



2025
CFSL Green
Bond Progress
Report



Table of Contents

Section	Page
About This Report	3
Executive Summary	3
Key Environmental Performance Indicators	4
Key Facts	4
Glossary of Terms	5
Introduction	7
CFSL and Green Bond issuance towards clean transportation and energy in Mauritius in 2025	7
CFSL Sustainability Agenda	8
Insights for Investors	8
Green Bond Framework	10
Exclusionary Criteria	10
Project Observations & Updates	10
External Review	11
Investment Categories and Eligibility Criteria	12
Green Bond Portfolio – Use of Proceeds	16
Impact Calculation Methodology	18
Clean Transportation Summary Table	18
Solar Power Calculator	19
Solar Power Calculation Methodology	19
Renewable Energy Summary Table	19
Supporting References	20

About This Report

This report is the fourth Green Bond Progress report being published to provide data mainly on the non-financial aspects of the CFSL Green Bond launched in 2022. The executive summary features a dashboard of main results for the year 2025. It provides a summary of the context, followed by details on the improvements.

The reporting period is from January 2025 to December 2025. This report is to be read in conjunction with the CFSL Green Bond Framework as a reference document.

Executive Summary

Green Bond Issuance from Jan 2022 to Dec 2025

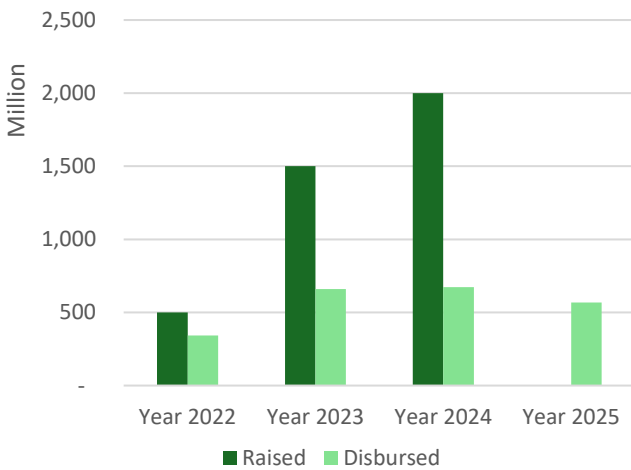


Figure1 Green Bond Raised & Disbursed amounts in MUR

Portfolio distribution of 496 vehicles

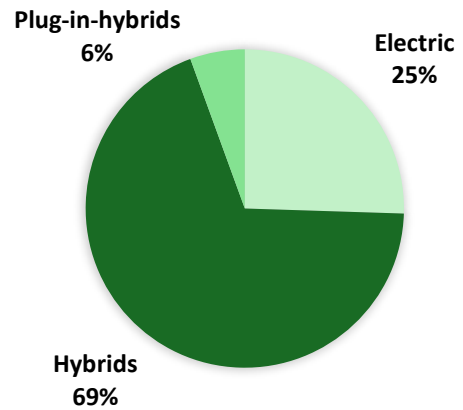


Figure 2 Portfolio distribution of 496 vehicles

Since 2022, the CFSL Green Bond Progress Report has been audited and published on a yearly basis. **(For more details, see 2022 GREEN BOND PROGRESS REPORT, 2023 GREEN BOND PROGRESS REPORT AND 2024 GREEN BOND PROGRESS REPORT).**

For 2025, CFSL has not issued any new notes as part of its green bond program. It has continued to use the proceeds from the MUR 2 billion bond issued in 2024 and the receipts from repayments of the green lease portfolio. An estimated MUR 569 million had been allocated to finance an additional 496 green vehicles and 25 renewal technology assets, contributing CFSL'S commitment to reducing CO₂ emissions and promoting sustainable mobility. In Dec 2025, a first tranche of MUR 1 billion was fully repaid on maturity. The second and last tranche of MUR 1 billion will mature in Nov 2026. As of 31 December 2025, an amount of MUR 225 million was held as deposits with banks.

Key Environmental Performance Indicators

Table 1 Summary of data from January 2025 to December 2025. Calculated and verified by Dynamia Associates and Developers (“Dynamia”) based on data sourced from CFSL.

Project Category per CFSL Green Bond Framework	GHG emissions avoided (KgCO ₂ e) per year	Carbon intensity of the bond (KgCO ₂ e/MUR) using disbursement	# of projects sold per category
RENEWABLE ENERGY	151,603	0	25
ENERGY EFFICIENCY	N/A	N/A	N/A
CLEAN TRANSPORTATION	397,271	0.000874	496
GREEN BUILDINGS	N/A	N/A	N/A
SUSTAINABLE AGRICULTURE	N/A	N/A	N/A

Table 1 represents the GHG avoided in CO₂e and the Carbon Intensity of the Green Bond and the number of projects sold by category. The carbon emissions are calculated only for the stage of use of the funded projects. The carbon intensity serves as a key indicator in lease approval decisions.

