Tata Motors

2024 CDP Corporate Questionnaire 2024

10/25/2024, 04:44 am

Contents

C1. Introduction

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Tata Motors Limited is one of India's biggest automobile manufacturing companies. Our diverse portfolio includes an extensive range of cars, sports utility vehicles, trucks, buses and defence vehicles. Tata Motors Limited (TML) is one of India's largest OEMs offering an extensive range of integrated, smart and e-mobility solutions. Founded in 1945 as a manufacturer of locomotives, TML manufactured its first commercial vehicle in 1954 in a collaboration with Daimler-Benz AG, which ended in 1969. TML entered the passenger vehicle market in 1991 with the launch of the Tata Sierra, becoming the first Indian manufacturer to achieve the capability of developing a competitive indigenous automobile. In1998, Tata launched the first fully indigenous Indian passenger car, the Indica, and in 2008 launched the Tata Nano, the world's cheapest car. Our international footprint was established with our first export in 1961. Today, we have operations in India, the UK, South Korea, South Africa, China, Brazil, Austria and Slovakia through a strong global network of subsidiaries, associate companies and Joint Ventures (JVs), including Jaguar Land Rover in the UK and Tata Daewoo in South Korea. Tata Motors is playing a leading role in proactively driving the electric mobility in India. The company is closely working with other Tata Group companies including Tata Power, Tata Chemicals, Tata Autocomp, Tata Motors Finance and Croma, to create an e-mobility ecosystem, "Tata uniEVerse". For more details please refer following source: https://www.tatamotors.com/about-us/ https://www.tatamotors.com/media/press-releases/ TML had 90 subsidiaries (15 direct and 75 indirect), 11 associate companies, 5 joint ventures and 2 joint operations during FY24 as disclosed in the accounts. While the Annual presents performance of the TML Group as a whole, JLR also discloses it non-financial performance (such as energy consumption, GHG emissions etc.) separately. This CDP disclosure is for Tata Motors India operations alone i.e. scope of this response covers our manufacturing Plants at Jamshedpur, Pantnagar, Lucknow, Sanand, Dharwad, and Pune (Pimpri, Chikhali, Chinchwad and Maval) only.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

03/30/2024

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:

☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:

☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:

☑ 3 years

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☑ 3 years

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☑ Not providing past emissions data for Scope 3

[Fixed row]

(1.5) Provide details on your reporting boundary.

(1.5.1) Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?

Select from:

☑ No

(1.5.2) How does your reporting boundary differ to that used in your financial statement?

The financial information is on a consolidated basis for 90 subsidiaries,11 associate companies, 5 joint ventures and 2 joint operations across segments for Tata Motors Group. The reporting boundary for non-financial data and the data disclosed in CDP covers Tata Motors Limited (CV Business), Tata Motors Passenger Vehicles Limited (TMPVL), Tata Passenger Electric Mobility Limited (TPEML) on which the parent entity exercises operational control.
[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

L28920MH1945PLC004520
[Add row]

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

Supply Chain Mapping
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Primary reason for not mapping plastics in your value chain	Explain why your organization has not mapped plastics in your value chain
	Select from: ☑ No, but we plan to within the next two years	*Select from:* ☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)	*Currently we are in the process of baselining the value chain on their plastic procurement and once completed will undergo the mapping of plastics.*

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

2

(2.1.4) How this time horizon is linked to strategic and/or financial planning

At Tata Motors, to define substantive financial or strategic impact, we monitor the external environment to capitalize on emerging opportunities and proactively undertake measures to mitigate associated risks. We prioritize our actions on the above identified risks basis Probability of Occurrence and Severity of Impact. Short term risk are classified as those risks in the immediate short term of 0-2 years. This time horizon is linked to strategic and financial planning to align with the: 1. Investments in R&D for EV technologies and decarbonization strategies. 2. Short-term financial planning reflects capital allocation for immediate operational improvements, Renewable electricity interventions regulatory compliance, and ESG reporting. 3. Changes in Current regulations: The regulatory landscape is rapidly evolving, encompassing laws, regulation. Notably, tailpipe emissions for automotive companies and broader compliance requirements for carbon emissions during manufacturing and other operations are key considerations.

