

TOYOTA GAZOO Racing WEC 2025 Media Kit Contents:

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1. Introduction

TOYOTA GAZOO Racing – Born at the Nürburgring

For team owner Akio Toyoda it all started at the Nürburgring. It was there, at Germany's 'Green Hell' with its 300m of elevation changes and more than 170 corners across its 20.8 fearsome kilometres, that the TOYOTA GAZOO Racing story began.

Toyota's master test driver Hiromu Naruse and his driving protege Akio Toyoda put their shared, unswerving desire into practice. They wanted to take Toyota back to its roots of refining people and cars through motorsports, to contribute to the making of ever-better cars, following Naruse's conviction that "races are the ultimate stage on which to pass on technologies and develop human resources". They chose the 24 Hours of Nürburgring, where the GAZOO name made its first appearance on a race car in 2007.

The vehicle line-up evolved over the years to feature pre-production prototypes of future sportscars and next-generation technologies. Throughout each challenge at the Nürburgring, the goal remained to develop ever-better cars and refine Toyota's cars, people, and teams. The unique Nürburgring challenge provides a wealth of experiences – positive and negative – which allow those involved to make discoveries that cannot be reached through number-crunching or theoretical work alone, and these discoveries contribute to improvements. Motorsports is, therefore, where Toyota develops people, knowing that the most important aspect is not the goal but the starting point: "making ever-better cars."

TOYOTA GAZOO Racing on the world stage

True to the philosophy of master test drivers Hiromu Naruse and Akio Toyoda, Toyota committed itself to make ever-better cars through motorsport and, from 2015, TOYOTA GAZOO Racing became the company's identity across all motorsport projects, including its FIA World Championship entries in rally and endurance.

Today, TOYOTA GAZOO Racing takes on the challenge to expand options towards carbon neutrality through participation in different motorsport categories. In the World Endurance Championship (WEC), TOYOTA GAZOO Racing hones hybrid technology and acquires expertise that benefits Toyota's production vehicles. Meanwhile, in the World Rally Championship (WRC), vehicle technology is put through the ultimate test on the world's toughest roads, expressing the wisdom that "roads make cars".

In both WRC and WEC, TOYOTA GAZOO Racing competes with 100% fossil-free, sustainable fuels, while in the World Rally-Raid Championship, the Toyota GR DKR Hilux uses fuel with 70% renewable content. Meanwhile, in Japan, Rookie Racing – a private team launched by Akio Toyoda – is pioneering and advancing hydrogen engines in the Super Taikyu series.

In WEC, TOYOTA GAZOO Racing competes with the GR010 HYBRID race car and its Racing Hybrid technology, which has been honed over more than a decade of top-level endurance competition. The GR010 HYBRID, powered by a 3-5litre, V6 twin turbo engine, broke new ground when it was unveiled as the first-ever WEC Hypercar in 2021. Since then, it has undergone various adjustments to enhance reliability and operability, which combined with driver skill, experience and team spirit, to win the 2024 manufacturers' World Championship, the team's seventh overall and sixth in succession.

From competition to the customer

TOYOTA GAZOO Racing's motorsport participation inspires new technologies and techniques which allow enthusiasts around the world to experience the pure joys of driving.

In customer motorsport, the GR Supra GT4 and GR Yaris Rally2 have brought smiles to competitors and fans, as well as achieving success thanks to the efforts of private teams and drivers. On the road, the spectacular, fun-to drive GR range – GR Supra, GR Yaris, GR Corolla and GR86 – fulfils TOYOTA GAZOO Racing's mission to make ever-better motorsport-bred cars for the enjoyment of customers.