Key Facts

Table 2 is the summary of Key Facts, including Partners

Green Bond framework applied	Green bond financed under the Financial Services Commission Guidelines
Independent External Reviewer	Deloitte
Green Bond Framework and Sustainability Consultant	Dynamia Associates and Developers
Maturity	13 months and 2 years for the 2 tranches respectively from issuance date of 08 Nov 24
Reporting frequency	Annual reporting
Reporting approach	Portfolio based
Date of publication of Green Bond Progress Report	May 26

Glossary of Terms

Adaptation: Refers to adjustments in ecological, social or economic systems in response to actual or expected climatic stimuli and their effects. It refers to changes in processes, practices and structures to moderate potential damages or to benefit from opportunities associated with climate change.

Avoided emissions: The reduction in greenhouse gas emissions that occurs as a result of an intervention, measured against a reference scenario or baseline in which the intervention did not take place. In the context of this report, avoided emissions refer to the reduction in CO₂e achieved by replacing conventional fuel vehicles with electric, hybrid or plug-in hybrid vehicles.

Carbon Dioxide Equivalent (CO₂e): A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP).

Carbon Dioxide per kilometre (CO₂/km) Unit: This notation is often used to express the amount of carbon dioxide (CO₂) released into the atmosphere for each kilometre travelled, particularly in the context of vehicles or transportation.

Carbon Intensity (General Definition): Carbon intensity refers to the emission rate of a given pollutant relative to the intensity of a specific activity, such as emissions per unit of energy produced.

Carbon Intensity of the Green Bond (Specific to this Report): In this report, carbon intensity is defined as the ratio of emissions produced to the MUR spent through the Green Bond, measuring the environmental impact per unit of investment.

Electric Vehicle (EV): An EV is a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source.

Emissions: The release of a substance (usually a gas when referring to the subject of climate change) into the atmosphere.

Emission Factor (EF): A unique value for scaling emissions to activity data in terms of a standard rate of emissions per unit of activity (e.g., grams of carbon dioxide emitted per barrel of fossil fuel consumed, or per pound of product produced).

Energy Efficiency: Using less energy to provide the same service.

Green Bonds: Green Bonds are fixed-income instruments with proceeds earmarked exclusively for new and existing projects that have environmental benefits. Countries and jurisdictions develop their own set of guidelines for green bond issuance, many of which align with the Green Bond Principles (GBP) developed under the auspices of the International Capital Markets Association (ICMA).

Green Bond Principle (GBP): The Green Bond Principles (GBP) seek to support issuers in financing environmentally sound and sustainable projects that foster a net-zero emissions economy and protect the environment.

Green Climate Fund: a critical element of the historic Paris Agreement is the world's largest climate fund, mandated to support developing countries to raise and realize their Nationally Determined Contributions (NDC) ambitions towards low-emissions, climate-resilient pathways.

Greenhouse Gas (GHG): Any gas that absorbs infrared radiation in the atmosphere, including carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, hydrochlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride.

Hybrid Vehicle: Hybrid electric vehicles are powered by an internal combustion engine and one or more electric motors, which uses energy stored in batteries. A hybrid electric vehicle cannot be plugged in to charge

the battery. Instead, the battery is charged through regenerative braking and by the internal combustion engine.

Investment Period: The interval between the bond's issuance and its maturity date. Otherwise known as the bond tenor.

Mitigation: A human intervention to reduce the human impact on the climate system; it includes strategies to reduce greenhouse gas sources and emissions and enhancing greenhouse gas sinks.

Nationally Determined Contributions (NDC): Climate action plans submitted by each country under the Paris Agreement, outlining their commitments to reduce greenhouse gas emissions and adapt to the impacts of climate change

Net-Zero Emissions: A state in which the greenhouse gases going into the atmosphere are balanced by removal of greenhouse gases from the atmosphere.

Plug-in-hybrid Vehicle (PHEVs): PHEVs are a combination of gasoline and electric vehicles, so they have a battery, an electric motor, a gasoline tank, and an internal combustion engine.

Solar Photovoltaic (PV): is a technology that converts sunlight directly into electricity using semiconductor materials that exhibit the photovoltaic effect. A solar PV system typically consists of solar panels made up of many solar cells, which generate electrical power when exposed to daylight. This electricity can be used to power homes, businesses, or fed into the grid as clean, renewable energy.

The Intergovernmental Panel on Climate Change (IPCC): is an intergovernmental body of the United Nations responsible for advancing knowledge on human-induced climate change. It was created to provide policymakers with regular scientific assessments on climate change, its implications and potential future risks, as well as to put forward adaptation and mitigation options.

UN Sustainable Development Goals: The Sustainable Development Goals or Global Goals are a collection of 17 interlinked global goals designed to be a "blueprint to achieve a better and more sustainable future for all". The SDGs were set up in 2015 by the United Nations General Assembly and are intended to be achieved by 2030.