Medium-term

(2.1.1) From (years)

3

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

At Tata Motors, to define substantive financial or strategic impact, we monitor the external environment to capitalize on emerging opportunities and proactively undertake measures to mitigate associated risks. We prioritize our actions on the above identified risks basis Probability of Occurrence and Severity of Impact. Medium term risk are classified as those risks in the period of 3-5 years. This time horizon is linked to strategic and financial planning to align with the: 1. Strategic initiatives aligned with long-term shifts in consumer preferences, global climate regulations, and technological advancements. 2. Medium-term financial planning including investment in new manufacturing capabilities, supply chain adaptation for sustainable practices, and further electrification of our vehicle line-up. 3. Aligning our product strategy to meet consumer demand for electric and zero emission vehicles. Our business plans and product strategy have a five year horizon. 4. Medium term targets for Water neutrality by 2030 and Zero waste to Landfill commitment for operational waste.

Long-term

(2.1.1) From (years)

6

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ No

(2.1.3) To (years)

20

(2.1.4) How this time horizon is linked to strategic and/or financial planning

At Tata Motors, to define substantive financial or strategic impact, we monitor the external environment to capitalize on emerging opportunities and proactively undertake measures to mitigate associated risks. We prioritize our actions on the above identified risks basis Probability of Occurrence and Severity of Impact. Long term risk are classified as those risks in the period of 6-20 years. This time horizon is linked to strategic and financial planning to align with the: 1. Net zero ambition of the company by 2045 2. Decarbonization of the supply chain 3. Pioneering a circular economy through closed-loop manufacturing systems.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ National

(2.2.2.12) Tools and methods used

Databases

☑ Nation-specific databases, tools, or standards

☑ Regional government databases

Other

☑ Desk-based research

☑ Materiality assessment

(2.2.2.13) Risk types and criteria considered

Chronic physical

☑ Increased severity of extreme weather events

Policy

☑ Changes to national legislation

Market

☑ Availability and/or increased cost of raw materials

☑ Changing customer behavior

☑ Uncertainty in the market signals

Reputation

☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

☑ Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

Technology

☑ Transition to lower emissions technology and products

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Investors

☑ Regulators

☑ Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

Tata Motors employs a comprehensive risk management framework to identify and assess climate-related risks and opportunities. This process includes regular interactions with stakeholders such as investors, regulators, customers, and suppliers to understand their expectations and concerns regarding climate change. Scenario analysis is used to evaluate potential impacts under different regulatory, market, and physical conditions, informing strategic planning. Materiality assessments are conducted to prioritize risks and opportunities that could have significant financial impacts on the organization. These assessments are then integrated into the company's overall strategic planning and decision-making processes. Given Tata Motors' global presence and diverse product portfolio, climate-related risks and opportunities are analyzed by sector and geography. Different regions face varying degrees of climate risk and regulatory requirements, necessitating tailored strategies to manage these risks and capitalize on opportunities. Tata Motors defines its short-term horizon as 0-2 years, focusing on the immediate impacts on operations, supply chains, and regulatory environments. In the short term, the company faces risks such as regulatory changes, which could increase compliance costs due to tightening emissions standards and fuel economy regulations in key markets. Additionally, operational disruptions caused by extreme weather events like floods and cyclones can affect manufacturing operations and supply chains, leading to higher operational costs. The market is also shifting, with growing consumer demand for electric vehicles (EVs) and low-emission vehicles potentially impacting the sales of traditional internal combustion engine (ICE) vehicles. However, there are opportunities in this period, such as accelerating the development and launch of EVs and hybrid vehicles to meet rising market demand, implementing energy-efficient technologies in manufacturing processes to reduce carbon footprint and operational costs, and investing in renewable energy sources for manufacturing plants to ensure stable energy supply and cost savings. In the medium term, which Tata Motors considers to be 2-5 years, the risks include transition risks where stricter regulations and policies aimed at reducing greenhouse gas (GHG) emissions may necessitate significant investments in new technologies and business model changes. Physical risks are also prominent, with increased frequency and severity of climate-related events potentially causing supply chain disruptions and higher maintenance costs for infrastructure. For the long-term horizon, defined as 5 years, Tata Motors anticipates potential risks and opportunities that span the full lifecycle of strategic investments and possible transformational changes in the automotive industry. Long-term risks include the possibility of technology obsolescence due to rapid advancements in automotive technologies, which may render current investments obsolete and necessitate continuous innovation. We assess the impacts and dependencies related to climate regularly as part of the Balanced Score Card at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions and Water as sone of the metrices.

