

VCL Multi-Compartment S.A., Compartment VCL 43



Capital Structure

Class	Expected rating	Outlook	Amount (EURm)	CE (%)	Interest rate (%)	Legal final maturity
A	AAA(EXP)sf	Stable	715.5	5.8	TBD	July 2030
B	AA+(EXP)sf	Stable	13.5	4.0	TBD	July 2030
Subordinated loan	NRsf	n.a.	14.7	2.0	TBD	July 2030
Total (excluding sub-loan)			729.0			

Notes: Credit enhancement (CE) includes overcollateralisation (OC, 4.6% and 2.8% for classes A and B, respectively) and the amortising reserve fund of 1.2% of the initial portfolio balance. Anything above the reserve fund floor of 1.0% of the initial portfolio balance will be used to pay down the sub-loan on each payment date and is not available for the redemption of the notes, resulting in an effective CE of 5.6% for the class A notes and 3.8% for the class B notes.

VCL Multi-Compartment S.A., Compartment VCL 43 (VCL 43) is a securitisation of auto lease receivables originated to German companies and individuals by VW Leasing GmbH (VWL, the seller), a subsidiary of Volkswagen Bank GmbH (VWB; A-/Stable/F1), itself a subsidiary of Volkswagen Financial Services AG (VWFS; A-/Stable/F1). The ultimate parent is Volkswagen AG (VW; A-/Stable/F1).

Key Rating Drivers

Strong Performance Despite Macroeconomic Volatility: Fitch Ratings sees very strong historical performance data from the total book and the predecessor transaction despite macroeconomic challenges. Fitch incorporated the performance into its assumptions and maintained the default base case at 1.0%, in line with VCL 41.

The recovery base case is 60%, unchanged from the level assigned for VCL 41, considering the predecessor transactions' recovery performance and a comparison with peers. Defaults and recoveries in combination result in a low loss base case of 0.4%, the same as for VCL 41.

Sensitivity to Pro Rata Period: The transaction has a pro rata allocation mechanism if certain target OC conditions are fulfilled and loss triggers are not breached. The length of the pro rata period and therefore outflow of funds to junior positions in the waterfall is driven by the lifetime loss in combination with loss timing and the amortisation profile together with prepayments. We consider the risk of leakage of funds limited in high rating scenarios as performance triggers are breached swiftly, leading to sequential amortisation.

Liquidity Reduces Servicing Disruption Risk: A cash reserve provides sufficient coverage for three months of senior fees, swap payments, and class A and B notes' interest payments in case of servicing disruptions.

Seller-Related Risks Addressed: A dedicated risk reserve offers protection against potential seller-related obligations, including contingent tax risks. Commingling risk is reduced by a cash advance mechanism on VWB's rating falling below rating thresholds in line with Fitch's counterparty criteria. We consider this mechanism adequate in addressing commingling risk.

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This presale report reflects information in Fitch's possession at the time that Fitch's expected ratings are issued; the transaction has yet to be finalised and changes could occur. As a result, the expected ratings disclosed in this report do not reflect final ratings, but are solely based on information provided by the issuer as of July 2024. These expected ratings are contingent on final documents conforming to information already received. Ratings are not a recommendation to buy, sell or hold any security. The prospectus and other material should be reviewed prior to any purchase.

Fitch's related Rating Action Commentary issued at transaction closing will include final ratings, which will include an assessment of any material information that may have changed subsequent to the publication of the presale.

[Representations, Warranties and Enforcement Mechanisms Appendix](#)

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Highlights

Transaction Highlights

Effect	Highlight
-	Limited Excess Spread Availability: The portfolio is sold at a fixed discount rate of 5.7%, providing sufficient yield covering senior expenses and swap rates. Any yield after the payments is returned to the seller unless a performance trigger is breached. Excess spread is only available to the transaction when asset performance deteriorates significantly in high-stress scenarios.
Neutral	Standard Pool and Structural Characteristics: The main characteristics of the asset portfolio are comparable to previous Fitch-rated VCL transactions, including the split between private and commercial lessees, and the pool concentrations within the largest lessees. Transaction features, such as a reserve fund and pro-rata triggers, are unchanged from VCL 41 including a similar level of CE.
+	No Exposure to Residual Values: The issuer did not purchase the lease receivables' residual value (RV) portion, which is securitised in a master structure. The issuer is therefore only exposed to movements in used car prices that are relevant to vehicle remarketing proceeds for defaulted contracts.
+	Long and Robust Performance History: The originator is a well-known auto lease provider in Germany with a robust servicing record and long underwriting and securitisation experience, including periods of economic stress. Fitch's expected losses and the stressed levels incorporate the long and robust performance history of the originator's book, the strong performance of prior Fitch-rated deals and the static nature of the portfolio.
Neutral	Minimal Credit Impact from ESG: The highest level of ESG credit relevance is a score of '3', meaning that ESG issues are credit neutral or have only a minimal credit impact on the transaction, either due to their nature or the way in which they are being managed (see ESG Navigator in Appendix 2).

Source: Fitch Ratings

Euribor Exposure

Assets	Rated notes	Hedges
100% fixed-rate assets.	Floating-rate liabilities with reference to one-month (1m) Euribor.	The fixed-rate assets will be swapped into 1m Euribor (plus the margin of the respective note), subject to a floor of zero.

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Key Transaction Parties

Please see Counterparty Risk section for more detail.

Key Transaction Parties

Role	Name	Fitch Issuer Default Rating
Issuer	VCL Multi-Compartment S.A., Compartment VCL 43	Not rated
Originator, seller, servicer	Volkswagen Leasing GmbH	Not rated
Reference entity for remedial action on commingling	Volkswagen Bank GmbH	A-/Stable/F1
Security trustee	Intertrust Trustees GmbH	Not rated
Data protection trustee	Data Custody Agent Services B.V.	Not rated
Subordinated lender	Volkswagen Financial Services AG	A-/Stable/F1
Issuer account bank	Citibank Europe plc, Germany branch	A+/Stable/F1
Paying agent, cash administrator	Citibank Europe plc	A+/Stable/F1
Swap provider	TBD	TBD
Arranger	Crédit Agricole Corporate and Investment Bank	A+/Stable/F1

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Key Rating Drivers

(Negative/Positive/Neutral)

Rating impact	Key rating driver
Positive	Strong performance despite macroeconomic volatility
Negative	Sensitivity to pro rata period
Positive	Liquidity reduces servicing disruption risk
Positive	Seller-related risks addressed

Source: Fitch Ratings

Applicable Criteria

[Global Structured Finance Rating Criteria \(January 2024\)](#)

[Consumer ABS Rating Criteria \(October 2023\)](#)

[Structured Finance and Covered Bonds Counterparty Rating Criteria \(November 2023\)](#)

[Structured Finance and Covered Bonds Counterparty Rating Criteria: Derivative Addendum \(November 2023\)](#)

[Structured Finance and Covered Bonds Interest Rate Stresses Rating Criteria \(April 2024\)](#)

[Structured Finance and Covered Bonds Country Risk Rating Criteria \(June 2024\)](#)

Transaction Comparisons

The comparison table includes the Fitch-rated predecessor transaction VCL 41 as well as another German auto lease transaction and two other German auto loan deals. As no RV is securitised, VCL's portfolio credit risk could be compared to an auto loan portfolio, though not identical given the customer and product characteristics.

