

August 8, 2024

ASPEN AEROGELS

Q2 2024 FINANCIAL RESULTS CALL

Disclaimer on Forward Looking Statements

This presentation and any related discussion contains “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995 that involve risks and uncertainties that could cause actual results to be materially different from historical results or from any future results expressed or implied by such forward-looking statements, including statements relating to Aspen’s 2024 financial outlook. These statements are not historical facts but rather are based on Aspen’s current expectations, estimates and projections regarding Aspen’s business, operations and other factors relating thereto, including with respect to Aspen’s 2024 financial outlook. Words such as “may,” “will,” “could,” “would,” “should,” “anticipate,” “predict,” “potential,” “continue,” “expects,” “intends,” “plans,” “projects,” “believes,” “estimates,” “outlook,” “assumes,” “targets,” “opportunity,” and similar expressions are used to identify these forward-looking statements. Such forward-looking statements include statements regarding, among other things, EV thermal barrier awards and quotes, Aspen’s expectations about capacity, revenue, backlog, costs, expenses, profitability, cash flow, gross profit, gross margin, operating margin, net loss, adjusted EBITDA, adjusted EBITDA margin and related decreases, improvements, timing, variability or trends; beliefs about higher than expected demand from OEM customers and how they may enable path to continued profitability, expectations about improvement in ability to absorb fixed costs and reduction of conversion costs as a percentage of sales and the same leading to target gross margins; beliefs about the general strength, weakness or health of Aspen’s business; acceleration in demand; demand increase from OEM customers, level of penetration in the EV market, and growth in energy industrial markets; beliefs about anticipated battery pack designs from OEMs specifying PyroThin; beliefs about current or future trends in the energy, energy infrastructure, chemical and refinery, LNG, sustainable building materials, EV thermal barrier, EV battery materials or other markets and the impact of these trends on Aspen’s business; beliefs about the strength, effectiveness, productivity, costs, profitability or other fundamentals of Aspen’s business; beliefs about the role of Aspen’s technology and opportunities in the EV market; beliefs about Aspen’s ability to provide and deliver products and services to EV customers; beliefs about content per vehicle, revenue, costs, expenses, profitability, investments or cash flow associated with Aspen’s EV customer opportunities, including the EV thermal barrier business; beliefs about revenue growth and profitability; beliefs about the performance of PyroThin® including its ability to mitigate the propagation of thermal runaway in electric vehicles; beliefs about Aspen’s ability to expand the market for PyroThin, to achieve design wins, to commence shipments of production parts, and to become an industry standard solution for thermal runaway management; beliefs about Aspen’s thermal barrier design, prototype, quoting and assembly activities; expectations about the cost of the capital projects, beliefs about our Mexico assembly facility and its timely operations, and our external manufacturing facility, and their ability to meet the demand; the growth in thermal barrier demand to match the assembly operation and vice versa; and our beliefs about the Department of Energy loan application process. All such forward-looking statements are based on management’s present expectations and are subject to certain factors, risks and uncertainties that may cause actual results, outcome of events, timing and performance to differ materially from those expressed or implied by such statements. These risks and uncertainties include, but are not limited to, the following: inability to execute the growth plan, inability to manage supply chain disruptions to avoid undue delay or impact on operations, inability to create new product, partnership and market opportunities; any sustained downturn in the industry or energy prices; any sustained downturn in the energy, energy infrastructure, chemical and refinery, LNG, sustainable building materials, EV thermal barrier, EV battery materials or other markets; any failure to sustain project-based demand in the subsea, LNG, on-shore or other markets; the right of EV thermal barrier customers to cancel contracts with Aspen at any time and without penalty; any costs, expenses, or investments incurred by Aspen in excess of projections used to develop pricing under the contracts with EV thermal barrier customers; any failure of Aspen or PyroThin to meet contractual specifications and requirements under contracts with EV thermal barrier customers; Aspen’s inability to create customer or market opportunities for, including PyroThin; any other battery performance and safety products, battery materials or for other new products developed from Aspen’s aerogel technology; any disruption or inability to achieve expected capacity levels in any of our three existing production lines in East Providence, RI or the Mexico assembly facility, or from our third-party suppliers, including in China; any inability to establish or timely establish thermal barrier assembly operations; the failure to receive all regulatory or other approvals required to operate, maintain or expand any of Aspen’s facilities; any failure to achieve demand for Aspen’s products; any failure to achieve expected price increases or average selling prices for Aspen’s products; any significant increase in the cost of raw materials, utilities or any other manufacturing consumable; shortages of raw materials, utilities or any other manufacturing consumable; the failure to generate sufficient operating cash flow or to obtain significant additional capital to pursue Aspen’s strategy; the failure of Aspen’s products to become widely adopted; the competition Aspen faces in its business; any failure to enforce any of Aspen’s patents; any failure to protect or expand Aspen’s Aerogel Technology Platform™; any future finding of invalidity of any of Aspen’s patents in any jurisdiction; any failure to generate sufficient operating cash flow or to obtain sufficient additional capital to continue to pursue Aspen’s new business, technology, patent enforcement, or patent defense strategy; any failure of Aspen’s products to meet applicable specifications and other performance, safety, technical and delivery requirements; the general economic conditions and cyclical demands in the markets that Aspen serves; the economic, operational and political risks associated with sales and expansion of operations in foreign countries, including Mexico; the loss of any direct customer, including distributors, contractors and OEMs; compliance with health and safety laws and regulations; the maintenance and development of distribution channels; and the other risk factors discussed under the heading “Risk Factors” in our Annual Report on Form 10-K for the year ended December 31, 2023 and filed with the Securities and Exchange Commission (“SEC”) on March 7, 2024, as well as any updates to those risk factors filed from time to time in our subsequent periodic and current reports filed with the SEC. All statements contained in this presentation are made only as of the date of this presentation. Aspen does not intend to update this information unless required by law.