Row 3

(2.2.2.1) Environmental issue

Select all that apply

☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

International methodologies and standards

☑ ISO 14001 Environmental Management Standard

Databases

☑ Nation-specific databases, tools, or standards

(2.2.2.13) Risk types and criteria considered

Chronic physical

☑ Water stress

Policy

☑ Increased pricing of water

☑ Changes to national legislation

☑ Regulation of discharge quality/volumes

☑ Poor coordination between regulatory bodies

☑ Statutory water withdrawal limits/changes to water allocation

☑ Mandatory water efficiency, conservation, recycling, or process standards

☑ Poor enforcement of environmental regulation

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Employees

☑ Investors

☑ Regulators

☑ Local communities

☑ Water utilities at a local level

☑ Other water users at the basin/catchment level

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

Tata Motors employs a comprehensive risk management framework to identify and assess climate-related risks and opportunities. This process includes regular interactions with stakeholders such as investors, regulators, customers, and suppliers to understand their expectations and concerns regarding climate change. Scenario analysis is used to evaluate potential impacts under different regulatory, market, and physical conditions, informing strategic planning. Materiality assessments are conducted to prioritize risks and opportunities that could have significant financial impacts on the organization. These assessments are then integrated into the company's overall strategic planning and decision-making processes. Different regions face varying degrees of water related risk and regulatory requirements, necessitating tailored strategies to manage these risks and capitalize on opportunities. We assess the impacts and dependencies related to climate regularly as part of the Balanced Score Card at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions and Water as sone of the metrices.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

Our framework for integrating the assessment of environmental dependencies, impacts, risks, and opportunities is rooted in a systematic, multi-tiered approach. The process begins by identifying key environmental dependencies, such as water usage and biodiversity impacts, and assessing their direct impacts, including emissions, resource depletion, and ecological harm. We incorporate risk and opportunity analysis by considering factors like regulatory shifts, stakeholder expectations, and potential innovation in sustainable technologies. The assessment is integrated into our broader environmental management process, which we disclosed in section 2.2.2, ensuring that it feeds into our overall risk management and decision-making frameworks. We utilize scenario analysis and materiality assessments to identify potential synergies, such as opportunities for reducing waste through reuse or recycling while also cutting costs. Similarly, we assess trade-offs between dependencies, impacts, and risks. An example of this approach is the our aim to ensure the reuse of waste foundry sand used in our foundry operations. Understanding the biodiversity impact of mining fresh sand, and risks due to future regulation shifts that may make it difficult to source fresh sand, we have sought to solve this challenge by running pilots of technologies that can help us reclaim sand while achieving similar properties to that of virgin sand. This could also help us reduce our operational cost. A similar example is our commitment to water neutrality considering future risks of water security. A detailed plan for each of our sites ensure we achieve water neutral or water positive status by 2030. For instance, while reducing water consumption might reduce operational costs, it may also increase reliance on energy-intensive technologies, thus requiring a delicate balance. This process ensures that decisions are made with full visibility of potential gains and losses across all environmental factors. Challenges in Holistic Integration Despite our efforts to adopt a holistic approach, we face challenges in fully integrating these aspects due to the complexity of quantifying interdependencies, especially across diverse geographies and ecosystems. Additionally, differing stakeholder priorities and regulatory requirements can create conflicting objectives, complicating the alignment process. Nonetheless, we are committed to refining our methodologies to address these challenges over time.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ No, but we plan to within the next two years

(2.3.7) Primary reason for not identifying priority locations

Select from:

☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(2.3.8) Explain why you do not identify priority locations

We are in the process of identifying priority locations across our value chain. Acknowledging the value chain impact on Biodiversity, Tata Motors has joined the corporate engagement programme for Science-based Targets for Nature. This initiative seeks to reshape economic systems to safeguard our collective environmental heritage – our air, water, land, biodiversity, and oceans. Our next step calls for the mentioned identification across our value chain.
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