Transaction Comparison

	VCL Multi-Compartment S.A., Comp. VCL 43	VCL Multi-Compartment S.A., Comp. VCL 41	Bavarian Sky S.A., Compartment German Auto Leases 8	Silver Arrow S.A. Comp. 17	Red & Black Auto Germany 10 UG
Type	Static	Static	1-year revolving	Static	Static
Closing date	TBD	February 2024	November 2023	April 2024	October 2023
Seller	VWL	VWL	BMW Bank GmbH	Mercedes-Benz Bank	Bank Deutsches Kraftfahrzeuggewerbe GmbH
Issuance volume (EURm)	729.0	972.0	863.9	744.7	750.0
Class A rating	AAAsf	AAAsf	AAAsf	AAAsf	AAAsf
Class A (EURm)	715.5	954.0	800.0	700.0	704.9
Class A CE (%)	5.8	5.8	8.5	7.6	6.5
Class B rating	AA+sf	AA+sf	NRsf	NRsf	AA+sf
Class B (EURm)	13.5	18.0	63.9	44.7	20.6
Class B CE (%)	4.0	4.0	1.1	1.6	3.8
Class C rating	-	-	-	-	A+sf
Class C (EURm)	-	-	-	-	9.4
Class C CE (%)	-	-	-	-	2.5
Class D rating	-	-	-	-	Asf
Class D (EURm)	-	-	-	-	11.3
Class D CE (%)	-	-	-	-	1.0
Portfolio summary as of closing ^b					
Type of receivables	Auto leases	Auto leases	Auto leases	Auto loans	Auto loans
Total outstanding balance (EURm)	750.0	1,000.0	863.9	749.6	750.0
Number of receivables	75,974	96,285	69,168	30,142	52,281
Average outstanding balance (EUR)	9,872	10,386	12,490	24,869	14,346
WA seasoning (months)	6.9	7.5	9.9	17.1	9.2
WA remaining term (months)	32.5	32.1	29.4	32.7	48.6
Age of vehicle (%)					
New vehicles	92.7	92.6	99.1	44.6	6.7
Used/demo vehicles	7.3	7.4	1.0	55.4	93.3
Business segment (%)					
Private	25.2	22.8	24.7	49.4	100.0
Commercial	74.8	77.2	75.3	50.6	0.0
Type of repayment					
Direct debit payments	98.8	98.7	99.7	100.0	100.0
Fitch assumptions (%)					
Cumulative default rate assumption	1.0	1.0	1.0	1.5	1.0
Recovery rate assumption	60.0	60.0	7.5 ^a	70.0	60.0
Prepayment rate assumption	4.0	4.0	2.0	9.0	12.0

^a The assumption only reflects unsecured recoveries as the issuer will not benefit from vehicle sale proceeds on defaulted lease receivables.

^b Preliminary pool as of July 2024 for VCL 43

Source: Fitch Ratings

Sector Risks: Additional Perspective

Key Sector Risks

Sector or asset outlook	Fitch's asset performance outlook for Auto ABS in Germany is "neutral". This is influenced by an improved macro-economic environment, robust household savings, improved consumer confidence, and a favourable policy interest rate outlook. Strong labour markets and tighter lending standards have also contributed to resilience in auto ABS performance. Fitch expects auto ABS defaults to stay low, but high recoveries seen in recent years will decrease due to falling used car prices. Recovery rates are expected to remain low in the short term as defaults will mostly come from loans issued during peak residual value inflation.
Macro-economic and sector risks	<p>We anticipate a significant recovery in Germany to begin in the second half of 2024, with growth expected to reach its potential by 2025. Based on stronger growth than expected, we have raised our 2024 growth forecast to 0.2%. The main driver is investment, whereas other drivers such as private consumption and construction still show weak or falling numbers. In the meantime, energy-intensive industry output has started to rise again following the 2023 slump, but exports decreased over the first half of 2024.</p> <p>Monthly inflation figures have been stable between 2.2% and 2.5% for the six last reported months, only slightly above the ECB inflation target, but well below the high inflation rates observed over 2022 and 2023. Employment growth slowed to 0.4% yoy in 2Q24, well below job creation in 2023. We expect job creation to settle at this rate, with the unemployment forecast steady at 3.2%, which is higher than in the previous year.</p> <p>Used car prices are now on a decreasing trend after the peak reached in 2021-2022 related to disrupted availability in the new car market during the Covid-19 pandemic. We expect this trend to continue in 2024. Fitch's existing recovery base cases already embed an implicit assumption of reduced recoveries in 2024 compared with the 2022 peak. Our view has always been that the large increases in used car prices in 2021-2022 were not sustainable in the long run so we did not materially adjust our forward-looking recovery expectations from pre-Covid levels. This should limit the impact of current trends on existing ratings, but Fitch is nevertheless closely monitoring these developments to determine whether existing assumptions remain adequate.</p>
Relevant research	Global Economic Outlook (June 2024) Fitch Revises its European Consumer ABS Asset Performance Outlook to 'Neutral' (June 2024) European Auto ABS Index - 3Q24 (August 2024)

Source: Fitch Ratings

Asset Analysis

The key asset eligibility criteria, summarised in the following table, are consistent with the Fitch-rated predecessor deal, VCL41.

Key Asset Eligibility Criteria

Description
Lease contracts are denominated in euros with monthly payments.
Lease contracts are legally valid, binding agreements and governed by German law.
Not more than 5% of leased vehicles are from brands other than VW, Audi, SEAT, Skoda or VW Nutzfahrzeuge.
No insolvency proceedings have been initiated against the lessee at closing.
Leased vehicles are situated in Germany, which is assumed to be fulfilled if the lessee is resident in Germany.
Receivables are free from the rights of third parties and of defences and set-off claims of lessees.
No terminations have occurred or are pending.
No lease receivable was overdue as of the cut-off date.
On the cut-off date, at least two lease instalments have been paid in respect of each of the lease contracts.
Lease contracts require substantially equal monthly payments to be made in 12-60 months from origination.
The total amount of lease receivables attributable to any single lessee does not exceed 0.5% of aggregate discounted receivables balance at the cut-off date.

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Portfolio Summary

The lease contracts finance vehicles manufactured by the Volkswagen Group, including VW, Audi, SEAT, Skoda and VW Nutzfahrzeuge vehicles, as well as a smaller portion of cars produced by other brands. The portfolio’s characteristics as of July 2024 are shown in the Transaction Comparison section. Portfolio concentrations are shown in the margin on this page.

The preliminary portfolio characteristics are comparable to the final portfolios of Fitch-rated predecessor transactions, with a decreased portion of EVs (15.5% by discounted portfolio balance down from 17.7% in VCL 41 and from 15.8% in VCL 39). The decrease in leasing for EV is related to a general decrease in EV sales in Germany in 2024, due to lower subsidies for new cars. The VCL 43 portfolio is well diversified in terms of single obligors, geographical distribution and the industry sectors of the lessees, according to VWL’s classifications.