2. Team Management



Hiroki Nakajima

Toyota Motor Corporation Vice President
TOYOTA GAZOO Racing Europe Chairman



Kamui Kobayashi

Team Principal



Kazuki Nakajima

Team Director



David Floury

Technical Director

3. TOYOTA GAZOO Racing Driver Profiles



Mike Conway

Mike Conway

Role	Race driver, #7 GR010 HYBRID
Born	19 August 1983, Sevenoaks, Great Britain
Height	173cm
Weight	64kg
Le Mans debut	2013
Le Mans starts	10
Le Mans best result	1st (2021)
WEC starts	79
WEC wins	18
WEC best season	1st (2019-2020, 2021)
Other highlights	British Formula 3 champion (2006) IndyCar race winner (2013-2014)

WEC history

2013	Le Mans 24 Hours (G-Drive): DQ World Endurance Championship (G-Drive): 7th (3rd in LMP2)
2014	WEC (TOYOTA Racing): 11th (1 win)
2015	Le Mans 24 Hours (TOYOTA Racing): 6th WEC (TOYOTA Racing): 6th
2016	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC: TOYOTA GAZOO Racing): 3rd (1 win)
2017	Le Mans 24 Hours (TOYOTA GAZOO Racing): DNF WEC (TOYOTA GAZOO Racing): 5th
2018	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd
2019	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd
2018-2019	WEC (TOYOTA GAZOO Racing): 2nd (2 wins)
2020	Le Mans 24 Hours (TOYOTA GAZOO Racing): 3rd
2019-2020	WEC (TOYOTA GAZOO Racing): 1st (4 wins)
2021	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st WEC (TOYOTA GAZOO Racing): 1st (3 wins)
2022	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 3rd (2 wins)
2023	Le Mans 24 Hours (TOYOTA GAZOO Racing): DNF WEC (TOYOTA GAZOO Racing): 2nd (4 wins)
2024	WEC (TOYOTA GAZOO Racing): 6th (1 win)



Kamui Kobayashi

Kamui Kobayashi

Role	Race driver, #7 GR010 HYBRID
Born	13 September 1986, Hyogo, Japan
Height	170cm
Weight	63kg
Le Mans debut	2013
Le Mans starts	10
Le Mans best result	1st (2021)
WEC starts	69
WEC wins	17
WEC best season	1st (2019-2020, 2021)
Other highlights	Formula 1 race driver (2009-2014) Daytona 24 Hours winner (2019 & 2020)

WEC history

2013	WEC (Ferrari): 7th (World Endurance Cup for Pro Drivers)
2016	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 3rd (1 win)
2017	Le Mans 24 Hours (TOYOTA GAZOO Racing): DNF WEC (TOYOTA GAZOO Racing): 5th
2018	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd
2019	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd
2018-2019	WEC (TOYOTA GAZOO Racing): 2nd (2 wins)
2020	Le Mans 24 Hours (TOYOTA GAZOO Racing): 3rd
2019-2020	WEC (TOYOTA GAZOO Racing): 1st (4 wins)
2021	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st WEC (TOYOTA GAZOO Racing): 1st (3 wins)
2022	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 3rd (2 wins)
2023	Le Mans 24 Hours (TOYOTA GAZOO Racing): DNF WEC (TOYOTA GAZOO Racing): 2nd (4 wins)
2024	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 3rd (1 win)



Nyck de Vries

Nyck de Vries

Role	Race driver, #7 GR010 HYBRID
Born	6 February 1995, Uitwellingerga, Netherlands
Height	167cm
Weight	58kg
Le Mans debut	2019
Le Mans starts	5
Le Mans best result	2nd (2024)
WEC starts	22
WEC wins	1
WEC best season	3rd (2024)
Other highlights	Formula 2 champion (2019) Formula E champion (2021)

WEC history

2019	Le Mans 24 Hours (Team Nederland): 26th (11th in LMP2) WEC (Team Nederland): 9th in LMP2
2020	Le Mans 24 Hours (Team Nederland): 19th (15th in LMP2) WEC (Racing Team Nederland): 10th in LMP2
2021	Le Mans 24 Hours (Team Nederland): 12th (7th in LMP2) WEC (Racing Team Nederland): 19th in LMP2
2022	Le Mans 24 Hours (TDS Racing): 8th (4th in LMP2) WEC (TOYOTA GAZOO Racing): Test and Reserve Driver
2024	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 3rd (1 win)