(2.4.7) Application of definition

At Tata Motors, we have a strong enterprise risk management framework for identifying, assessing, managing, and monitoring principal risks that could affect our business. Our Governance framework includes periodic review with Board and cascades to Risk Management Committee (RMC), Management Oversight Committee(MOC) and Chief Risk Officer(CRO). Our Chief risk Officer also collaborates with our Strategic Review Committee, Technical Review Committee, Product Review Committee, Steering Committee and Product Committee. We identify our risks against likelihood and impact both Quantitatively and qualitatively. On one axis of the risk matrix are Likelihood Levels expressed as percentages and approximate timeframes. The five Likelihood Levels are Certain (5): 50- 100% probability. May occur in the next 2 years. Likely (4): 20-49% probability. May occur once in 2 to 5 years. Possible (3): 10%-19% probability. May occur once in 5 to 10 years. Unlikely (2): 5%-9% probability. May occur once in 10 to 30 years. Rare (1): 10%. Market Share impacts are described as percentages of the target market share in the relevant country or globally ranging from 10%. Regulatory Compliance are described in words, ranging from "Minor technical non-compliance with no fine or prosecution" to "Regulatory Compliance issues leading to prosecution/imprisonment or prolonged suspension of operations". The matrix combines qualitative and quantitative factors to arrive at a comprehensive risk assessment.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

At Tata Motors, we have a strong enterprise risk management framework for identifying, assessing, managing, and monitoring principal risks that could affect our business. Our Governance framework includes periodic review with Board and cascades to Risk Management Committee (RMC), Management Oversight Committee(MOC) and Chief Risk Officer(CRO). Our Chief risk Officer also collaborates with our Strategic Review Committee, Technical Review Committee, Product Review Committee, Steering Committee and Product Committee. We identify our opportunities against likelihood and impact both Quantitatively and qualitatively. On one axis of the risk matrix are Likelihood Levels expressed as percentages and approximate timeframes. The five Likelihood Levels are Certain (5): 50- 100% probability. May occur in the next 2 years. Likely (4): 20-49% probability. May occur once in 2 to 5 years. Possible (3): 10%-19% probability. May occur once in 5 to 10 years. Unlikely (2): 5%-9% probability. May occur once in 10 to 30 years. Rare (1):

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Market share

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

(2.4.7) Application of definition

At Tata Motors, we have a strong enterprise risk management framework for identifying, assessing, managing, and monitoring principal risks that could affect our business. Our Governance framework includes periodic review with Board and cascades to Risk Management Committee (RMC), Management Oversight Committee(MOC) and Chief Risk Officer(CRO). Our Chief risk Officer also collaborates with our Strategic Review Committee, Technical Review Committee, Product Review Committee, Steering Committee and Product Committee. We identify our risks against likelihood and impact both Quantitatively and qualitatively. On one axis of the risk matrix are Likelihood Levels expressed as percentages and approximate timeframes. The five Likelihood Levels are Certain (5): 50- 100% probability. May occur in the next 2 years. Likely (4): 20-49% probability. May occur once in 2 to 5 years. Possible (3): 10%-19% probability. May occur once in 5 to 10 years. Unlikely (2): 5%-9% probability. May occur once in 10 to 30 years. Rare (1): 10%. Market Share impacts are described as percentages of the target market share in the relevant country or globally ranging from 10%. Regulatory Compliance are described in words, ranging from "Minor technical non-compliance with no fine or prosecution" to "Regulatory Compliance issues leading to prosecution/imprisonment or prolonged suspension of operations". The matrix combines qualitative and quantitative factors to arrive at a comprehensive risk assessment.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ No, we do not identify and classify our potential water pollutants

(2.5.3) Please explain

This concern is one of the operational environmental impacts that has been identified and is being addressed under the environmental surveillance program. However we ensure the pollutant levels measured at the outlet of our treatment plants are within the legal limits through regular sampling and testing through accredited labs. [Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Oil

(2.5.1.2) Description of water pollutant and potential impacts

Oil Content in effluents

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Resource recovery

☑ Implementation of integrated solid waste management systems

☑ Water recycling

☑ Requirement for suppliers to comply with regulatory requirements
☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

The Effluent is treated to safe levels properly in our Effluent Treatment Plant.