Portfolio Credit Analysis

Loss Rate

As VWL did not provide default or recovery vintage data, Fitch used the available information in reverse order compared to its standard approach.

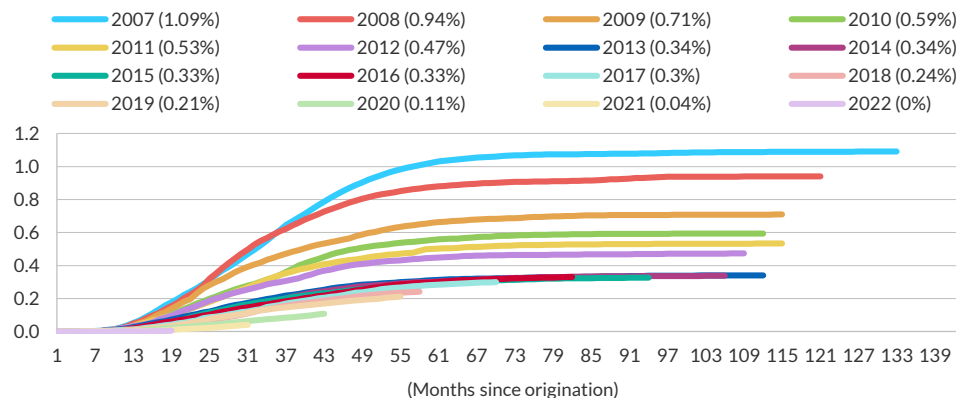
Firstly, a base-case loss rate was set, based on VWL’s total leasing book loss data and performance data from prior VCL transactions. Secondly, a base-case recovery rate was set, based on data from previous VCL transactions, the experience of the servicer’s collection department and comparison with peer transactions’ recovery rates. Thirdly, a lifetime default rate was implicitly derived from the set lifetime loss and recovery rate.

Loss data from VWL reflect write-offs after car sale according to the originator’s accounting policy. These data are consistent with the loss definition in the transaction, on which the amortisation type triggers are based. Recovery collections received after the lease has been written off, mainly unsecured recoveries, belong to VWL, according to the transaction documents.

The loss rate data for historical originations of VWL are shown below.

VWL Loss Vintages

as % of Origination Volume



Note: 2023 originations are not in the chart as the number of observations is not yet sufficient to create an annualized curve
Source: Fitch Ratings, VW Leasing GmbH

Younger vintages show lower loss rates than older vintages. In Fitch’s view, the better performance of recent vintages reflects improvements in VWL’s origination standards and/or servicing, collection and recoveries practice.

Fitch has maintained the lifetime loss base case at 0.4% applied for the previous Fitch-rated VCL 41. This conclusion is supported in particular by the record of solid asset performance by predecessor VCL transactions which have cumulative losses well below the base-case assumption.

Portfolio Concentrations (Preliminary Pool)

	% of total (by balance)
Largest 20 lessees (% of outstanding discounted balance)	1.5
Largest regional concentration (North Rhine-Westphalia, % of outstanding discounted balance)	23.7
Largest industry concentration (public sector, % of outstanding discounted balance)	22.0
Closed-end contracts (% of outstanding balance) ^a	100.0
Electric vehicle share (% of outstanding discounted balance)	15.5

^a On return of the car, the residual value risk is borne by the dealer (or VWL).
Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Cumulative loss rates of VWL’s book also reflect total losses, including both principal and RVs in the calculation. But loss rates relevant to the securitisation exclude RVs. Owing to the uneven scaling effect on the numerator and denominator when calculating cumulative loss rates, loss rates are expected to be lower when excluding RVs from the numerator and the denominator (the transactions’ cumulative loss rates) than those including RVs (the total book’s cumulative loss rates).

The base-case loss rate is set slightly above the book’s recent loss vintages and above the previous transactions’ performances to account for the macro-economic downside risk to the transaction. This is considering the high share of commercial clients directly exposed to potential market disruption in the volatile macro-economic environment (see Sector Risks above).

Defaults and Recovery Rates

Given that the RV is not securitised, in the event of a lessee’s default and before the contract is written off, the issuer will be entitled to the proportion of recovery proceeds equivalent to its funding share in the sum of outstanding lease receivables and the RV.

Fitch has not received static recovery vintages data from VWL. We calculated the transaction-related recovery rates using default and loss information contained in previous VCL transactions’ investor reporting. We also considered information from peer transactions in the analysis. Fitch has applied a recovery rate base-case assumption of 60.0%, the same as that applied for VCL 41.

Combining our loss and recovery rate expectations results in a default base-case assumption of 1.0%, which is at the floor level defined in Fitch’s criteria and is among the lowest in peer transactions. This reflects strong asset performance of all predecessors.

Performance Expectations (%)

	Default rate expectation	Recovery rate expectation	Loss rate expectation
Base case	1.0	60.0	0.4

Source: Fitch Ratings

Fitch has stressed its assumptions in higher rating scenarios to account for the impact of an unexpected economic deterioration on the transaction’s cash flows.

Fitch has applied a higher than average multiple of 6.75x (in line with VCL 41) at ‘AAAsf’ as default rates in higher rating scenarios are by definition less volatile over the course of a representative portfolio cycle. Our default assumptions in higher rating scenarios of the current analysis (6.8% at AAAsf) are in line with the most recent predecessor as portfolios are closely comparable and the macro-economic situation in Germany is also closely comparable to that in February.

The default multiple is higher than the typical range (from 4x to 6x at AAAsf) due to the base-case assumption’s low absolute level.

To derive the recovery haircut, we considered the level of base-case recoveries, the secured nature of the assets, and VWL’s robust recovery processes as key determining factors. Fitch derived a lower-to-median recovery haircut (AAA: 45%; AA+: 39%).

Stressed Assumptions (%)

	Rating default rate	Rating recovery rate	Rating loss rate
AAA	6.8	33.0	4.5
AA+	5.9	36.6	3.7

Source: Fitch Ratings

Prepayment Risk

Fitch derived its base-case prepayment assumption using data from previous VCL transactions as the originator has not provided us with overall book data on prepayments.

Prepayments in earlier VCL transactions hardly exceed an annualised rate of 4%, which is the figure Fitch also assumed as its base-case assumption for VCL 43. This was then stressed to test the impact of high and low prepayments in the respective rating scenarios. For example, the base case was multiplied by 1.5x in the 'AAA' scenario. Due to the very low historically observed prepayments, Fitch applied a 0% constant prepayment rate in the low prepayment scenario across all rating levels.

The lease contracts do not contain provisions that allow customers to prepay a contract so prepayments are at the discretion of VWL. If a prepayment is granted, customers are generally obliged to settle the outstanding instalments, comprising both principal and interest, in full. However, VWL may waive part of the repayment amount out of courtesy to the customer. In such cases, VWL would need to indemnify the issuer for any associated reduction in the principal balance. Fitch does not apply prepayment losses or gains in its cash flow modelling.