Sébastien Buemi

Sébastien Buemi

Role	Race driver, #8 GR010 HYBRID
Born	31 October 1988, Aigle, Switzerland
Height	175cm
Weight	68kg
Le Mans debut	2012
Le Mans starts	13
Le Mans best result	1st (2018, 2019, 2020, 2022)
WEC starts	86
WEC wins	26
WEC best season	1st (2014, 2018-2019, 2022, 2023)
Other highlights	Formula 1 race driver (2009-2011) Formula E champion (2016)

WEC history

2012	Le Mans 24 Hours (TOYOTA Racing): DNF
2013	Le Mans 24 Hours (TOYOTA Racing): 2nd WEC (TOYOTA Racing): 3rd (1 win)
2014	Le Mans 24 Hours (TOYOTA Racing): 3rd WEC (TOYOTA Racing): 1st (4 wins)
2015	Le Mans 24 Hours (TOYOTA Racing): 8th WEC (TOYOTA Racing): 5th
2016	Le Mans 24 Hours (TOYOTA GAZOO Racing): N/C WEC (TOYOTA GAZOO Racing): 8th
2017	Le Mans 24 Hours (TOYOTA GAZOO Racing): 8th WEC (TOYOTA GAZOO Racing): 2nd (5 wins)
2018	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st
2019	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st
2018-2019	WEC (TOYOTA GAZOO Racing): 1st (5 wins)
2020	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st
2019-2020	WEC (TOYOTA GAZOO Racing): 2nd (2 wins)
2021	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 2nd (3 wins)
2022	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2023	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2024	Le Mans 24 Hours (TOYOTA GAZOO Racing): 5th WEC (TOYOTA GAZOO Racing): 4th (2 wins)



Brendon Hartley

Brendon Hartley

Role	Race driver, #8 GR010 HYBRID
Born	10 November 1989, Palmerston North, New Zealand
Height	185cm
Weight	65kg
Le Mans debut	2012
Le Mans starts	11
Le Mans best result	1st (2017, 2020, 2022)
WEC starts	74
WEC wins	23
WEC best season	1st (2015, 2017, 2022, 2023)
Other highlights	Formula 1 race driver (2017-2018) Petit Le Mans winner (2017)

WEC history

2012	Le Mans 24 Hours (Murphy Prototypes): DNF
2013	Le Mans 24 Hours (Murphy Prototypes): 12th (6th in LMP2)
2014	Le Mans 24 Hours (Porsche): NC WEC (Porsche): 9th
2015	Le Mans 24 Hours (Porsche): 2nd WEC (Porsche): 1st (4 wins)
2016	Le Mans 24 Hours (Porsche): 13th WEC (Porsche): 4th (4 wins)
2017	Le Mans 24 Hours (Porsche): 1st WEC (Porsche): 1st (4 wins)
2020	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st
2019-2020	WEC (TOYOTA GAZOO Racing): 2nd (2 wins)
2021	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 2nd (3 wins)
2022	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2023	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2024	Le Mans 24 Hours (TOYOTA GAZOO Racing): 5th WEC (TOYOTA GAZOO Racing): 4th (2 wins)



Ryo Hirakawa

Ryō Hirakawa

Role	Race driver, #8 GR010 HYBRID
Born	7 March 1994, Hiroshima, Japan
Height	177cm
Weight	66kg
Le Mans debut	2016
Le Mans starts	5
Le Mans best result	1st (2022)
WEC starts	23
WEC wins	6
WEC best season	1st (2022, 2023)
Other highlights	Super GT champion (2017) Formula 1 test and reserve driver (2024-present)