Disclaimer on Forward Looking Statements

The presentation contains information regarding certain financial targets and outlook with respect to the Company. Such financial targets and outlook constitute forward looking information and is for illustrative purposes only and should not be relied upon as necessarily being indicative of future results. The assumptions and estimates underlying such financial targets are inherently uncertain and are subject to a wide variety of significant business, economic, competitive and other risks and uncertainties, as described above. Actual results may differ materially from the results contemplated in the financial targets contained in this presentation, and the inclusion of such information in this presentation should not be regarded as a representation by any person that the results reflected in such targets will be achieved. "Awards" as used in this presentation is our estimates of the revenues that we believe are potentially derivable from customers based on our knowledge of our customer's selection of our products for use in a specific platform or vehicle lineup. Certain of our customers provide us with various projections of their forecasts for vehicles to be sold in various time frames. Our estimates of Awards are based on this information provided by customers and certain other assumptions, including expectations regarding future sales volumes and the continuation of our relationship with customers. Our customers generally do not guarantee or commit to sales volumes and many of our arrangements with our customers may be terminated by them at any time without penalty.

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The industry and market data contained in this presentation is based either on our management's own estimates or on independent industry publications, reports by market research firms or other publicized independent sources. Although the Company believes these sources are reliable, it has not independently verified the information and cannot guarantee its accuracy and completeness, as industry and market data are subject to change and cannot always be verified with complete certainty due to limits on the availability and reliability of raw data, the voluntary nature of the data gathering process and other limitations and uncertainties inherent in any statistical survey or market shares. Accordingly, you should be aware that the industry and market data contained in this presentation, and estimates and beliefs based on such data, may not be reliable. Unless otherwise indicated, all information contained in this presentation concerning our industry in general or any segment thereof, including information regarding our general expectations and market opportunity, is based on management's estimates using internal data, data from industry related publications, consumer research and marketing studies and other externally obtained data. Certain financial or other targets are based on management estimates, currently available information and assumptions that may change. Accordingly, there can be no assurance that we will achieve our financial targets or other expectations. The expectations are inherently subject to significant economic, competitive and other uncertainties and contingencies, many of which are beyond the control of management. Actual results may vary materially based on a number of factors. For example, the Company's estimates in this presentation are based on assumptions about the following factors: (i) adoption rates of EV and our customers' market penetration, (ii) the aggregate pricing of our products, and (iii) the average amount of our products incorporated in each vehicle. Due to the rapid pace of technical development in lithium batteries, the Company's assumptions may evolve in the future due to various external factors resulting in different estimates than those arrived here. There are a wide range of estimates being published, including ones that would result in lower per vehicle figures. While the Company's management believes its estimates regarding possible pricing and market size are based on reasonable assumptions and methodology, there can be no assurance that the future pricing and market size will align with the Company's estimates. Such data may be outdated and involves a number of assumptions and limitations and contains projections and estimates of the future performance of the industries in which we operate that are subject to a high degree of uncertainty. We caution you not to give undue weight to such projections, assumptions and estimates.

Q2 2024 Developments

Strong performance as both segments scale up to meet rising demand, CAPEX right-timing supports strong balance sheet

Energy Industrial



- Delivered \$28.3M from external manufacturing facility
- Awarded two carbon capture projects, expanding EI TAM

Thermal Barriers



- New PyroThin® award during Q2 with Porsche
- Anticipating award from major EU OEM in Q3

Operational Excellence

- \$117.8 million in Q2 revenue, with 44% gross margins
- 25% Adjusted EBITDA² and 14% Net Income margins

Near-Term Focus Areas

- Yield improvements in manufacturing process
- Continued strong OPEX management

Balance Sheet / Cost of Capital

- Generated \$6.8M of cash flow from operations
- Progressing in due diligence and term sheet negotiation phase for DOE loan for Plant II
- Ended Q2 with \$91.4 million in cash

Performance Highlights¹

| | Q2 2023 | Q2 2024 | YoY Improvement |
|------------------------------|----------|---------|------------------------------|
| Revenue | \$48.2 | \$117.8 | \$69.6 or 2.4X |
| Gross Profit | \$8.4 | \$51.6 | \$43.2 or 6.1X |
| Net Income (Loss) | \$(15.4) | \$16.8 | \$32.2 Improvement |
| EPS Diluted (Loss) | \$(0.22) | \$0.21 | \$0.43 Improvement |
| Adjusted EBITDA ² | \$(10.8) | \$28.9 | \$39.7 Improvement |
| CAPEX | \$66.0 | \$24.8 | \$41.2 Reduction |

Q2 2024 Financial Highlights

Significant operating leverage as we utilize a higher percentage of our current capacity and effectively execute our strategy