Cash Flow Analysis

Fitch used its proprietary cash flow model to test whether the available cash flows were sufficient to enable timely payment of interest and ultimate payment of principal of class A and timely when most senior payment of interest and ultimate payment of principal of class B in various stress scenarios.

Portfolio Amortisation

The portfolio amortisation was modelled based on the pool data provided to Fitch. Defaults, recoveries and prepayments were applied in accordance with the stressed assumptions. Interest income was generated on non-delinquent receivables. The available cash was distributed in line with the transaction's waterfall.

Default Timing

Defaults were allocated using the default timings, determined based on the portfolio's weighted average life and Fitch's assumed base-case prepayment rate, as outlined in our *Consumer ABS Rating Criteria* and summarised in the table below.

Default Distribution

Months from closing (%)	0	4	9	13	17	21	26
Front	40	25	20	10	5	0	0
Even	17	17	17	17	17	15	0
Back	10	12.5	12.5	15	22	15	13

Source: Fitch Ratings

Recovery Timing

The recovery timing was derived from lease-by-lease default and loss data from previous VCL transactions. We assumed that a vehicle is typically sold within six months of default and distributed the recoveries over a six-month period.

Prepayments

Fitch assumed a base-case prepayment rate of 4.0% and stressed it up by 50% to 6.0% at 'AAAsf' and up by 43% to 5.7% at 'AA+sf' in the high prepayment scenario. Fitch tested 0% prepayment rate in the low prepayment scenario (see Prepayment Risk).

The transaction is particularly sensitive to the length of the pro-rata period, which is determined by the amortisation profile and assumed prepayments, the lifetime loss and the loss timing assumptions. A high prepayment scenario leads to target OCs being reached sooner and therefore an earlier pro rata allocation to the class B notes and the unrated sub-loan. In addition, assuming back-loaded losses, a forced sequential note amortisation occurs later even in a stressed scenario.

Portfolio Yield and Discount Rate

Fitch modelled a dynamic portfolio yield available to the issuer, which evolves over time. The receivables will be sold to the issuer applying a fixed discount rate of 5.7%. At the closing date, the discount rate will consist of the following components.

Discount Rate Calculation (%)

Weighted average swap rate (including subordinated loan)	TBD
Servicing fee	1.00
Senior expenses	0.03
Buffer release rate	TBD
Total	5.70

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Fitch considered the following factors when determining the yield available to the issuer.

- Unless a performance trigger is breached, the buffer release component of the discount rate is paid back to the seller, and so does not provide excess spread to the transaction.
- As the weighted average swap rate tends upwards as the senior notes amortise (given their lower expected swap rates), and the buffer release is calculated as the difference between the fixed discount rate percentage and the sum of the other discount rate components, the buffer release rate decreases over time.

In our modelling, we initially deduct the buffer release rate from the modelled yield. As the instruments amortise, the modelled yield increases gradually until the senior and junior instruments are amortising pro rata with one another. If a performance trigger is breached, the buffer release rate is added to the modelled yield.

Senior Fees

Fitch modelled 1.03% of annual senior fees in each rating scenario. This is based on the documented 1.0% servicing fee and the 0.03% administrative costs. We also assumed an annual fee floor of EUR250,000 in accordance with our *Structured Finance and Covered Bonds Counterparty Rating Criteria*.

Interest Rate Stresses

We tested the ability of the structure to withstand rising, stable and decreasing interest rate scenarios. The applied interest rate stress assumptions were derived in accordance with Fitch's *Structured Finance and Covered Bonds Interest Rate Stresses Rating Criteria*.

Interest rate risk is mostly mitigated by the interest rate swap. Decreasing interest rates are marginally more stressful because they imply the issuer is earning a negative interest rate on its accounts.

Expected Rating Sensitivity

Rating Sensitivity to Default and Recovery Assumptions

	Class A	Class B
Original rating	AAA _{sf}	AA _{sf}
Increase default rate by 10%	AAA _{sf}	AA
Increase default rate by 25%	AA _{sf}	AA _{-sf}
Increase default rate by 50%	AA _{sf}	A _{sf}
Reduce recovery rate by 10%	AAA _{sf}	AA _{sf}
Reduce recovery rate by 25%	AAA _{sf}	AA _{sf}
Reduce recovery rate by 50%	AAA _{sf}	AA _{-sf}
Increase default rate and reduce recovery rate by 10%	AAA _{sf}	AA _{sf}
Increase default rate and reduce recovery rate by 25%	AA _{sf}	A _{sf}
Increase default rate and reduce recovery rate by 50%	A _{sf}	BBB _{sf}
Reduced default rate and increase recovery rate by 10%	AAA _{sf}	AAA _{sf}

Source: Fitch Ratings

The *Rating Sensitivity* section provides insight into the model-implied sensitivities the transaction faces when one assumption is stressed, while holding others equal. The modelling process uses the estimation and stress of these variables to reflect asset performance in a stressed environment. The results below should only be considered as one potential outcome, as the transaction is exposed to multiple dynamic risk factors. It should not be used as an indicator of possible future performance.

■	No change or positive change
■	Negative change within same category
■	-1 category change
■	-2 category change
■	-3 or larger category change
	See report for further details

Rating Sensitivities – Upside: Lower-than-expected frequency of defaults or increases in recovery rates could produce lower losses than the base case and could result in positive rating action on the class B notes.

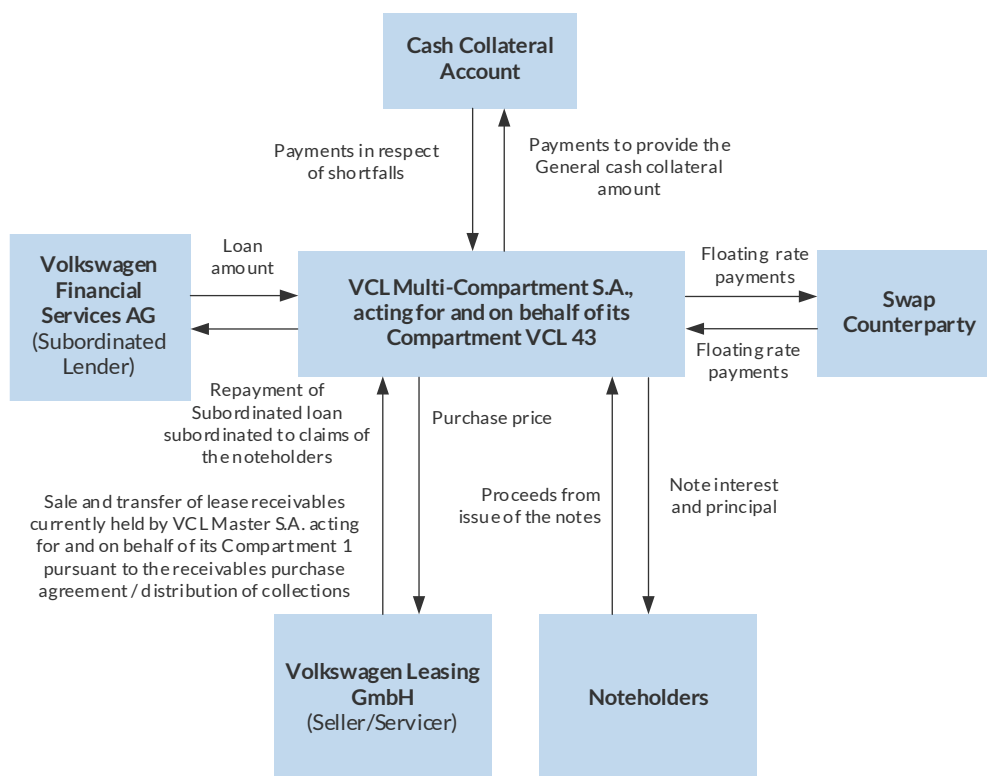
A simultaneous decrease in the default base case by 10% and an increase in the recovery base case by 10%, everything else being equal, would not lead to a change of rating of the class B notes.