WEC history

2016	Le Mans 24 Hours (Thiriet by TDS): DNF
2017	Le Mans 24 Hours (G-Drive): 39th (17th in LMP2)
2022	Le Mans 24 Hours (TOYOTA GAZOO Racing): 1st WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2023	Le Mans 24 Hours (TOYOTA GAZOO Racing): 2nd WEC (TOYOTA GAZOO Racing): 1st (2 wins)
2024	Le Mans 24 Hours (TOYOTA GAZOO Racing): 5th WEC (TOYOTA GAZOO Racing): 4th (2 wins)

4. GR010 HYBRID Technical Specifications

For 2025, the proven GR010 HYBRID package has undergone no significant changes compared to the title-winning 2024 specification and will enter its fifth season of competition as a tried-and-tested competitor. A visible change for the 2025-specification car is the addition of new mandatory LED panels on the sidepod, which indicate position and pit stop timing.

Bodywork	Carbon fibre composite
Gearbox	Transversal with 7 gears, sequential
Driveshafts	Constant velocity tripod plunge-joint driveshafts
Clutch	Multidisc
Differential	Mechanical locking differential
Suspension	Independent front and rear double wishbone, pushrod-system
Springs	Torsion bars
Anti-roll bars	Front and rear
Steering	Hydraulically assisted
Brakes	Akebono mono-block alloy callipers with carbon ventilated discs
Rims	RAYS magnesium alloy, Front: 12.5 x 18 inch Rear: 14 x 18 inch
Tyres	Michelin radial, Front: 29/71-18 Rear: 34/71-18
Length	4900 mm
Width	2000 mm
Height	1150 mm
Fuel capacity	90 litres
Engine	V6 direct injection twin-turbo
Valves	4 per cylinder
Engine capacity	3.5 litre
Fuel	100% renewable racing fuel
Engine power	520 kW / 707 PS (BoP dependent)
Hybrid power	200 kW / 272 PS (BoP dependent)
Battery	High-powered TOYOTA lithium-ion battery
Front motor / inverter	AISIN / DENSO

5. WEC LMH (Prototype) Regulations

Car dimensions

Overall length	5000mm maximum
Overall width	2000mm maximum
Height	1150mm maximum (above floor, except antennas)
Wheelbase	3150mm maximum
Bodywork frontal area	No less than 1.6 m ²
Rear diffuser height/width	Free
Front splitter height	Must be situated more than 50mm above the reference plane (floor)
Minimum weight	Hybrid 1040kg (without fuel and driver)
	Non-hybrid 1030kg (without fuel and driver)

BoP (Balance of Performance)

To ensure all Hypercars have the same performance potential, and to promote close racing throughout the season, a Balance of Performance will again be implemented. This analyses car performance factors (such as lap time, cornering speeds and torque) and adjusts vehicle characteristics (weight, energy allocation and power level) to balance performance across all cars.

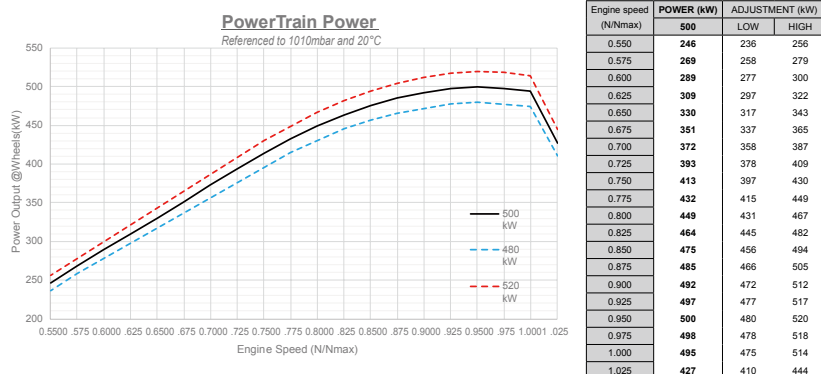
Aerodynamic criteria

A car's aerodynamic performance must be within a performance window specified by the Technical Regulations and confirmed via independent wind tunnel testing. Once homologated, the aerodynamics of the car cannot be modified during the season, except using one specified downforce adjuster, on the front or rear of the car.