Introduction

CIM Financial Services Limited (CFSL) is a multinational financial services group (the 'Group') listed on the Official Market of the Stock Exchange of Mauritius and headquartered in Mauritius. The Group employs over 1,000 employees across Mauritius, Rodrigues, and Kenya. In collaboration with various stakeholders, CFSL successfully launched this first Green Bond. This report documents the progress of this initiative from 01 January 2025 to 31 December 2025

On 12 December 2015, 196 parties adopted the Paris Agreement at COP21 in Paris, France, committing to work towards the climate goals set out therein, including making finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development (United Nations, 2015 - Paris Agreement Article 2.1(c)).

CFSL and Green Bond issuance towards clean transportation and energy in Mauritius in 2025

CFSL has been actively issuing green bonds focused on clean transportation and renewable energy, with a notable MUR 2 billion issuance on 8 November 2024, the proceeds of which are primarily allocated to financing electric, hybrid, and plug-in hybrid vehicles as well as renewable energy initiatives such as solar photovoltaic installations. This initiative supports Mauritius' transition to renewable energy and clean transport goals.

The 2022-2023 national budget introduced significant incentives to encourage the adoption of cleaner vehicles, including the removal of excise duties on hybrid and electric vehicles effective 1 July 2022, and the introduction of a Negative Excise Duty Scheme of 10% (up to MUR 200,000) for electric vehicle purchases by individuals and companies. These measures remained in place through to June 2025.

The 2025-2026 national budget, announced on 5 June 2025, reversed these incentives by reintroducing excise duties on hybrid and electric vehicles effective 6 June 2025, with the Negative Excise Duty Scheme ending on 30 June 2025. The new excise duty rates introduced are 15% for electric vehicles up to 180 kW and 25% for those above 180 kW. Vehicles shipped on or before 5 June 2025 and cleared from customs before 30 June 2025 were exempted from the new rates.

The anticipation of vehicle price increases due to these new charges led to a surge in new car purchases, with many car agencies selling out their stock as consumers rushed to buy before prices rose ahead of 30 June 2025. This rush was further supported by the green financing options provided by CFSL, which made access to low-emission vehicle financing easier.

In summary, the longstanding budget incentives combined with CFSL's green bond financial products triggered significant clean vehicle sales in Mauritius up to June 2025.

The significant increase in the number of Solar Photovoltaic (PV) installations reflects CFSL's enhanced strategic focus and commitment to expanding its solar energy portfolio.

CFSL Sustainability Agenda

As part of its ongoing mandate, the ESG Committee supports the Corporate Governance and Conduct Review Committee in defining and overseeing strategies, policies, and practices relevant to Environmental, Social, and Governance (ESG) matters. The ESG Committee enables CFSL to integrate pertinent ESG considerations into its business operations and strategic decision-making, focusing particularly on those sustainability aspects most material to the business model.

During FY 2025, the ESG Committee met four times to oversee the development, implementation, and monitoring of ESG-related initiatives across the Group, including progress against the ESG roadmap and the ongoing materiality assessment.

A significant milestone was achieved with CFSL's inclusion in the Stock Exchange of Mauritius Sustainability Index (SEMSI) on 4 June 2025, recognising the Group's long-standing commitment to responsible and sustainable business practices.

On 22 January 2026 CFSL's headquarters, Cim House, has achieved LEED O+M v4.1 Gold certification, independently verified by Green Business Certification Inc. (GBCI) under requirements established by the U.S. Green Building Council (USGBC). The certification, which assesses operational performance across energy, water, waste, indoor environmental quality, and transportation, makes CFSL the first financial institution in Mauritius to obtain this distinction. This achievement reflects a collaboration between Lavastone Properties and CFSL and further demonstrates the Group's commitment to reducing its environmental footprint through its physical infrastructure.

Insights for Investors

During 2025, no issuances of green bond have been made. The following points outline the goals and objectives associated with the green funding previously raised:

- **Growth and Demand for Green Assets:**

In the first half of 2025, there was a marked increase in sales of clean transport assets, driven notably by an influx of new car models. This surge aligned closely with the government's financial budget priorities aimed at promoting green mobility. However, following July, a decline in sales was observed, largely attributed to the reintroduction of excise duties, which impacted market dynamics. This pattern reflects a responsive market influenced by policy changes and fiscal measures, highlighting the evolving landscape of clean transport demand. Despite the second-half slowdown, the full-year result reached 496 vehicles financed with MUR 563 million disbursed

With respect to energy assets, growth has been substantial and accelerating — renewable energy projects grew from 9 in the first nine months to 25 by year end, with GHG emissions avoided rising from 79,164 KgCO₂e to 151,603 KgCO₂e across the full year, representing a near-tripling of the portfolio and a significant acceleration of the upward trend in clean energy adoption.

- **Leasing Trends:**

Reconditioned and second-hand vehicles continue to make up a large majority of leased vehicles in 2025, broadly consistent with 2024 levels. The 2025 portfolio is strongly characterised by reconditioned small Japanese hybrids — including Toyota Yaris, Aqua, Corolla, Nissan Note and Honda Fit/Vezel — replacing older small petrol cars. This reflects a clear shift in demand away from small petrol cars toward greener reconditioned alternatives in the same size category.