Rating Sensitivities – Downside: Auto performance has not been immune to inflationary pressures on household finance, but was more resilient than expected in the first half of 2024. Fitch has accordingly revised the outlook for EMEA asset performance to neutral. Fitch believes that the high utility of car ownership, and overall prime borrower quality in Germany, remain powerful positive performance differentiators for auto lease transactions.

Further unanticipated increases in the level of defaults or decreases in recovery rates could produce larger losses than in the base case and could result in negative rating action on the notes. For example, a simultaneous increase in the default base case by 25% and decrease in the recovery base case by 25% would lead to a one-notch downgrade of the class A notes and a three-notch downgrade for class B.

Transaction Structure

Structure Diagram



Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Issuer and True Sale

VCL Multi-Compartment S.A. is a Luxembourg-based securitisation company subject to Luxembourg securitisation law. VCL Master S.A. Compartment 1 (VCL Master) – another Luxembourg-based securitisation company intended to function as a warehousing vehicle – originally acquired certain lease receivables related to selected lease contracts from the seller.

At closing, the issuer purchased certain receivables from VWL (transaction one), selling on the authority granted by VCL Master (transaction two). The receivables are the finance portion, which amortises the purchase price of the vehicle to its agreed RV. The RV component itself is not refinanced via VCL 43. Certain other receivables are excluded, for example payments for contractually agreed maintenance services.

The VAT portion of any payments due from the lessee is excluded from the pool and retained by VWL before being advanced to the tax authorities. To secure the performance of the lease receivables, the security title to the leased vehicles was forwarded to VCL 43. In the event of a lessee's default, the issuer will be entitled to the proportion of recovery proceeds equivalent to its funding share in the sum of outstanding lease receivables and the RV.

Capital Structure and Credit Enhancement

The issuer's expected assets and liabilities at closing are summarised in the table below.

Balance Sheet

Assets	Amount (EURm)	% of total pool balance	Liabilities	Amount (EURm)	% of total pool balance
Receivables	750.0	100.0	Class A	715.5	95.4
Cash reserve	9.0	1.2	Class B	13.5	1.8
			Subordinated loan	14.7	2.0
			PPD cash reserve	9.0	1.2
			PPD OC	6.3	0.8
Sum	759.0	101.2		759.0	101.2

PPD: Purchase price discount

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

The issuance consists of the class A and B notes as well as a subordinated loan. Credit enhancement is provided by OC and the amortising cash reserve of 1.2% of the initial discounted pool balance. Amounts in excess of the 1.0% floor may flow back firstly to the subordinated lender and secondly to the seller outside the waterfall depending on portfolio performance.

All securitised receivables were discounted with a single discount rate of 5.7016%. See the Portfolio Yield and Discount Rate section for the components that are considered when determining the discount rate.

Should the occurrence of a servicer replacement event such as VWL becoming insolvent or the cumulative loss rate exceeding 1.6%, the buffer release amounts would become available to the issuer. Fitch only considers the cumulative loss trigger in its cash flow modelling as the payment of timely interest on the most senior class and ultimate principal on the notes, cannot be dependent on the occurrence of events like an insolvency trigger following a servicer default.

Reserve Fund

An amortising cash reserve, which amounts to 1.2% of the initial discounted receivables' balance, was funded through a purchase price discount. It is available to cover senior expenses, swap payments and notes' interest and is subject to a floor, amounting to 1.0% of the receivables' balance at closing, or the outstanding balance of class A and B notes, if lower.

Available funds will refill the reserve fund each period to its target amount. As long as the cumulative net loss trigger is not breached, excess release amounts from the reserve are paid back to the subordinated lender and the seller outside the waterfall. The reserve fund can be released and used for note redemption on the earlier of the legal final maturity date or the discounted lease balance reaching zero.

There is a further reserve, the VWL risk reserve, to cover seller-related risks, in particular tax-related risks mentioned under tax risk. The VWL risk reserve amounts to 1.1% of the discounted receivables' balance at closing. This reserve will be funded upon the occurrence of a VWL risk reserve trigger event in accordance with the list below.

- VWB is no longer rated at least 'BBB' or 'F2' by Fitch; or
- In the chain of holdings between VWB and VWL either (i) any profit and loss sharing agreement between any two companies in such chain is no longer in place, (ii) any company in such chain is not branded Volkswagen, or (iii) VWB directly or indirectly holds less than 75% of the share of VWL.

Euribor Fall-Back Provisions

Assets

The portfolio is not exposed to Euribor discontinuation because it only consists of fixed-rate leases.

Rated Notes

VCL 43's servicer will use any officially designated substitute rate, industry-wide solution, or generally accepted market practice as substitute for Euribor. If these options are not available, the servicer will use any unsecured or secured overnight money market reference rate calculated by the ECB or the overnight index swap. If this is not available either, €STR will be the substitute rate. The servicer will also adjust the spread over the substitute reference rate. Any designated Euribor substitute applies to both the rated notes' reference rate and floating interest rate received on the swap.

Hedges

The issuer entered into two swaps to hedge against the fixed-floating interest rate mismatch. While it receives fixed instalments, its obligations under the notes are linked to one-month Euribor, the latter being determined in accordance with the provisions in the transaction documents described in Rated Notes above.

The first swap covers the interest due on the class A notes and the second swap covers interest payments due on the class B notes, both inclusive of the spreads over the reference rate, in exchange for a fixed rate. The floating amounts are subject to a floor of zero. Both swaps are linked to the outstanding balance of the respective notes.

Priority of Payments

The transaction has a combined waterfall for all collections on outstanding receivables. The amount available to be distributed contains the following positions.

Amount Available for Distribution

+	Collections received by the servicer.
+	Share of realisation proceeds from vehicles belonging to the issuer.
+	Amounts from the general cash reserve.
+	Net swap receipts.
+	Interest accrued on the distribution account.
+	Amounts from the VWL risk reserve in case of a failure by VWL to pay any secured obligations or in case of a German trade tax event.
-	Less the buffer release amount until the earlier of a breach of the cumulative loss trigger of 1.6% or the occurrence of a servicer replacement event.