Row 2

(2.5.1.1) Water pollutant category

Select from:
☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Inorganic Pollutants in used Domestic water and effluents

(2.5.1.3) Value chain stage

Select all that apply
☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply
☑ Resource recovery
☑ Implementation of integrated solid waste management systems
☑ Water recycling
☑ Requirement for suppliers to comply with regulatory requirements
☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

The water is treated to safe levels in our Sewage Treatment Plant.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Evaluation in progress

(3.1.3) Please explain

We are currently developing a framework for assessing risks and opportunities related to our plastic footprint in our upstream procurement and downstream activities, which will be functional in two years.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:
☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy
☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:
☑ Downstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply
☑ India

(3.1.1.9) Organization-specific description of risk

The Corporate Average Fuel Economy (CAFE) Standards applicable to M1 category vehicles in India require us to demonstrate compliance for the M1 models within our Passenger Vehicles, Commercial Vehicles and Electric Vehicles. Any non-compliance could lead to penalties, product recalls and/or other punitive measures. Punitive measures have already enacted through an Act of Govt. of India, called, 'The Energy Conservation Act, 2022', however, the mechanism for enforcement is yet to be put in place but is virtually certain in the near future.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Fines, penalties or enforcement orders

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Very likely

(3.1.1.14) Magnitude

Select from:

☑ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Changes in regulations for existing products and services can significantly impact the organization by increasing compliance costs and straining financial resources, which may affect profitability. Stricter quality and safety requirements could necessitate costly upgrades, influencing cash flows. Regulatory changes can also alter market competitiveness, benefiting compliant products while penalizing non-compliant ones, and shifting customer demand.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

50000000000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

100000000000

(3.1.1.25) Explanation of financial effect figure

The financial impact considered above is for a scenario where there is a non-compliance to the CAFE norms for our current annual sales volumes which under the punitive measures described in the Energy Conservation Act, 2022 calls for minimum and maximum penalty per vehicle sold basis the magnitude of non-compliance multiplied by the short-term period of five years.

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Greater compliance with regulatory requirements

(3.1.1.27) Cost of response to risk

180000000000

(3.1.1.28) Explanation of cost calculation

The cost of response to risk considers our continued investment into electric passenger vehicles where we intend to consolidate our leadership position through investments to the tune between Rs 16,000 crore and Rs 18,000 crore into our electric vehicle (EV) division until 2029–30 (FY30)

(3.1.1.29) Description of response

We have committed to a comprehensive decarbonisation strategy based on science and we are making our product line-up cleaner and greener. The cost of response to risk considers our continued investment into electric passenger vehicles where we intend to consolidate our leadership position through investments to the tune of USD 0.8 billion up to 2024. We are investing in R&D to enhance the efficiency of ICEs and exploring innovative solutions to reduce emissions throughout

the vehicle lifecycle. By transitioning to cleaner fuels and adopting sustainable practices, Tata Motors aims to minimise its environmental impact and contribute to a greener future.

Water

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ Water stress

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ India

(3.1.1.7) River basin where the risk occurs

Select all that apply

☑ Other, please specify **:**Subarnarekha River basin

(3.1.1.9) Organization-specific description of risk

Tata Motors acknowledges the significance of water as a shared and scarce resource. Water stress-related risks can significantly affect our operations and reduce production capacity in several ways. The water stress areas have been identified based on the 2023 National Compilation on Dynamic Ground Water Resources of

India Report by the Central Ground Water Board. According to this report, only the Jamshedpur plant location has been classified as 'Over-Exploited', while all other plant locations are classified as 'Safe'. Water Scarcity: In regions experiencing water stress, limited availability of freshwater can restrict the amount of water we can access for operational processes. This can lead to disruptions in production and hinder essential water-dependent activities, ultimately decreasing output. Increased Operational Costs: As water becomes scarcer, the cost of sourcing and treating water may rise. This includes expenses related to water procurement, transportation, or investment in technologies like water recycling or desalination to meet operational needs, reducing profitability. Regulatory and Compliance Risks: Governments may impose stricter water usage regulations, such as limits on water withdrawals or mandatory reductions in water consumption.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Disruption in production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Water stress could significantly affect the organization's financial position, performance, and cash flows over the selected future time horizons. Increased scarcity may lead to higher procurement costs and hinder production efficiency, resulting in lower revenues and profitability. Additionally, unexpected expenses related to conservation efforts could disrupt cash flows and impact liquidity. Overall, these factors pose substantial risks to the organization's financial stability.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ No

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Adopt water efficiency, water reuse, recycling and conservation practices

(3.1.1.27) Cost of response to risk

254000000

(3.1.1.28) Explanation of cost calculation

TML has two key investments in water recycling: ETP and STP Upgrade with RO Plant: 9.50 crore to enhance water quality for reuse. Separation of Drinking and Process Water Lines: 15.90 crore to ensure safe drinking water and improve resource management.