- **Portfolio**
 This year, the portfolio has notably shifted focus towards clean energy projects, reflecting a strategic emphasis on this sector. Renewable energy projects grew from 9 in the first nine months to 25 by year end, with the portfolio nearly tripling over the course of 2025. In clean transportation, 496 vehicles were financed with total disbursements of MUR 563 million across the full year.
- **Regulatory Support and Transparency**
 CFSL’s listing on the Stock Exchange of Mauritius provides transparency to investors and together with the Third-party verifications enhances credibility. This is the fourth report, and all information included has been subject to external verification or review of the Green Bond Framework and the corresponding progress report, providing independent assurance of the accuracy and reliability of the information presented.
- **Strategic Context**
 CFSL aims to assist clients in the change of their consumption behaviours by offering facilities which encourage the purchase of more eco-friendly products.

Programme Milestones

- **January 2022**
 Launch of CFSL Green Bond — MUR 500M raised. First green bond in Mauritius.
- **March 2023**
 First Progress Report published. MUR 342M disbursed to fund green projects.
- **July 2023**
 Reimbursement of MUR 500M to investors.
- **October 2023**
 MUR 1.5 billion Green Bonds raised and MUR 1.1 billion listed on the Stock Exchange of Mauritius.
- **March 2024**
 Publication of second progress report.
- **November 2024**
 Second Reimbursement of MUR1.5billion to investors.
- **November 2024**
 MUR 2 billion Green Bonds raised and listed — largest issuance to date.
- **May 2025**
 Third Progress Report published.
- **December 2025**
 Reimbursement of MUR1.0 billion to investors.
- **May 2026**
 Fourth progress report published.

Green Bond Framework

CFSL's 2022 Green Bond Framework was developed following the Guidelines on the Issue of Corporate and Green Bonds in Mauritius issued by the Financial Services Commission Mauritius (FSC), which are in line with the International Capital Market Association (ICMA) Green Bond Principles.

The Green Bond Principles are voluntary process guidelines that recommend transparency and disclosure as well as promoting integrity in the development of the Green Bond market. They provide issuers with guidance on the key components involved in launching a credible Green Bond and aid investors by ensuring availability of necessary information to evaluate the environmental impacts of their green bond investments.

The full Green Bond framework can be consulted online:

Link: <https://about.cimfinance.mu/en/about/investors-corner/investors-information>

Exclusionary Criteria

The exclusionary criteria are maintained as listed by the IFC Exclusion List and the condition where leasing facilities will not be extended to vehicles with a CO₂ emissions level of 79g CO₂/km or higher. Furthermore, the criteria and tools used are likely to be refined over time as more information becomes available. Although updated tools were used for recent calculations, the original figures in the Green Bond report will remain unchanged and will not be revised retroactively. This approach maintains consistency in reporting and avoids altering past records.

NOTE: This Exclusion List relates to IFC's investments prior to IFC's introduction of the Environmental and Social Review Procedure version 2 dated July 30, 2007.

IFC Exclusion List

Link : <https://www.ifc.org/content/dam/ifc/doc/mgrt-pub/ifc-exclusion-list.pdf>

Project Observations & Updates

Hybrid Car Eligibility for Green Lease

The strict 79g CO₂/km standard remains in effect this year, disqualifying some newer car models that exceed this threshold from green lease eligibility. CFSL upholds high compliance standards by requiring a Pre-Shipment Inspection (PSI) certificate for each second hand /reconditioned vehicle to ensure actual CO₂ emissions meet this limit.

Solar Photovoltaic (PV)

From an environmental perspective, it has been recommended to verify the carbon emissions avoided by the Solar Photovoltaic (PV) systems already installed. However, verifying this is challenging due to difficulties in obtaining electricity billing data from clients post disbursements and the cost involved in the ongoing monitoring of these projects may erode the potential any benefits.



The increase in funds disbursed for solar PV in 2025, driven by a new strategic focus, has resulted in the solar energy portfolio nearly tripling, growing from 9 projects in the first nine months to 25 projects by year end, with GHG emissions avoided reaching 151,603 KgCO_{2e}.

Stock Exchange of Mauritius







Cim Finance made history by listing Mauritius' first Green Bond on SEM in 2023, raising MUR 1.1 billion. Since then, CFSL expanded its program with a MUR 2 billion issuance in 2024, financing clean transport projects.

External Review

1. CFSL has hired Dynamia Associates and Developers (Dynamia), an external environmental consultant, to provide and develop the key environmental performance indicators and calculation methods. Dynamia has also been writing the green bond progress report and verifying the methodology applied for carbon calculation. Dynamia has also been appointed to write this report on the 2025 Green Bond.
2. Deloitte, an auditing firm, acting as an independent external reviewer, has provided a statement that CFSL has complied with the Green Bond Framework principle on 'Use of Proceeds'.