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Transaction Waterfall

1-5	Taxes, senior expenses and net swap payments other than in the case of a swap counterparty default.
6	Interest class A.
7	Interest class B.
8	General cash reserve up to its required balance.
9	In the case of an increase in German trade tax, to the VWL risk reserve the increased trade tax risk reserve amount.
10	Class A principal until class A is at its target size (target OC class A).
11	Class B principal until class B is at its target size (i.e. target OC class B).
12	Any subordinated expenses, if not already covered by one of the senior items, such as subordinated swap payments.
13	Interest on the sub-loan.
14	Redemption of the sub-loan until reduced to zero.
15	Remainder to VWL as a final success fee.

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Performance Triggers and Note Amortisation

The notes' targeted balance is set to meet a required OC amount, defined as the excess of the assets (excluding write-offs) over respective liabilities, so the class A and B notes.

Incoming funds will first be used to redeem class A notes until their target OC is reached. At this point, incoming funds will also amortise class B notes, building up their target OC, while the target OC for class A notes is maintained. Once both the class A and B notes are at their target OC, further excess funds are used to pay the sub-loan. As soon as the asset balance has amortised to 10% of the initial balance or on the occurrence of a servicer replacement event, note amortisation will again be strictly sequential.

Additionally, should a performance trigger (recording losses) be breached, target OCs will rise, meaning amortisation will again be sequential until the increased target OC is reached. Should losses exceed 1.6% of the initial balance, the notes' amortisation would also become sequential.

Required OC levels are as follows and are unchanged from previous transactions.

Credit Enhancement Increase Conditions

Trigger	Class A (%)	Class B (%)
Initial available OC level	4.6	2.8
Target OC, if no trigger breach	12.25	7.5
Target OC, if level 1 trigger breached	14.0	8.25
Target OC, if level 2 trigger breached	100	100

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

A level one trigger is hit if the cumulative losses exceed the following thresholds.

- Prior to (and including) the payment date falling in January 2026: 0.50%.
- After the payment date falling in January 2026 until (and including) the payment date in October 2026: 1.15%.

A level two trigger is hit if cumulative losses exceed 1.6% at any payment date.

Please refer to the Cash Flow Modelling section for more details on the increased sensitivity of the pro rata structure to certain modelling assumptions.

Clean-Up Call

VWL has the option to repurchase all receivables to redeem the notes at the earlier of the payment date on which the aggregate discounted portfolio balance is less than 10% of the discounted receivables balance at closing. Fitch has not considered this clean-up call option in its cash flow modelling, instead modelling the transaction for timely when most senior payment of interest and ultimate payment of principal by the legal final maturity date.

Disclaimer

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Counterparty Risk

Fitch assesses the counterparty risk under its *Structured Finance and Covered Bonds Counterparty Rating Criteria* to be in line with the ratings assigned based on the documentation provisions and analytical adjustments described in the following table.

Counterparty Risk Exposures

Counterparty role/risk	Counterparty	Relevant ratings under criteria	Minimum ratings and remedial actions	Adjustment to analysis if minimum ratings and remedial actions not in line with criteria
Issuer account bank	Citibank Europe plc, Germany branch	Long-Term deposit rating or if not available, Issuer Default Rating (IDR) / Short-Term deposit rating or if not available, IDR	Deposit rating or IDR of A or F1; i) replacement; ii) guarantee within 60 calendar days of downgrade below minimum ratings; or iii) any other measure to restore/maintain rating of the notes.	Minimum ratings and remedial actions i) and ii) in line with criteria. Option (iii) is not in line with Fitch counterparty criteria and could lead to a prolonged process for remedial actions if option (iii) is favored over options (i) or (ii).
Swap provider	TBD	Derivative Counterparty Rating (DCR) or if not available, Long-Term IDR: long-term rating; Short-Term IDR: short-term rating.	DCR or Long-Term IDR of A or Short-Term IDR of F1; or minimum DCR or Long-Term IDR of BBB- or Short-Term IDR of F3 assuming valid flip clause, with collateral posting required within 14 calendar days (collateralisation for liquidity adjustment and volatility cushion within 60 days), and replacement or guarantee within 60 days of downgrade below both minimum ratings.	Minimum ratings and remedial actions in line with criteria.
Servicer	VW Leasing GmbH	Not rated	There is no minimum rating for the servicer. The issuer is entitled to dismiss the servicer and appoint a new servicer.	Servicer continuity risk has been assessed to be reduced in accordance with Fitch's counterparty criteria (see Operational Risk and Appendix 1).

Source: Fitch Ratings, VCL Multi-Compartment S.A., Compartment VCL 43

Operational Risk

VWL acts as servicer for the transaction. Remedial actions regarding the servicer foresee the replacement of the servicer in the event of servicer disruption, which includes a breach of servicer obligations, insolvency of the servicer or non-payment by the servicer. No replacement servicer has been named. However, the transaction documents state that the issuer shall find a replacement servicer no later than three months after the occurrence of a servicer replacement event.

Despite the intrinsic problems Fitch sees with the issuer being tasked to find a replacement servicer, we consider that the reserve fund would cover payment obligations for long enough to enable VCL43 to find a replacement. Other parties in this transaction, especially the security trustee, would have an interest to lend support in the best interests of noteholders.

Fitch expects standard nature of the assets will facilitate finding a new servicer as there are several potential candidates in the German leasing market.

Account Bank

We consider the issuer's exposure to the transaction account bank to be a primary credit risk.

The issuer will hold its account with Citibank Europe, Germany branch. Under the transaction documents, should the account bank's deposit rating (or IDR if deposit rating is not available) fall below the minimum required rating of 'A' or 'F1', it must find a suitably rated replacement within 60 calendar days.

The documented rating thresholds are in line with those outlined in our counterparty criteria for 'AAA' rated bonds, and the remedial actions are also in line with our criteria, except for the "other actions" option outlined above.

Swap Counterparty

The issuer entered into a swap agreement to hedge the mismatch between the fixed payments received from the lease contracts and the floating-rate amounts payable on the rated notes. We classify the exposure to the swap provider as a primary credit risk. The documented rating requirements for the swap provider and remedial actions are in line with those outlined in our counterparty criteria.

Commingling Risk

Commingling risk is considered a secondary risk driver in this transaction in line with Fitch's *Structured Finance and Covered Bonds Counterparty Rating Criteria*.

Funds are transferred on a monthly basis. However, a collateral-posting mechanism comes into effect if the monthly remittance condition is deemed not to be satisfied (see condition below). Following a breach of the monthly remittance condition, VWL may continue to commingle collections with their own funds provided they advance expected collections including 5% of prepayments for the monthly period following the issuer's collection account. On any payment date, VWL may net its obligation to pay the actual collections to the issuer's account with its claim for repayment of the collateral posted.

On any of the following events, the monthly remittance condition is deemed not to be satisfied:

- VWB is no longer rated at least 'BBB' or 'F2' by Fitch; or
- in the chain of holdings between VWB and VWL either (i) any profit and loss sharing agreement between any two companies in such a chain is no longer in place; (ii) any company in such a chain is not branded Volkswagen; or (iii) VWB directly or indirectly holds less than 75% of the share of VWL.

Fitch considers the provisions to sufficiently mitigate commingling risk.