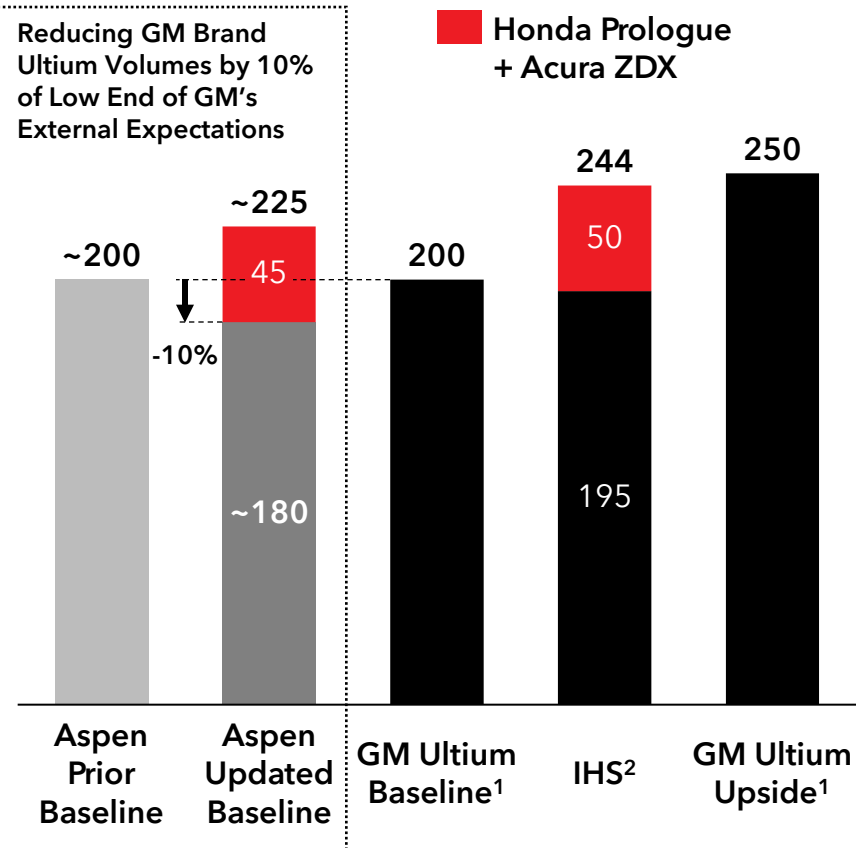
| \$ in millions except per share figures | Q2 2023 | Q2 2024 ¹ | LTM Q2 2023 | LTM Q2 2024 ¹ | Commentary |
|---|-------------------|----------------------|-------------------|--------------------------|--|
| Revenues <i>YoY Growth</i> | \$48.2 6% | \$117.8 145% | \$190.1 30% | \$357.3 88% | <ul style="list-style-type: none"> \$81M of EV Thermal Barrier revenues in Q2 led to 6.4x revenue growth year-over-year, headlined by GM's continued Ultium production ramp \$37M of Energy Industrial revenues in Q2 demonstrated a higher run-rate that enables over \$150M of revenues for 2024 |
| Net (Loss) <i>Margin</i> | \$(15.4) (32)% | \$16.8 14% | \$(71.4) (38)% | \$1.4 0.4% | <ul style="list-style-type: none"> 3rd Consecutive quarter with >35% gross margin, with Q2 gross profit increasing 6.1x YoY Over 5% improvement in material costs as a % of sales |
| Adj. EBITDA² <i>Margin</i> | \$(10.8) (22)% | \$28.9 25% | \$(52.4) (28)% | \$43.6 12% | <ul style="list-style-type: none"> Gross profit improvement and careful OPEX management led to 57% of the \$69.6M in YoY revenue growth falling through to EBITDA Demonstrated profit potential through fixed cost absorption and manufacturing efficiencies on record company revenues |
| EPS Diluted (Loss) | \$(0.22) | \$0.21 | \$(1.41) | \$(0.01) | <ul style="list-style-type: none"> Continued investments to deliver on increasing customer demand Delivered positive EPS in Q2 2024 |
| Cap Ex <i>YoY Improvement</i> | \$66.0 (74)% | \$24.8 62% | \$241.0 (286)% | \$110.8 54% | <ul style="list-style-type: none"> \$24.8M invested in EV Thermal Barrier assembly equipment, Plant II, and our plant in Rhode Island Slowed down Plant II spend to safely secure the site until re-acceleration |

Updated 2024 EV Thermal Barrier Revenue Drivers

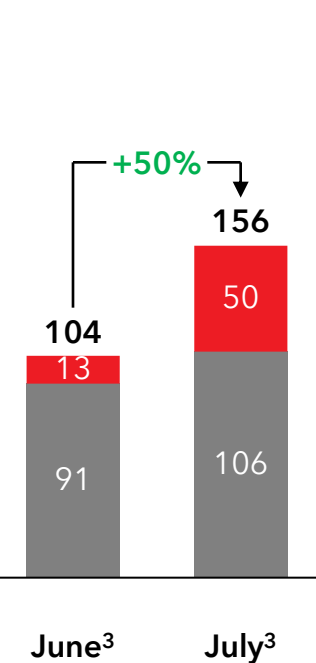
Successful launch of Honda Prologue merits adding to GM volumes as a driver of earlier than anticipated demand

Aspen outlook increased to ~225K Ultium Vehicles, GM brands revised down to ~180K units

Estimated 2024 NA Ultium EV Production
(in thousands of vehicles)