Investment Categories and Eligibility Criteria

Categories ¹	SDGs ²	Core indicators ³	Eligibility Criteria	International Standard Industrial Classification (ISIC) codes	Additional info
RENEWABLE ENERGY	 	<p>Annual renewable energy generation</p> <p>Annual GHG emissions avoided</p> <p>Carbon intensity</p>	<p><u>Projects currently considered:</u> Solar installations on and off grid.</p> <p>Proceeds may be allocated towards the refinancing, acquisition, development, operation, and maintenance of new and ongoing renewable energy activities</p>	ISIC Code 3510 - Electric power generation, transmission, and distribution	This includes activities related to the generation of electricity by solar power, among other methods (hydroelectric, wind, geothermal).
ENERGY EFFICIENCY	   	<p>Annual energy savings</p> <p>Annual GHG emissions avoided</p> <p>Carbon intensity</p> <p>Number of products sold</p>	<p><u>Projects currently considered:</u> Batteries for solar energy storage, commercial water heaters, commercial energy efficient appliances A* rated under the EU legislation.</p> <p>Proceeds may be allocated towards the financing or refinancing of commercial energy efficiency loans for projects or assets that reduce</p>	<p>ISIC Code 2750 - Manufacture of domestic appliances</p> <p>ISIC Code 4322 - Plumbing, heat, and air-conditioning.</p> <p>ISIC Code 2819 - Manufacture of other</p>	This includes only the provision of energy-efficient products meeting efficiency standards.

¹ Based on The Green Bond Principles: Handbook Harmonised Framework for Impact Reporting June 2024




<https://www.icmagroup.org/assets/documents/Sustainable-finance/2024-updates/Handbook-Harmonised-Framework-for-Impact-Reporting-June-2024.pdf>




² Based on the Nordic Public Sector Issuers: Position Paper on Green Bonds Impact Reporting

https://www.kuntarahoitus.fi/wp-content/uploads/2024/05/NPSI_Position_Paper_2024.pdf

³ Based on The Green Bond Principles: Handbook Harmonised Framework for Impact Reporting June 2024

<https://www.icmagroup.org/assets/documents/Sustainable-finance/2024-updates/Handbook-Harmonised-Framework-for-Impact-Reporting-June-2024.pdf>

			energy consumption or mitigate GHG emissions.	general-purpose machinery	
CLEAN TRANSPORTATION	  	<p>Annual GHG emissions avoided</p> <p>Carbon intensity</p> <p>Number of products sold</p>	<p><u>Projects currently considered:</u> The refinancing or purchase of:</p> <ul style="list-style-type: none"> • Electric, plug in electric, and hybrid vehicles that have a CO₂ emissions level of less than or equal to 79g CO₂/km, • Solar Electric Vehicle Supply Equipment (EVSE) • Electric & plug in electric commercial vehicles (trucks, vans, busses. • Mass transit, including electrified public transport, urban metro, rail and non-motorized, multi-modal transportation • Infrastructure to support mass transit, including depot and maintenance facilities, signalling equipment, platform gates, and facilities required for the safe, 	<p>ISIC Code 3510 (Electric power generation)</p> <p>ISIC Code 2720 - Manufacture of batteries and accumulators.</p> <p>ISIC Code 3510, ISIC Code 2720, ISIC Code 3091 - Manufacture of motor vehicles.</p> <p>ISIC Code 4911 – Passenger Rail Transport, Interurban ISIC Code 4921 – Urban and Suburban Passenger Land Transport</p>	<p>This class includes the manufacture of non-rechargeable and rechargeable batteries.</p>

			clean, and efficient operation of the network, utilities and other enabling infrastructure that promotes sustainable transportation.	<p>ISIC Code 4911 – Passenger Rail Transport, Interurban</p> <p>ISIC Code 5221 – Service Activities Incidental to Land Transportation</p> <p>ISIC Code 4210 – Construction of Railways and Underground Railways</p>	
GREEN BUILDINGS	 	<p>Number of products sold</p>	<p><u>Projects currently considered:</u> Commercial Rainwater Harvesting systems</p> <p>Proceeds may be allocated towards refinancing or investing in projects that improve water quality, efficiency, and conservation.</p>	<p><u>ISIC Code 2720, ISIC Code 2750, ISIC Code 3091, ISIC Code 3530 - Steam and air conditioning supply.</u></p>	Not available
SUSTAINABLE AGRICULTURE		<p>Number of products sold</p> <p>Volume of water (m³) saved/reduced/treated</p>	<p><u>Projects currently considered:</u> Commercial drip, flood, and pivot irrigation systems</p> <p>Proceeds may be allocated towards refinancing or investing in projects that improve water quality, efficiency, and conservation.</p>	<p><u>ISIC Code 3600 - Water collection, treatment, and supply, ISIC Code 4659 - Wholesale of other machinery and equipment.</u></p>	Not available

The following Table presents the Mapping of the Green Bond Framework-project categories to their corresponding environmental objectives:

Environmental Objectives					
GBF- project categories	Climate change mitigation	Climate Change adaptation	Biodiversity	Natural resource Conservation	Pollution Prevention and control
Renewable Energy	★ ★ ★			★ ★	★ ★
Energy efficiency	★ ★ ★	★ ★		★	★ ★
Clean Transportation	★ ★ ★			★ ★	★ ★
Green Buildings	★ ★ ★			★ ★	★
Sustainable Agriculture			★ ★	★ ★ ★	★

Contribution to objective

Primary objective ★ ★ ★

Secondary objective ★ ★

Tertiary objective ★

Reference and adapted from <https://www.icmagroup.org/assets/documents/Sustainable-finance/2021-updates/Green-Project-Mapping-June-2021-100621.pdf>
[Green-Project-Mapping-June-2021-100621.pdf](https://www.icmagroup.org/assets/documents/Sustainable-finance/2021-updates/Green-Project-Mapping-June-2021-100621.pdf) (icmagroup.org)

Green Bond Portfolio – Use of Proceeds

Consolidated data at portfolio level from January to December 2025

Table 3 – Use of Proceeds

The above clean transportation vehicles are in line with CFSL Green Bond Framework and classified as eligible green assets¹.

Clean Transportation	Number of vehicles	Disbursement amount (MUR 'm)
Electric Vehicles	126	250
Hybrids Vehicles	340	242
Plug-in hybrid Vehicles	30	71
Total	496	563

In 2025, MUR 563 million was disbursed and used to finance eligible green vehicles under the clean transportation category as per CFSL Green Bond Framework. Out of the 496 vehicles that were financed during the period of January to December 2025, hybrids vehicles remain the most popular type of clean transportation being leased followed by electric vehicles and plug-in-hybrids respectively. There was an increase of approximately 22% in the number of electric vehicles sold compared to 2024.

Electric vehicles were funded due to their zero CO₂ emissions, as they release chemically stored energy electrochemically through lithium-ion batteries, eliminating combustion and, consequently, preventing air pollution from CO₂ during driving. An EV is a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source of power, which would come from the national grid. The national grid in Mauritius generates more than 75% of its electricity from non-renewable sources, while its renewable sources include bagasse and hydropower.

Hybrid and plug-in hybrid vehicles are considered green assets as their CO₂ emissions do not exceed 79 gCO₂/km¹ in line with CFSL Green Bond Framework. The assessments also consider the reduction in CO₂ emissions at the level of the vehicle user between the use of their old vehicle and the use of the new one. Hybrid electric vehicles are powered by an internal combustion engine and one or more electric motors, which uses energy stored in batteries. A hybrid electric vehicle cannot be plugged in to charge the battery. Instead, the battery is charged through regenerative braking and by the internal combustion engine. PHEVs are a combination of gasoline and electric vehicles, so they have a battery, an electric motor, a gasoline tank, and an internal combustion engine.

¹Source: [CFSL Green Bond Framework](#)

Impact Calculation Methodology

The metrics chosen are in line with ICMA Harmonized Framework, and may, wherever feasible, include the following:

- Annual renewable energy generation in MWh or GWh
- Number of units sold or systems installed
- Volume of water (m³) saved/reduced/treated
- Annual GHG emissions reduced/avoided in tonnes of CO₂ equivalent
- Carbon intensity of the bond (GHG emissions of new car/ amount lent)
- Avoided emissions per MUR invested (total avoided emissions / total amount lent)

Avoided emissions are calculated according to the following formulae:

Baseline scenario emissions – New behaviour emissions = Avoided carbon

Formulae: (baseline activity data X EF⁴) – (new activity data X EF)

Applied to cars: (KMs old car X EF*) - (KMs new car X EF*)

Applied to energy projects: (kWh Mauritian grid X EF*) - (kWh new project X EF*)

Assumptions

To make the calculations, several assumptions were made:

- The information provided to CFSL by its clients and technical experts, with regards to the activity data, is correct and true.
- The information provided by the car manufacturers for hybrids and plug-in hybrids regarding the carbon emissions per Km is correct and true.
- For clean transportation, there were two scenarios:
 - a) If the client was replacing a car, the annual avoided emission was calculated using the information from the old car as baseline.
 - b) If the client was purchasing a new first car or a reconditioned/second hand first car, the annual GHG emission was calculated using the information from an average-sized thermal car as baseline. The latter was chosen based on the assumption that there are no other clean transportation alternatives.