Payment Interruption Risk

As payment interruption risk is a primary risk in the transaction, Fitch tested the cash reserve coverage of the issuer's obligations under the swaps, the ongoing senior expenses and notes' interest. Based on our calculations, the available cash reserve is sufficient to initially maintain these payments for more than three months. Fitch considers this horizon sufficient to cover a disruption in the collection process and to re-establish it with a third party.

Set-Off Risk

Deposit Set-Off Risk

The originator is not a deposit-taking entity, but the parent VW Bank GmbH is. We deem the deposit risk as immaterial, as, based on German legal opinions, deposit set-off is possible only against the entity that the customer has claims against.

Set-Off Risk in the Service Component, Extended Warranties and Insurance Products

VWFS offers a range of insurance services and extended warranties as a complementary product for lease contracts, protection against unexpected repair needs after the maturity of the statutory two-year manufacturer guarantee. Neither the insurance nor the extended warranties or the service components of a lease are securitised.

Tax Risk

Based on its understanding of the applicable tax regimes, Fitch considers the risk of significant tax liabilities being imposed on the issuer to be limited.

Nevertheless, there are some remaining legal uncertainties with respect to potential trade tax (in case the tax authorities deem the special-purpose vehicle to be taxable in Germany) and secondary VAT liability (in case VWL defaults before it has forwarded the VAT portion to the authorities) that may be imposed on the issuer.

The seller will post, on the occurrence of a VWL risk reserve trigger event as described previously, and maintain a dedicated risk reserve (VWL risk reserve) equal to 1.1% of the initial discounted asset balance, which can be used to cover tax liabilities of the issuer and other seller-related risks. Fitch regards this reserve, together with the available CE, to be sufficient to address contingent tax liabilities.

Criteria Application, Model and Data Adequacy

Criteria Application

See page 2 for the list of [Applicable Criteria](#).

Fitch applies the *Consumer ABS Rating Criteria* as its sector-specific criteria under the overarching framework provided by the *Global Structured Finance Rating Criteria*, which is the master criteria report for the sector. The remaining criteria listed under *Applicable Criteria* are cross-sector criteria that outline Fitch’s approach to counterparty risk and interest rate change vulnerability that are relevant for the ratings.

Models

The models below were used in the analysis. Click on the link for the model or for the criteria for a description of the model.

[Consumer ABS Asset Model](#)

[Multi-Asset Cash Flow Model](#)

Data Adequacy

The following historical information was provided by VWL to support Fitch’s analysis.

Data Adequacy

Data	Time	Period	Frequency	Type
Cumulative losses	Jan 07-June 24	17 years	Monthly	Static
Dynamic losses	Sep 06-June 24	18 years	Quarterly	Dynamic
Total book volume	Jan 10-June 24	14 years	Monthly	Dynamic
Originations	Jan 07-June 24	17 years	Monthly	Dynamic
Delinquency	Jan 10-June 24	14 years	Monthly	Dynamic
Previous VCLs’ default/loss performance data	Dec 18-June 24	6 years	Monthly	Dynamic

Source: Fitch Ratings, VWL

Fitch also received pool stratifications and an amortisation profile of the pool as of end-July 2024.

We expect to receive a third-party assessment on the asset portfolio information before closing.

Overall, Fitch views the asset pool information relied upon for Fitch’s rating analysis according to its applicable rating methodologies to be adequately reliable.

Use of Third-Party Due Diligence Pursuant to SEC Rule 17g-10

Form ABS Due Diligence-15E was not provided to, or reviewed by, Fitch in relation to this rating action.

Surveillance

Throughout the life of the transaction, Fitch will monitor the performance of the collateral and any changes at the servicer, or with the structure, that may influence the ratings of the notes.

Fitch will receive monthly investor reports detailing the performance of the portfolio. These will provide the basis for the agency's surveillance of the transaction's performance against base-case expectations and the performance of the industry as a whole. Where appropriate, the agency may ask to monitor further data from the originator or the servicer. The ratings of the transaction will be reviewed by a committee at least once every 12 months, or when considered appropriate (e.g. if there is a deterioration in performance, an industry-wide development, or a change at the originators or the servicer that may influence the transaction).

Our quantitative analysis will focus on monitoring the key performance parameters (delinquencies, defaults, recoveries and prepayments) against the base-case assumptions. Fitch will further monitor the market developments of car prices.

Fitch's structured finance performance analytics team ensures that the assigned ratings remain an appropriate reflection of the issued notes' credit risk. Details of the transaction's performance will be available to subscribers at www.fitchratings.com.

Appendix 1: Origination and Servicing

In May 2024, Fitch had an onsite meeting with VWL. Overall, Fitch considers VWL's underwriting and servicing capacities to be in line with market standards among the top German car finance companies. VWL also has a proven record in its securitisation activity.

VWL

As of end of June 2024, Volkswagen AG restructured their business activities. Volkswagen Leasing GmbH, the seller, is now part of Volkswagen Bank GmbH, which itself is directly owned by Volkswagen Financial Services (Europe) AG. This new company, and all subsidiaries indirectly, are regulated by the ECB.

VWL's main activities are to promote the sale of the Volkswagen Group's automotive products (VW, Audi, SEAT, Skoda and VW Nutzfahrzeuge) and to strengthen customer loyalty to the Volkswagen Group brands. VWL has over 60 years' experience in the auto-financing business.

Origination

VWL offers leasing for new and used Volkswagen, Audi, SEAT, Skoda and VW Nutzfahrzeuge to commercial and non-commercial customers. Initially, the car is purchased by VWL. At the expiration of the leasing contract the vehicle will be sold by the car dealer or VWL. If the lessee wants to keep the car, it has to purchase the vehicle.

Depending on contract terms, the risk of the RV being different from the market value of the car is borne by the car dealer or, in a few cases, the lessee (open-end contracts). The car dealer can transfer the RV risk of closed-end contracts fully or partially, against a premium, to VWFS or the car manufacturer.

Underwriting

VWL manages its underwriting and distribution channel through its leasing operations/underwriting (LOU) department. The LOU processes all leases and co-operates with a network of more than 3,500 dealers. Supported by a separate fraud prevention team, the LOU is also responsible for fraud detection. LOU employees have three months of training before carrying out any operational tasks in the teams and are offered a wide range of additional internal training to improve the consistency and quality of standards within the LOU.

Generally, the system works such that for contracts that fulfil the respective criteria, the steps including the approval are carried out in a fully automated fashion. The evaluation is based on the following main categories: customer data, product type, vehicle information, payment history and scoring/credit rating. If a problem occurs, such as inconsistencies found or negative credit information, the request is processed manually. The underwriter then sees the outcome of the scoring and other information sources such as Schufa, Buergel, Creditreform or payment history if applicable and needs to approve the application manually.

The authority to approve a lease depends on the seniority of staff as well as a client's exposure. A junior lease administrator, for example, can approve a lease up to EUR50,000, while applications greater than EUR50,000 are approved by a senior lease administrator. Leases with a balance greater than EUR200,000 are managed by the special clients team.

Arrears Management and Special Servicing

The debt management team is responsible for dealing with delinquent contracts.