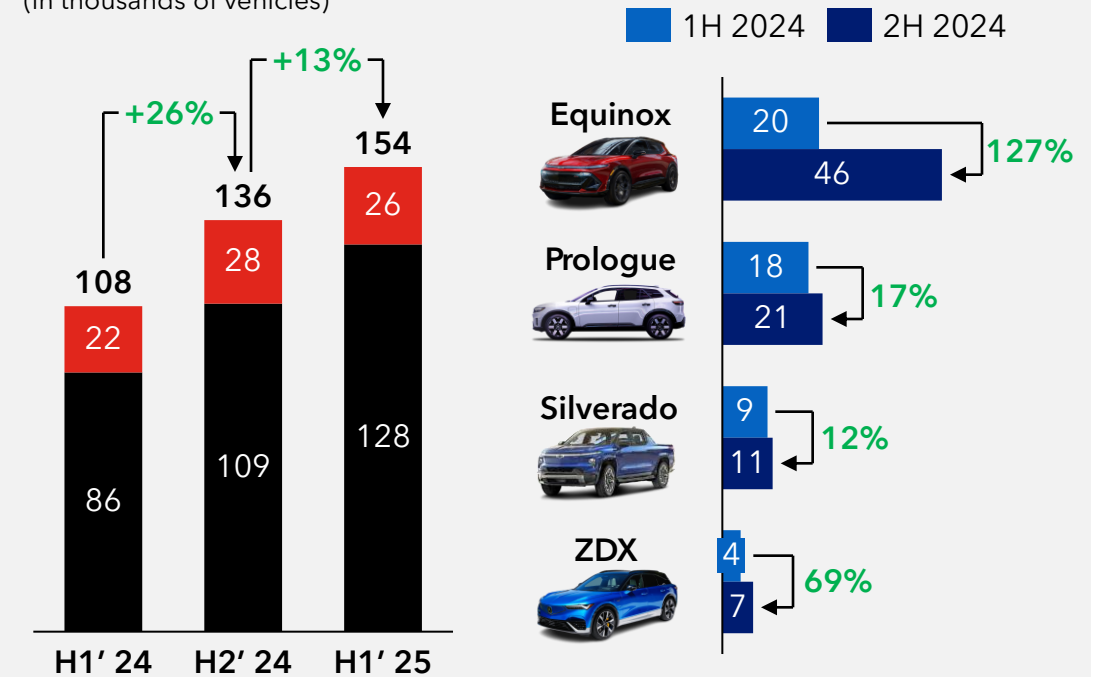


U.S. Annualized Sales Rate
(in thousands of vehicles)



Production growth momentum is expected to continue in H2 2024, supported by new launches

IHS Ultium NA EV Production Forecast²
(in thousands of vehicles)



2H 2024 New Launches

Sierra EV Escalade IQ Optiq

1- Per General Motors Q2 2024 earnings call on 7/23/24
 2- IHS July 2024 vehicle production forecast. Please see slide 13 for a further breakdown of volumes
 3 - Wards Intelligence July 2024 Sales Data
 Note: Figures may not total due to rounding

Updated 2024 Outlook and Historical Trends

2024 Baseline reflects a \$14.5M CAPEX reduction and a slight uptick in demand, with 50% of revenue turning into EBITDA

2024 Outlook²

\$ in millions, except per share figures

| | Prior | Updated |
|---|-----------------------------|-------------------------------|
| Revenues <i>YoY Growth</i> | >\$380 >59% | >\$390 >63% |
| Net Income | >\$2 | >\$7 |
| Adj. EBITDA² <i>Margin %</i> | >\$55 14% | >\$60 15% |
| EPS Diluted | >\$0.03 | >\$0.09 |
| Cap Ex (excl. Plant II) <i>+ Plant II Capex (1H / 2H)</i> | \$50 \$30 / \$15* | \$45 \$20.5 / \$15* |

1- Unaudited interim financials for 2024

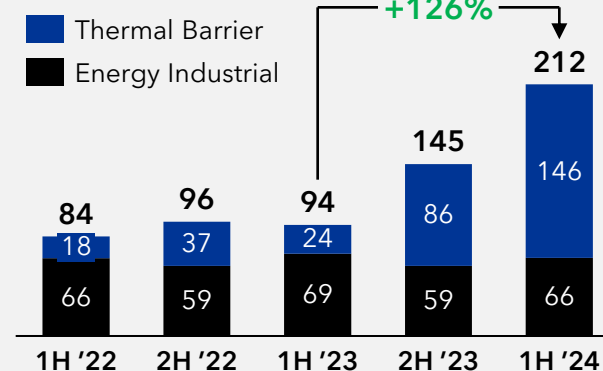
2- See slide 11 herein for a reconciliation of net income (loss), the most directly comparable GAAP measure, to Adjusted EBITDA for the presented period

* Assuming continued construction right-timing up to conditional approval of DOE loan

Historical Financial Trajectory¹

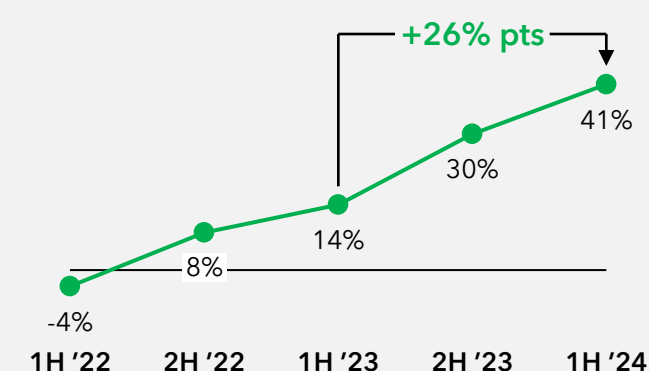
Revenues

\$ in millions



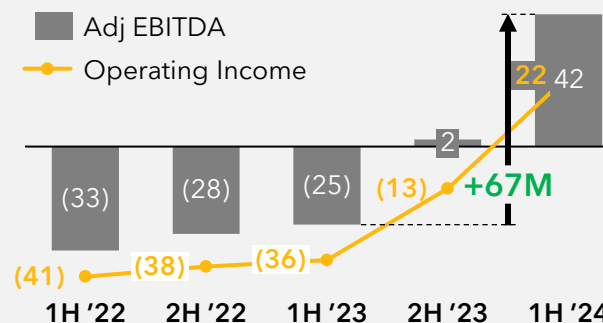
Gross Profit Margin

%



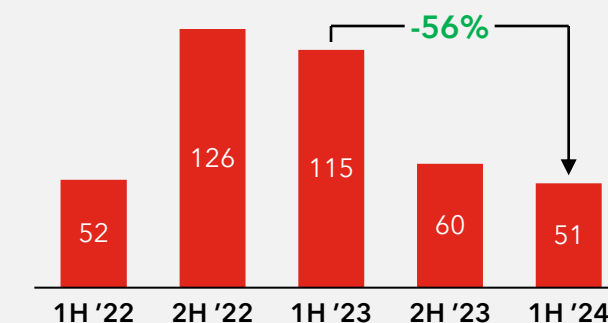
Adj. EBITDA² and Operating Income

\$ in millions



Capital Expenditures

\$ in millions



Note: Figures may not total due to rounding











US EV Market Update - New Entrants Gaining Share

PyroThin® is in 60% of new nameplates and in 100% of vehicles produced by three of the six top winning OEMs of 2024 YTD