⁴ *Emission Factors used:

- Mauritian Emission Factor for the electric grid (applicable to energy projects)
- Hybrid and plug-in Hybrid cars: *as provided by the car manufacturers*
- Electric vehicles plugged into the national grid: *estimates calculated based on an average world grid for the specific engine sizes.*
- Electric vehicles with solar charges: 0
- Thermal cars: based on DEFRA's 2021 emission factors and depending on car size.
Source: <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021>

Clean Transportation Summary Table

Table 5 Clean Transportation Data as of 31 December 2025. Calculated and verified by Dynamia Associates and Developers on data sourced from CFSL

Clean transportation projects	Share of total disbursement %	No of clean Vehicles deployed	Total estimated annual Kms	Total annual GHG emissions avoided in KgCO ₂ e	Average GHG emissions avoided per car in KgCO ₂ e	Carbon intensity (+CO ₂ e/MUR) per year (Based on Disbursement)
Electric Vehicles	44.5	126	1,607,000	54,707	434	0.00089
Hybrids	43.0	340	3,542,000	298,769	879	0.00101
Plug-in hybrids	12.5	30	390,000	43,795	1,460	0.00033
TOTAL	100	496	5,539,000	397,271		0.00087

It happens, in some circumstances, that an EV generates more emission than a petrol average sized car. This is because of the following:

- 1) EVs are plugged into the grid for charging rather than using renewable energy.
- 2) Large electric cars (more than 2000 cc) are being purchased.

To effectively lower the emission from EV, financing of renewable energy producing assets becomes all the more determinant.

The total impact results of the Green Bond in the clean transportation category are nonetheless positive. This is equivalent to:

- 44,702 gallons of gasoline avoided or,
- 39,025 gallons of diesel avoided or,
- 441,295 pounds of coal avoided or,
- 920 barrels of oil avoided

Source : <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results>

Solar Power Calculator

Financed Projects: PV projects

Key Consideration on Solar Generation: The recommended approach is based on **solar generation** measured in **kWh**, under the assumption that **100%** of the solar energy produced is utilized, either by the home user or other entities in Mauritius. Consequently, it is reasonable to assert that the **avoided emissions** are a direct result of the solar generation in **kilowatt-hours (kWh)**.

Grid Connection Impact: It is important to acknowledge that if the generated solar energy were not connected to the **grid**, the dynamics would differ significantly. The **implications and outcomes** for **avoided carbon emissions** would be calculated differently in such a scenario.

Carbon Intensity Calculation: For **renewable energy**, the **carbon intensity** is calculated as follows: Carbon Emission (NEW PV, **kgCO₂e**) / **Disbursed Amount of New Purchase**. There is no carbon emission from the PV financed hence the carbon intensity is 0.

Solar Power Calculation Methodology

The annual energy production is estimated using PVGIS (Photovoltaic Geographical Information System), an advanced web-based tool developed by the Joint Research Centre of the European Commission. PVGIS provides comprehensive data on solar radiation and accurately predicts the energy output of photovoltaic systems globally using satellite-derived solar irradiance data.

As part of the assessment process, a detailed on-site inspection is conducted at the client's premises prior to project approval to ensure the conditions align with the calculated estimates and to verify system feasibility.

Renewable Energy Summary Table

	Number of projects	Expected annual generation in kWh	GHG emissions avoided (KgCO ₂ e)
Photovoltaic panels	25	158,780	151,603

The above shows total impact results of the Green Bond in the renewable energy category which is still overwhelmingly positive. This is equivalent to:

- 14,892 gallons of diesel avoided
- 351 barrels of oil avoided
- 12,256,613 number of smartphones charged

Supporting References

- 1) CFSL Communiqué - 22.05.2025
Link : <https://about.cimfinance.mu/en/news/item/cfsl-communique-22-05-2025>
- 2) United Nations (2015) Paris Agreement:
https://unfccc.int/files/essential_background/convention/application/pdf/english_paris_agreement.pdf
- 3) UNEP,2023
<https://www.unep.org/news-and-stories/story/mauritius-sets-goals-curb-triple-planetary-crisis>
- 4) An Electric Car roadmap for the rainbow nations, The Ministry of Energy and Public Utilities Mauritius (EVConsult & Ecosis, Jan 2020)
- 5) Article reference for critical thinking on the subject:
<https://cepr.org/voxeu/columns/green-bonds-and-carbon-emissions-exploring-case-rating-system-firm-level>
- 6) ISIC Revision 4
https://unstats.un.org/unsd/demographic-social/census/documents/isic_rev4.pdf

2 April 2026

External Review

CFSL has hired Dynamia Associates and Developers, an external consultant on sustainability, to provide and to develop the key environmental performance Indicators and calculation methods.

The calculations were made based on the assumptions and data available at the time. As new data or information becomes available, the calculations may be updated or revised accordingly to reflect the most current understanding of the situation.



Thierry Le Breton
Director

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CIM Financial Services Ltd

Independent external review on the 2025 Green Bond Progress
Report of CIM Financial Services Ltd as of 31 December 2025

Independent external review report on the 2025 Green Bond Progress Report of CIM Financial Services Ltd as of 31 December 2025

To: CIM Financial Services Ltd

We have been engaged to conduct an independent external review engagement on:

- The Use of Proceeds Information

The Use of Proceeds Information as stated in “Table 3 - Use of Proceeds – Consolidated data at Portfolio level from January to December 2025” on the 2025 Green Bond Progress Report (“the Data”), is published in the ‘2025 Green Bond Progress Report’ (the ‘Document’) of CIM Financial Services Ltd (‘the Company’ / ‘CFSL’) as of 31 December 2025.