Lessees receive calls from VWFS's call centre as soon as possible after the due date to determine the reasons for the missed payment. A first reminder letter is sent out 12 days, a second 24 days and a third 36 days after the due date. Once payment agreements are in place, reminders in case of non-payments are sent out every five days.

VWFS has introduced scores to handle delinquent contracts according to priority. Team members have the authority to approve payment holidays or maturity extensions. For corporate customers, a contract is terminated after two missed instalments. For private clients, the point of termination is dependent on the ability of VWL to terminate as prescribed by consumer protection regulation.

The collection centre is responsible for the handling of terminated contracts, second-hand marketing, court collections and charge-offs. It employs external collection agencies, which are compensated on the basis of their performance and success rates.

Vehicles can be repossessed following the effective date of the contract termination. After threatening repossession, a large portion of the terminated contracts has historically returned to performing status. For those contracts that remain non-performing almost all orders for repossession are successful. Generally, VWL judges whether it is worthwhile to pay for the repossession expenses as expected sale prices may be considered too low.

VWL normally obtains three bids from the dealer network before the vehicle is sold. A court settlement, to determine the borrower's outstanding obligation, is initiated around four months after the due date. The foreclosure process normally commences six months after the due date and is followed by the charge-off.

Risk Management

The originator must maintain all lease files, including supporting documents, for regular review to ensure compliance with policies and procedures. Retrospective risk-oriented audits are conducted regularly by internal audit department and by external auditors in course of the annual financial statements audit. VWL regularly backs up its databases and tests its business continuity plans.

Appendix 2: ESG Relevance Scores



VCL Multi-Compartment S.A. - Compartment VCL 43

SF ESG Navigator
ABS - Auto

Credit-Relevant ESG Derivation

VCL Multi-Compartment S.A. - Compartment VCL 43 has 5 ESG potential rating drivers

- ➔ VCL Multi-Compartment S.A. - Compartment VCL 43 has exposure to macroeconomic factors and sustained structural shifts in secular preferences affecting consumer behavior but this has very low impact on the rating.
- ➔ Governance is minimally relevant to the rating and is not currently a driver.

key driver	0	Issues	5
driver	0	Issues	4
potential driver	5	Issues	3
not a rating driver	5	Issues	2
	4	Issues	1

Environmental (E) Relevance Scores

General Issues	E Score	Sector-Specific Issues	Reference	E Relevance
GHG Emissions & Air Quality	2	Regulatory risks, fines, or compliance costs related to emissions, energy consumption and/or related reporting standards	Asset Quality; Surveillance	5
Energy Management	2	Assets' energy/fuel efficiency and impact on valuation	Asset Quality; Surveillance	4
Water & Wastewater Management	1	n.a.	n.a.	3
Waste & Hazardous Materials Management; Ecological Impacts	1	n.a.	n.a.	2
Exposure to Environmental Impacts	2	Asset, operations and/or cash flow exposure to extreme weather events and other catastrophe risk, including but not limited to flooding, hurricanes, tornadoes, and earthquakes	Surveillance	1

How to Read This Page

ESG relevance scores range from 1 to 5 based on a 15-level color gradation. Red (5) is most relevant to the credit rating and green (1) is least relevant.

The Environmental (E), Social (S) and Governance (G) tables break out the ESG general issues and the sector-specific issues that are most relevant to each industry group. Relevance scores are assigned to each sector-specific issue, signaling the credit-relevance of the sector-specific issues to the issuer's overall credit rating. The Criteria Reference column highlights the factor(s) within which the corresponding ESG issues are captured in Fitch's credit analysis. The vertical color bars are visualizations of the frequency of occurrence of the highest constituent relevance scores. They do not represent an aggregate of the relevance scores or aggregate ESG credit relevance.

The Credit-Relevant ESG Derivation table's far right column is a visualization of the frequency of occurrence of the highest ESG relevance scores across the combined E, S and G categories. The three columns to the left of ESG Relevance to Credit Rating summarize rating relevance and impact to credit from ESG issues. The box on the far left identifies any ESG Relevance Sub-factor issues that are drivers or potential drivers of the issuer's credit rating (corresponding with scores of 3, 4 or 5) and provides a brief explanation for the relevance score. All scores of '4' and '5' are assumed to reflect a negative impact unless indicated with a '+' sign for positive impact.

Classification of ESG issues has been developed from Fitch's sector ratings criteria. The General Issues and Sector-Specific Issues draw on the classification standards published by the United Nations Principles for Responsible Investing (PRI), the Sustainability Accounting Standards Board (SASB), and the World Bank.

Social (S) Relevance Scores

General Issues	S Score	Sector-Specific Issues	Reference	S Relevance
Human Rights, Community Relations, Access & Affordability	1	n.a.	n.a.	5
Customer Welfare - Fair Messaging, Privacy & Data Security	2	Compliance with consumer protection related regulatory requirements, such as fair/transparent lending, data security, and safety standards	Operational Risk; Surveillance	4
Labor Relations & Practices	2	Labor practices, pension obligations and related litigation	Surveillance	3
Employee Wellbeing	1	n.a.	n.a.	2
Exposure to Social Impacts	3	Macroeconomic factors and sustained structural shifts in secular preferences affecting consumer behavior	Asset Quality; Surveillance	1

Governance (G) Relevance Scores

General Issues	G Score	Sector-Specific Issues	Reference	G Relevance
Rule of Law, Institutional and Regulatory Quality	3	Jurisdictional legal risks; regulatory effectiveness; supervisory oversight; foreclosure laws; government support and intervention	Asset Isolation and Legal Structure; Asset Quality; Rating Caps; Surveillance	5
Transaction & Collateral Structure	3	Asset Isolation; resolution/insolvency remoteness; legal structure; structural risk mitigants; complex structures	Asset Isolation and Legal Structure; Asset Quality; Financial Structure; Rating Caps; Surveillance	4
Transaction Parties & Operational Risk	3	Counterparty risk; origination, underwriting and/or aggregator standards; borrower/lessee/sponsor risk; originator/service/manager/operational risk	Asset Quality; Financial Structure; Operational Risk; Rating Caps; Surveillance	3
Data Transparency & Privacy	3	Transaction data and periodic reporting	Asset Isolation and Legal Structure; Asset Quality; Financial Structure; Surveillance	2
				1

CREDIT-RELEVANT ESG SCALE - DEFINITIONS

How relevant are E, S and G issues to the overall credit rating?	
5	Highly relevant; a key transaction or program rating driver that has a significant impact on an individual basis.
4	Relevant to transaction or program ratings; not a key rating driver but has an impact on the ratings in combination with other factors.
3	Minimally relevant to ratings; either very low impact or actively mitigated in a way that results in no impact on the transaction or program ratings.
2	Irrelevant to the transaction or program ratings; relevant to the sector.
1	Irrelevant to the transaction or program ratings; irrelevant to the sector.

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For information on the solicitation status of the ratings included within this report, please refer to the solicitation status shown in the relevant entity's summary page of the Fitch Ratings website.

For information on the participation status in the rating process of an issuer listed in this report, please refer to the most recent rating action commentary for the relevant issuer, available on the Fitch Ratings website.

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