GM Ultium, Hyundai/Kia, Ford and Honda are starting to win their fair share in a competitive market with new models

US EV Sales Top Gainers/Losers¹

(US July YTD 2023 vs July 2024 YTD change in EV sales in thousands)

| | | 2024 July YTD Sales (k) | YTD % Change | '24 EV Mkt Share % | '23 EV Mkt Share % | Mkt Share Change | 24' YTD Nameplates ³ | Nameplates Added in '24 | C2C Thermal Barrier? ⁴ |
|---|----------|----------------------------|-----------------|-----------------------|-----------------------|---------------------|------------------------------------|----------------------------|--------------------------------------|
|  | 35 | 38.8 | 825% | 6.0% | 0.7% | 5.3% | 7 | 4 | PyroThin |
|  | 23 | 71.6 | 47% | 11.1% | 7.6% | 3.5% | 9 | 1 | None |
|  | 20 | 52.4 | 64% | 8.1% | 5.0% | 3.1% | 3 | - | None |
|  | 11 | 17.4 | 192% | 2.7% | 0.9% | 1.8% | 2 | - | PyroThin |
|  | 9 | 28.3 | 46% | 4.4% | 3.0% | 1.4% | 3 | - | None |
|  | 6 | 6.0 | N/A | 0.9% | - | 0.9% | 2 | 2 | PyroThin |
|  | -9 | 5.3 | -62% | 0.8% | 2.2% | (1.4%) | 4 | 1 | None |
|  | -11 | 12.1 | -49% | 1.9% | 3.7% | (1.8%) | 5 | 1 | None |
|  | -30 | 8.5 | -78% | 1.3% | 6.0% | (4.7%) | 2* | Discontinued | None |
|  | -46 | 329.4 | -12% | 51.1% | 58.8% | (7.7%) | 5 | 1 | None |
| Others ² | -2 | 74.8 | -3% | 11.6% | 12.0% | (0.4%) | 19 | - | |
| Total | 6 | 644.8 | 1% | 100% | 100% | - | 61 | 10 | |

1- Wards Intelligence July 2024 Sales Data

2- Others include Nissan, Subaru, JLR, Stellantis, Lucid, Audi, Mazda, Porsche, Mercedes-Benz, and VW

3- Nameplates with at least 100 units of sales YTD

4- Munro & Associates Battery Teardowns, A2MAC and Commercial Discussions

Today's Auto Market and Where It Has to Go

Emissions and fuel economy standards will require a higher EV share of volumes regardless of other powertrain options

US New Vehicle Regulation is Driven by:

EPA (Federal)

- Manages CO₂ Emissions
- '27-'32 Final rule completed in March 2024

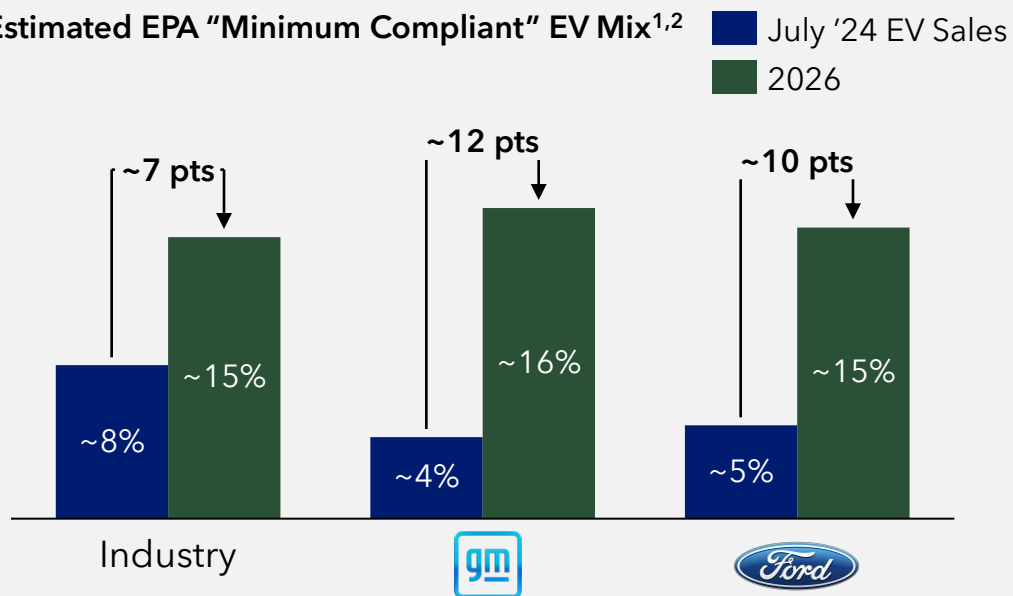
NHTSA (Federal)

- Corporate Average Fuel Economy
- '27-'32 Final rule anticipated this year

CARB (State)