The Green Bond Framework of the Company is structured in accordance with the Guidelines and principles for issue of Green Bonds in Mauritius issued by the Financial Services Commission (“FSC”) (Chapter 3 - Green Bonds) from the International Capital Market Association" (ICMA)'s Harmonised framework edition and the UN Sustainable Development Goals.

Nature and scope of our work

Our responsibility is to carry out certain defined procedures as per the scope of work, on the Use of Proceeds in accordance with the CFSL Green Bond Framework dated December 2024.

The scope of our work is detailed below:

- Obtaining an understanding of the Company’s process, including internal controls, relevant to collection of the information used to prepare the Data. This included discussions with the Company’s management responsible for operational performance in the areas relating to the Data;
- Examining, on a sample basis, internal and external supporting evidence to meet the objectives of CFSL Green Bond Framework’s principle on “Use of proceeds”.

Our work was performed on the data gathered and retained in the section on Green Bond Portfolio - Use of Proceeds of the 2025 Green Bond Report by CFSL. Our Conclusion covers therefore only this Data and not all information included in the Document.

We have taken into account the perimeter according to the scope of the Green Bond Progress Report:

- Green Bonds proceeds amounting to MUR 569 million were used in the disbursements of Green Assets in 2025 in relation to clean transportation vehicles/products and MUR 1 billion for the repayment of the matured bonds.

Our report is addressed solely to the Company and its Directors, as a body. Our work has been undertaken so that we might state to the Company those matters we are required to state to them in this report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company and the Company’s Directors as a body for our work, this report, or for the conclusions we have formed.

Responsibility of the Company

The Company is responsible for the preparation of the Data and the references made to it presented in the Document as well as for the declaration that its reporting is in accordance with the following framework:

- The CFSL Green Bond Framework has been based on the guidelines on Green Bonds as set out by the Financial Services Commission, Mauritius.

This responsibility includes the selection and application of appropriate methods for the preparation of the Data, for ensuring the reliability of the underlying information and for the use of assumptions and reasonable estimations.

Furthermore, the Company is also responsible for the design, implementation and maintenance of systems and procedures relevant for the preparation of the Data that is free from material misstatement, whether due to fraud or error.

Conclusion

We set out in appendix 1 the results of the above procedures and noted no exceptions to the Use of Proceeds related to the Green Bonds issued by CIM Financial Services Ltd as presented in the “2025 Green Bond Progress Report” in accordance with the CFSL Green Bond Framework dated December 2024.



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Appendix 1:

Procedures and findings relating to the Use of proceeds

We planned and performed our procedures to obtain the evidence, information and explanations considered necessary in relation to the above scope, as per the table below:

Scope of work	Our approach	Findings
1. Obtaining an understanding of the Company's process, including internal controls, relevant to collection of the information used to prepare the Use of Proceeds Information ("the Data").	<ul style="list-style-type: none"> We have conducted discussions with the Company's management responsible for operational performance in the areas relating to the Data. We have obtained and reviewed the flowchart relating to the process for the Use of Proceeds to gain an understanding of the key steps, controls and approval points. For one sample, we have performed a walkthrough to corroborate the end-to-end process and key controls. 	No exceptions noted
2. Examining, on a sample basis, internal and external supporting evidence to meet the objectives of CFSL Green Bond Framework's principle on "Use of proceeds".	<p>On a sample basis:</p> <ul style="list-style-type: none"> We have inspected vendor's invoices to confirm the amounts are accurate and approved as per internal requirements. We have reviewed the CO2 emission certificate to assess whether applicable emission fall within the 79g/km threshold set out in the Green Bond Framework dated December 2024. We have inspected the bank statements to trace the disbursed amounts as per the listing. We have reconciled the bank statement with the corresponding vendor invoices. For second-hand cars, we have inspected the surveyor reports to determine whether the vehicle met the eligibility criteria as per Green Bond Framework dated December 2024. 	No exceptions noted

Appendix 1 (Cont'd):

Scope of work	Our approach	Findings
	<ul style="list-style-type: none"> • For Photovoltaic assets, we inspected the surveyor’s report for a selected sample and assessed whether they meet the eligibility criteria under the Renewable Energy and Energy Efficiency categories of the CFSL Green Bond Framework dated December 2024. • For Photovoltaic assets, we examined the insurance certificate to verify the existence of valid insurance coverage and reconciled the insured amount to the disbursed amount. <p>For the Use of proceeds:</p> <ul style="list-style-type: none"> • We traced coupon repayments to the corresponding bank statements to confirm the accuracy of the amounts and verified that payments were executed on the due dates in accordance with the agreed repayment terms. • For placements, we have inspected fixed deposit (FD) certificates to verify that the deposits are short-term in nature based on their respective maturity dates. 	