projects using advanced technologies in mountain village areas, etc. (cumulative total) | cases | | — | 2024 | 4 | 0 | — |

Overall, although many indicators stagnated during the planning period due to the impact of the spread of COVID-19, more than half of the indicators were achieved or are approaching the target value, showing some degree of success.

In particular, in terms of indicators related to initiatives that contribute to the promotion of local government SDGs, efforts in the fields of energy and mobility are making steady progress. On the other hand, there appears to be a lack of progress in initiatives regarding wellness, and particular efforts are needed going forward.

In the third-phase plan, in order to achieve targets more generally, after excluding the results of individual projects from the evaluation indicators, we have selected the indicators to be published from among the SDG achievement evaluation indicators.

## (4) Toyota Local Goals

The current values of the indicators set for the Toyota Local Goals are as follows:

■ The current values of the Toyota Local Goals indicators

| | Indicators | Unit | Current value | | Direction |
|---|---|---|---|---|---|
| L1 | Percentage of children / students who think they have good qualities | % | 2024 | 85.7 | + |
| | Percentage of children / students who enjoy going to school | % | 2024 | 85.4 | + |
| | Percentage of schools that have conducted distinctive educational activities | % | 2024 | 84.9 | + |
| | Total fertility rate | % | 2024 | 1.33 | + |
| | Percentage of citizens who have someone or places they can easily consult about child-rearing (including education) | % | 2024 | 90.8 | + |
| | Percentage of citizens who think that their city is “easy to give birth and raise children in.” | % | 2024 | — | + |
| | Percentage of citizens who want to get married in the future | % | 2024 | 70.3 | + |
| L2 | Percentage of citizens who feel a sense of purpose in their daily lives | % | 2024 | 72.7 | + |
| | Percentage of citizens who have had new activities or learning opportunities within the past year | % | 2024 | — | + |
| | Percentage of citizens participating in volunteer activities or NPO activities | % | 2024 | 18.9 | + |
| | Percentage of citizens who feel attached to their town | % | 2024 | 75.9 | + |
| | Percentage of citizens who want to live where they currently live for a long time | % | 2024 | 59.5 | + |
| | Percentage of citizens who are attached to and proud of Toyota City’s history and culture | % | 2024 | 47.8 | + |
| | Percentage of children / students who “love” or “like” the area where they live | % | 2024 | 88.4 | + |
| | Percentage of citizens who participate in local activities | % | 2024 | 54.4 | + |
| | Percentage of citizens who feel connected | % | 2024 | — | + |

As for indicators aimed at children, such as “Percentage of children/students who think they have good qualities” and “Percentage of children/students who enjoy going to school,” many received more than 80% positive responses, indicating that the current level of achievement is generally high. However, in terms of indicators that ask about actions such as “Percentage of citizens participating in volunteer activities or NPO activities” and “Percentage of citizens who participate in local activities,” achievement rates are sluggish. Toyota City has recognized that through these actions, people can develop a sense of attachment to their community and a sense of self-esteem. In the future, the challenge will be how we should communicate the value of participating in civic and local activities to those in the conventionally uninterested group and encourage them to take action.

# 6 Conclusion and next steps

# 6 Conclusion and next steps

Our city has been systematically and steadily promoting the SDGs, from building an implementation system for the SDGs to strengthening partnerships, and implementing specific projects and improving the monitoring system. During the first two phases of the SDGs Future City Plan, we set priority goals and have aimed to achieve them. From the third phase onwards, the plan is being put in place to implement more comprehensive and practical initiatives towards the target year. This VLR summarizes these initiatives, including the environment surrounding Toyota City, the efforts made to date to promote the SDGs, and the degree to which the SDGs have been achieved, along with specific cases.

Contrary to its image as an industrial city because of its strengths in the industrial sector, it turned out that our city, with its high achievement rates for biodiversity-related goals such as Goal 14 and Goal 15 against the backdrop of its rich natural environment, can strike a balance between two areas that usually tend to be at odds with one another. On the other hand, due to the large amount of its CO2 emissions, our city's achievement rates of Goals 7 and 13 were low, and we also had issues in areas related to social structure, such as Goals 5 and 10. Although efforts are already being made to address some of the goals where challenges remain, while continuing monitoring, the way we should accelerate efforts to resolve these challenge will be important in the five years leading up to 2030.

Additionally, various parts of the VLR have stated about the Toyota Local Goals, which are prescribed in the Comprehensive Plan, as an initiative that our city will prioritize going forward. The two goals: "Dreams and hopes for children's future" and "Attachment and pride in the community" are the direction of Toyota City's urban development, which focuses on people's private selves. Toyota City will be implementing various initiatives to achieve the Toyota Local Goals going forward, and here too, Toyota City's diverse local resources - its abundant nature, strong social actors, powerful industrial base, and the traditions, culture, and history that have been passed down in each region - will play an important role. Toyota City aims to achieve two targets, the SDGs and the Toyota Local Goals, through the steady implementation of the Comprehensive Plan.

When Toyota City published its first VLR in 2022, the conclusion chapter mentioned three initiatives for local governments to accelerate their efforts toward the SDGs: [1] Establishment of an SDG certification system, [2] Incorporation of the SDGs into comprehensive plans, and [3] Integration of SDG evaluation indicators with KPIs in comprehensive plans. As we have confirmed in the VLR, Toyota City has already implemented all three initiatives over the past three years. As we reach the halfway point of the "Decade of Action" and it becomes clear that achieving the 2030 Agenda will be a major challenge, Toyota City must make the most of the systems it has carefully established to achieve the SDGs, as well as the trust-based relationships it has built with stakeholders, and constantly find ways to expand its impact and contribute to the realization of sustainable development.

As this VLR revealed, Toyota City has fully implemented the initiatives considered necessary to achieve the SDGs. Toyota City will continue to roll out its initiatives that come before all others as an SDGs Future City and seek out a model for development that will serve as a global model.

**Toyota City Government**

Official Website
https://www.city.toyota.aichi.jp

**October 2025**

**Contributors**
United Nations Centre for Regional Development
Dia Nippon Engineering Consultants Co., Ltd.

**Cover Design and Content Layout**
TOPPAN Inc.