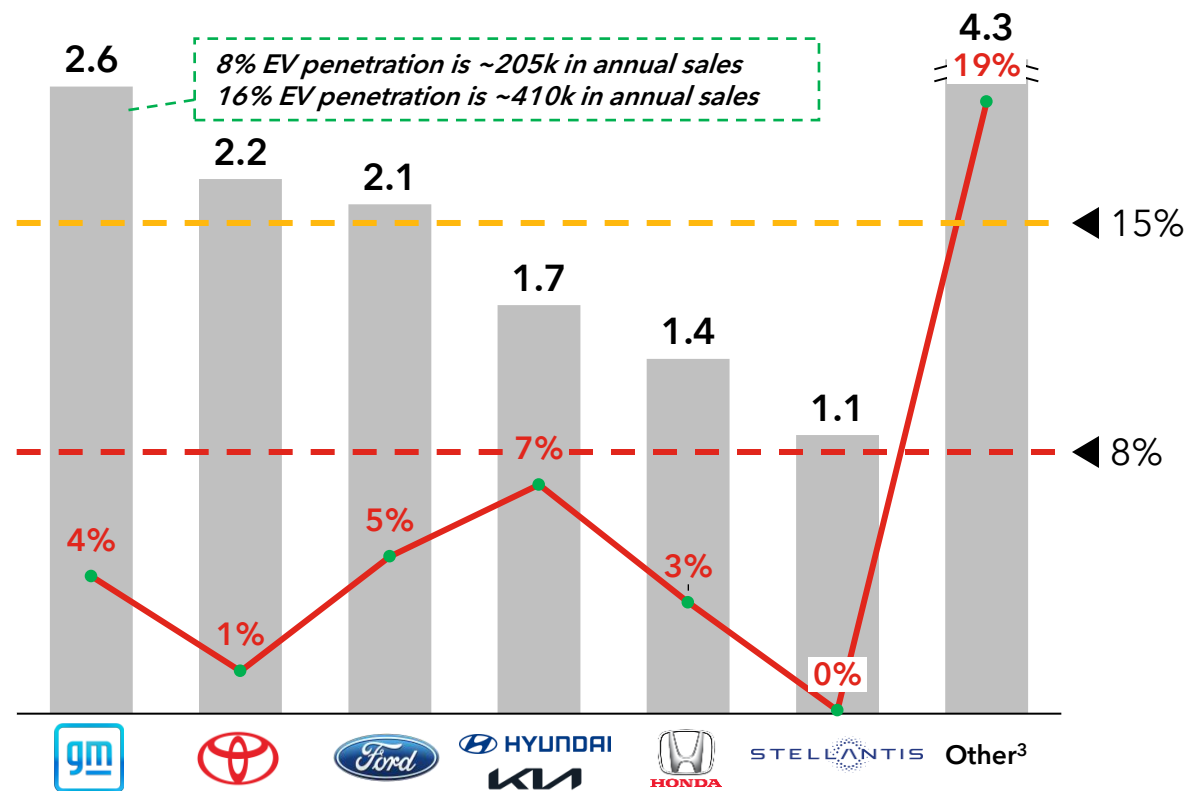
- Emissions & EV Mix
- 18 States (~41% of vehicle sales)
- Targeting up to 100% 2035 EV mix

Estimated EPA "Minimum Compliant" EV Mix^{1,2}



July 2024's Car Market is Far from Complying with 2026 Emissions and Fuel Economy Standards

OEM US Vehicle Sales and corresponding EV penetration %²
(US Annualized July 2024 vehicle sales in millions)



1- BNP Paribas estimates, Company Reports, EPA, IHS forecast

2- Wards Intelligence July 2024 Sales Data

3- Other includes; Nissan, Subaru, Tesla, Mazda, Mercedes-Benz, VW, BMW, Audi, JLR, Volvo, Porsche, Mitsubishi, Rivian, Lucid

Summary

Earning our right to win by leveraging the Aerogel Technology Platform[®], executing, and investing to grow profitably

DEMONSTRATED OPERATING EXECUTION

Record profitability and strong demand driving increased financial outlook for the second consecutive quarter

INCREASING FLEXIBILITY TO MEET DEMAND

Delivered \$28.3M from external manufacturing facility in Q2, up 94% QoQ; progressing with DOE for Plant II loan

SECURING MORE PYROTHIN[®] CONTRACTS

Awards with 6 large OEMs; expecting additional award from major European OEM in Q3

ACCELERATING NEAR-TERM PROFITABILITY

41% Company gross margins in the 1H of 2024; reduced yearly CAPEX outlook by ~\$14.5 million¹



Appendix

GAAP to Non-GAAP Reconciliation

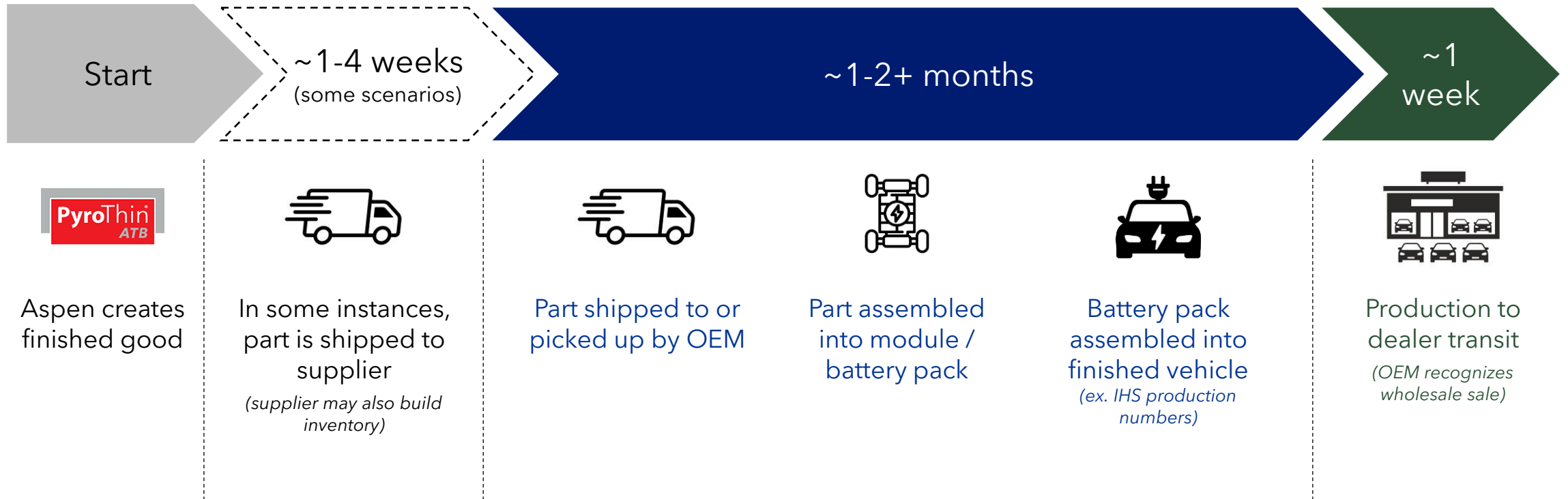
| (\$ in millions) | Q2-24 | Q2-23 | 1H-24 | 2H-23 | 1H-23 | 2H-22 | 1H-22 | LTM | | FY 2024 Outlook | |
|---|-------------|---------------|-------------|------------|---------------|---------------|---------------|-------------|---------------|-----------------|-------------|
| | | | | | | | | Q2 2024 | Q2 2023 | Prior | Updated |
| Net Loss | 16.8 | (15.4) | 15.0 | (13.6) | (32.2) | (39.2) | (43.5) | 1.4 | (71.4) | 2.0 | 7.0 |
| Depreciation and Amortization | 6.0 | 3.5 | 11.8 | 9.1 | 6.2 | 5.1 | 4.2 | 20.9 | 11.3 | 30.0 | 30.0 |
| Stock-based Compensation | 3.0 | 2.7 | 7.7 | 6.0 | 5.0 | 5.3 | 4.1 | 13.7 | 10.2 | 14.0 | 14.0 |
| Other (Income) Expense & Income Tax Expense | 3.2 | (1.6) | 7.4 | 0.3 | (3.7) | 1.2 | 2.3 | 7.8 | (2.5) | 9.0 | 9.0 |
| Adjusted EBITDA | 28.9 | (10.8) | 41.9 | 1.8 | (24.8) | (27.7) | (33.0) | 43.7 | (52.4) | 55.0 | 60.0 |