Powertrain performance

The powertrain performance must not exceed, at any time, the power curve described below (subject to BoP adjustment).

The rear powertrain performance must not exceed, at any time the power curve below (subject to BoP) plus 3%.



ERS (Energy Recovery System)

An ERS is optional and can only be installed on the front axle of LMH prototypes.

Maximum power	200 kW (boost, recovery)
Energy usage	Unlimited (maximum total stint energy in combination with engine is defined by Balance of Performance)

Except for the pit-lane, the MGU-K can only apply power to the front wheels at speeds defined by the BoP.

Gearbox

All cars must have a maximum of seven forward gear ratios and be able to be driven in reverse by the driver at any time. No more than two different sets of gear ratios may be homologated.

Braking system

Brake circuit	2 (front and rear)
Anti-lock system	Forbidden

If the car is fitted with an MGU-K connected to the front wheels, the pressure in the front braking circuit may be provided by a powered control system.

Tyres and wheels

All cars in Hypercar must use Michelin tyres, with the same compounds available to all competitors.

	4WD* cars (*possible for 4WD homologated before 2023)		2WD and 4WD** cars (**possible for 4WD homologated before 2023, mandatory for 4WD homologated after 2022)	
	Front	Rear	Front	Rear
Tyre	31/71-18	31/71-18	29/71-18	34/71-18
Max. wheel width	13 inch	13 inch	12.5 inch	14 inch

The maximum number of tyre specifications that can be used by Hypercar competitors is:

Dry-weather tyres			Wet-weather tyres
Le Mans	Other races	Season total	
3	2	3	1

For all races except the Le Mans 24 Hours, the maximum number of dry-weather tyres that can be used by each car per event is:

Free Practice	Hyperpole*	Qualifying + Race		
		6h race	8h race	10h race or 1812km
12	4	18	26	32

The number of wet-weather tyres permitted for use during each event is unlimited.

*The specification of the tyres used for Hyperpole will be specified in the Appendix 1 prior to each event.

Tyre allocations for Le Mans 24 Hours

The 2025 regulations are yet to be published. For reference, the maximum number of dry-weather tyres permitted 2024 was:

Free Practice + Qualifying	Hyperpole	Race
24	8	56

The number of wet-weather tyres permitted for use is unlimited.

Qualifying procedure

For all races except the Le Mans 24 Hours, the 2024 qualifying format will continue, meaning one Qualifying and one Hypercar session to determine the starting order. The fastest 10 cars in each category in Qualifying will compete in Hyperpole, which determined the top 10 grid positions. The remaining order is decided according to positions in Qualifying.

For Le Mans, all participants will compete in Qualifying, with the fastest 15 Hypercars progressing to Hyperpole, which is now extended to two sessions. The fastest 10 cars will progress from Hyperpole 1 to Hyperpole 2, which will determine the order of the top 10 grid positions. The order of positions 11 to 15 is determined by the results of Hyperpole 1, with the remaining order decided by the result of Qualifying.

Championship points

Position	6-hour races	8 or 10-hour races (including Qatar)	Le Mans 24 Hours
1st	25 points	38 points	50 points
2nd	18 points	27 points	36 points
3rd	15 points	23 points	30 points
4th	12 points	18 points	24 points
5th	10 points	15 points	20 points
6th	8 points	12 points	16 points
7th	6 points	9 points	12 points
8th	4 points	6 points	8 points
9th	2 points	3 points	4 points
10th	1 point	2 points	2 points

An additional point will be awarded, at each event, to the pole position team and all drivers of that car.

Full technical and sporting regulations can be found at

www.fia.com/regulation/category/118

6. 2025 WEC Race Calendar

TOYOTA GAZOO Racing will continue its mission to make ever-better motorsports-bred cars and put smiles on the faces of fans across the globe by participating in the 2025 FIA World Endurance Championship, which features eight races on four continents. Over a total of 66 hours of racing, eight manufacturers will contest the 18-strong Hypercar class, including Alpine, Aston Martin, BMW, Cadillac, Ferrari, Peugeot and Porsche. TOYOTA GAZOO Racing will challenge for its eighth manufacturers' World Championship – and seventh in succession – as well as its seventh drivers' crown, and sixth Le Mans 24 Hours victory.