Note: Figures may not total due to rounding

EV Thermal Barrier to Produced Vehicle Timeline

Aspen's finished PyroThin parts can take anywhere from ~1-3+ months to be installed into a produced vehicle

Estimated timeline for average North American PyroThin finished part

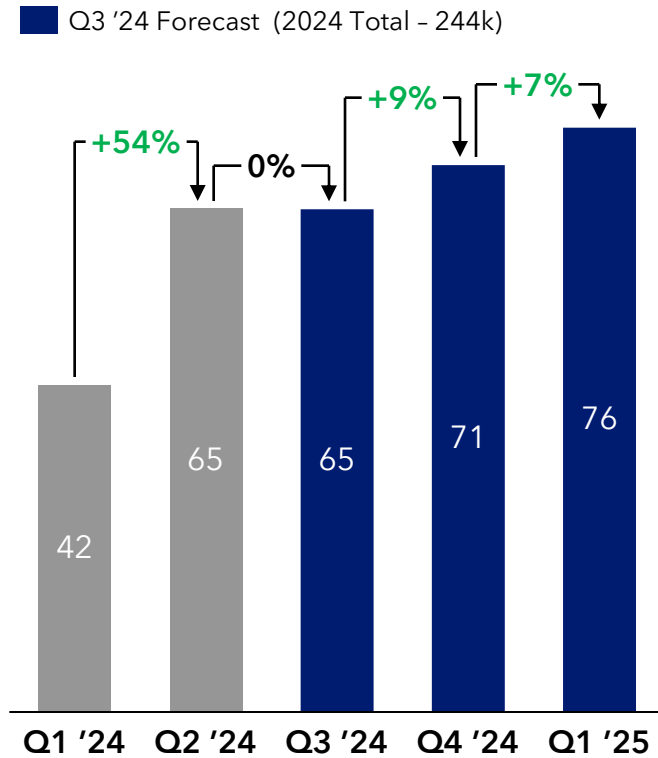


Demand Overview - GM Ultium IHS Forecast

GM Ultium production is expected to increase in the 2H of 2024; continued growth expected in 2025/2026

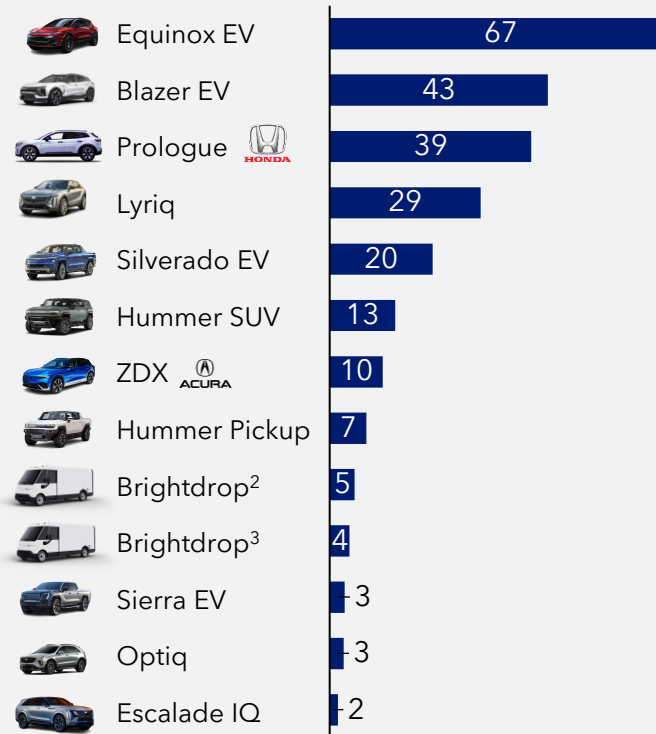
Ultium platform volumes are expected to grow into Q1 2025

GM Ultium Production Actuals & Forecast¹
(Vehicles in thousands)



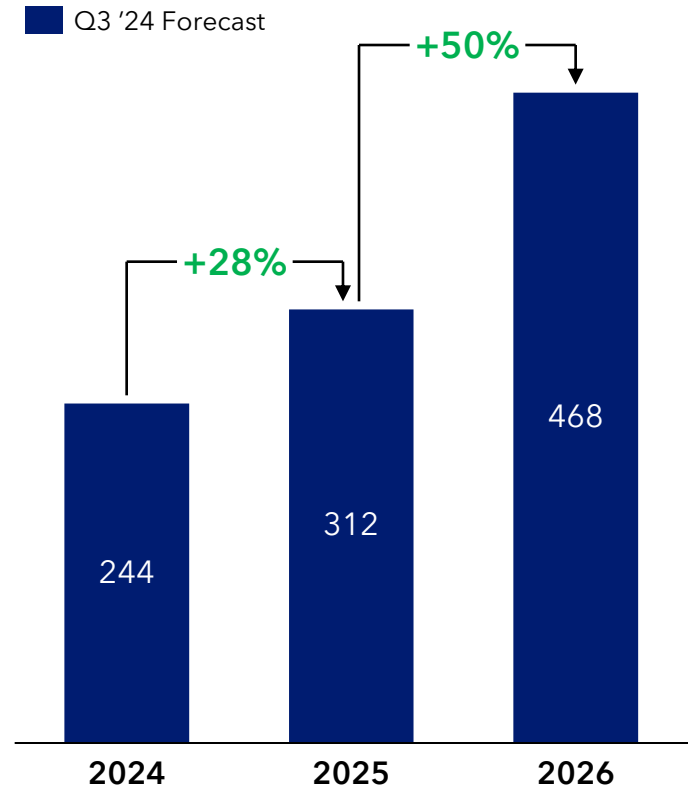
2024 volumes supported by 13 unique nameplates

2024 GM Ultium EV Production Forecast¹
(Vehicles in thousands)



The long-term outlook remains strong

GM Ultium Production Actuals & Forecast¹
(Vehicles in thousands)



1- IHS July 2024 vehicle production forecast; 2025 includes reintroduced Chevy Bolt
 2. Brightdrop Zevo 600
 3. Brightdrop Zevo 400

DOE LPO ATVM Loan Program Overview

Overview

| | |
|---|---|
| OFFICE: Loan Programs Office | NEW PROGRAM: No, but includes substantive modifications to existing program |
| FUNDING AMOUNT: \$3,000,000,000 of credit subsidy appropriations under IRA (resulting in an estimated \$40,000,000,000 of direct loans) | FUNDING MECHANISM: Direct loans |
| RECIPIENTS: A manufacturer of eligible advanced technology vehicles or of qualifying components | PERIOD OF AVAILABILITY: To remain available for commitment through 9/30/2028 |
| ASSISTANCE LISTING: TBD | FORMULA FUNDING: No |
| TRIBAL ELIGIBILITY: Yes | COST SHARE REQUIREMENT: N/A. Loan amount cannot exceed 80% of eligible project costs. |



For further information, please visit the official Department of Energy website

Source: Official DOE & LPO website (<https://www.energy.gov/lpo/application-process>) (<https://www.energy.gov/lpo/advanced-technology-vehicles-manufacturing-loan-program-0>)

DOE LPO ATVM Loan Program Stage Description

We find ourselves progressing through the Advanced DD & Term Sheet Negotiation phase of the process.

Advanced Due Diligence & Term Sheet Negotiation Phase Overview

- LPO performs financial, credit, legal, environmental, and market due diligence.
- LPO typically engages external advisors (e.g., legal, technical, financial, market, insurance) to assist in due diligence and structuring. External advisory costs are borne by the applicant.
- LPO reviews project compliance with federal environmental laws.
- LPO structures the transaction, underwrites and negotiates term sheet with the applicant.
- LPO presents the project for credit approval to internal Project Review Committee
- External Interagency Review and internal Credit Review Board
- LPO issues Conditional Commitment

For further information, please visit the official Department of Energy website
Source: Official DOE & LPO website (<https://www.energy.gov/lpo/advanced-transportation-financing>)

PyroThin® Thermal Barrier Opportunity Drivers

Eight different macro parameters drive our content per vehicle (CPV) opportunity, and long-term revenue potential

| | | Commentary |
|---|------------------------------------|---|
| 1 | Vehicle sales by region | <ul style="list-style-type: none"> China expected to lead global EV penetration Higher price and content vehicles in NA and EU |
| 2 | Vehicle classification | <ul style="list-style-type: none"> Demonstrated commercial success within Light-duty Most recent award in M/HDT segment highlights commercial vehicle opportunity potential |
| 3 | Powertrain technology | <ul style="list-style-type: none"> TP risk increases as OEMs pack more energy density into EV batteries, both in EV's and Plug-In Hybrids OEMs seeking to provide more range in PHEVs |
| 4 | Cell chemistry | <ul style="list-style-type: none"> All battery chemistries have thermal propagation risk Highest CPV in nickel-based chemistries due to higher energy density |
| 5 | Cell form factor | <ul style="list-style-type: none"> Pouch and Prismatic expected to continue to account for ~70% of global market Cylindrical less suited for cell-to-cell solutions |
| 6 | Battery capacity | <ul style="list-style-type: none"> OEMs seeking to increase range, while higher density packs have more risk of thermal propagation NA and EU vehicles have larger batteries |
| 7 | Use case | <ul style="list-style-type: none"> Aerogel solutions excel as a cell-to-cell barrier Core requirements are thermal isolation, fire protection and mechanical properties |
| 8 | TR/TP mitigation goals | <ul style="list-style-type: none"> Recalls and global regulation expected to continue to driving OEM awareness and Stop TP goals OEM goals to Stop TP results in more content |

Core Focus Area
 Potential Focus Area
 Currently Out of Scope

An aerial photograph of a dense forest of evergreen trees covered in snow. A winding road or path cuts through the forest, curving from the top right towards the bottom left. The overall color palette is monochromatic, consisting of various shades of blue, grey, and white.

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