Rd.1 QATAR 1812 KM (QAT)



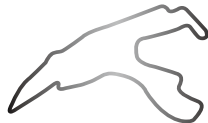
28 February
Lusail International Raceway
Circuit length: 5.380km
<https://www.lcsc.qa>

Rd.2 6 Hours of Imola (ITA)



20 April
Autodromo Internazionale Enzo e Dino Ferrari (Imola)
Circuit length: 4.909km
<https://www.autodromoimola.it/>

Rd.3 TotalEnergies 6 Hours of Spa-Francorchamps (BEL)



10 May
Spa-Francorchamps Circuit
Circuit length: 7.004km
<https://www.spa-francorchamps.be/>

Rd.4 Le Mans 24 Hours (FRA)



14-15 June
Circuit de la Sarthe
Circuit length: 13.626km
<https://www.24h-lemans.com/>

Rd.5 6 Hours of São Paulo (BRA)



13 July
Autodromo de Interlagos "José Carlos Pace"
Circuit length: 4.309km
<https://autodromodeinterlagos.com.br/>

Rd.6 Lone Star Le Mans (USA)



7 September
Circuit of the Americas
Circuit length: 5.514km
<https://circuitoftheamericas.com/>

Rd.7 6 Hours of Fuji (JPN)



28 September
Fuji International Speedway
Circuit length: 4.563km
<https://www.fsw.tv/>

Rd.8 8 Hours of Bahrain (BHN)



8 November
Bahrain International Circuit
Circuit length: 5.412 km
<https://www.bahraingp.com>

The latest results and live timing are available at

<http://fiawec.alkamelsystems.com/>

7. 2024 WEC Race Results

	Race		#7	#8
Rd.1	Qatar 1812km	2 Mar.	5th	8th
Rd.2	6 Hours of Imola	21 Apr.	1st	5th
Rd.3	6 Hours of Spa-Francorchamps	11 May	7th	6th
Rd.4	Le Mans 24 Hours	15-16 Jun.	2nd	5th
Rd.5	6 Hours of São Paulo	14 Jul.	4th	1st
Rd.6	Lone Star Le Mans	1 Sep.	2nd	15th
Rd.7	6 Hours of Fuji	15 Sep.	N/C	10th
Rd.8	8 Hours of Bahrain	2 Nov.	DNF	1st
Drivers' World Championship position			3rd*	4th
Manufacturers' World Championship position			1st	

*Kamui Kobayashi and Nyck de Vries 3rd, Mike Conway 6th

A full archive of WEC results from 2012 to the present day, is available at
<http://fiawec.alkamelsystems.com/>

8. Partners

TOYOTA GAZOO Racing's activities in the FIA World Endurance Championship (WEC) are supported by the following partners:



To find out more, please visit:

<https://toyotagazooracing.com/wec/partners/2025/>

9. Media Contact

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Rights-free video material and photography of TOYOTA GAZOO Racing's motorsports projects can be found at www.toyotagazooracing.com/media.

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X: TGR_WEC

Instagram: tgreurope

YouTube: TOYOTAGAZOORacingEurope



Toyota Motor Corporation works to develop and manufacture innovative, safe and high-quality products and services that create happiness by providing mobility for all. We believe that true achievement comes from supporting our customers, partners, employees, and the communities in which we operate. Since our founding over 80 years ago in 1937, we have applied our Guiding Principles in pursuit of a safer, greener and more inclusive society. Today, as we transform into a mobility company developing connected, automated, shared and electrified technologies, we also remain true to our Guiding Principles and many of the United Nations' Sustainable Development Goals to help realize an ever-better world, where everyone is free to move.

SDGs Initiatives <https://global.toyota/en/sustainability/sdgs/>