(3.1.1.29) Description of response

We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030. Investing in water recycling is crucial for promoting sustainability. Our capital expenditure (CAPEX) includes an allocation of 9.50 crore for upgrading our Effluent Treatment Plant and Sewage Treatment Plant, which will enhance water quality for reuse. Additionally, we plan to invest 15.90 crore to separate drinking water from process water, ensuring a safe potable supply and improving resource management. Together, these initiatives represent significant steps toward a more sustainable future. [Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☑ OPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

100000000000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

The Corporate Average Fuel Economy (CAFE) Standards applicable to M1 category vehicles in India require us to demonstrate compliance for the M1 models within our Passenger Vehicles, Commercial Vehicles and Electric Vehicles. Any non-compliance could lead to penalties, product recalls and/or other punitive measures. Punitive measures have already enacted through an Act of Govt. of India, called, 'The Energy Conservation Act, 2022', however, the mechanism for enforcement is yet to be put in place but is virtually certain in the near future. Currently this is appliable to only the Passenger Vehicles business of Tata Motors and hence the revenue of this business is vulnerable to the transition risks.

Water

(3.1.2.1) Financial metric

Select from:

☑ CAPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

254000000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.6) Amount of CAPEX in the reporting year deployed towards risks related to this environmental issue

254000000

(3.1.2.7) Explanation of financial figures

Investing in water recycling is crucial for promoting sustainability. Our capital expenditure (CAPEX) includes an allocation of 9.50 crore for upgrading our Effluent Treatment Plant and Sewage Treatment Plant, which will enhance water quality for reuse. Additionally, invested 15.90 crore to separate drinking water from process water, ensuring a safe potable supply and improving resource management. Together, these initiatives represent significant steps toward a more sustainable future. [Add row]

(3.2) Within each river basin, how many facilities are exposed to substantive effects of water-related risks, and what percentage of your total number of facilities does this represent?

Row 1

(3.2.1) Country/Area & River basin

India

☑ Other, please specify :Subarnarekha River

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

☑ Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

1

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:

☑ 1-25%

(3.2.10) % organization's total global revenue that could be affected

Select from:

☑ 1-10%

(3.2.11) Please explain

The water stress areas have been identified based on the 2023 National Compilation on Dynamic Ground Water Resources of India Report by the Central Ground Water Board. According to this report, only the Jamshedpur plant location has been classified as 'Over-Exploited', while all other plant locations are classified as 'Safe'.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Comment
	Select from: ☑ No	*We have maintained full compliance with all regulations during the reporting year.*

[Fixed row]

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized
Water	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

☑ Use of renewable energy sources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

(3.6.1.8) Organization specific description

The cost of renewable electricity generation is currently lower than fossil fuel based energy generation and is forecast to continue to fall. In addition, with the rise of fossil fuel prices, we anticipate further increase in grid power cost. Active interventions in renewable energy will lead to essentially reduced cost of electricity for the company, thus reducing the indirect operating cost.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-high

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Transitioning to renewable electricity can really enhance our organization's financial position, performance, and cash flows over time. In the short term, there might be some initial investments that strain the balance sheets, but they can lead to reduced energy costs.Cost benefit was evaluated after understanding the landed price of power in case of renewable energy and the cost of grid electricity. • The cash flow of investments and savings was analyzed as part of business case. A hurdle rate was used to evaluate the NPV. In the medium and long term term, increasing costs of grid electricity will further boost cost savings from the long-term contracts.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

310000000

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

1830000000

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

2990000000

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

3980000000

(3.6.1.21) Anticipated financial effect figure in the long-term - minimum (currency)

3910000000

(3.6.1.22) Anticipated financial effect figure in the long-term – maximum (currency)

4940000000

(3.6.1.23) Explanation of financial effect figures

A cross-functional team was established to draft a roadmap for achieving RE100. The team analyzed power consumption patterns every 15 minutes over the past 1-2 years to determine the optimal mix of wind and solar energy. Various renewable energy procurement options were evaluated based on cost, regulatory frameworks, and technical feasibility. A state-specific policy analysis was conducted to identify opportunities and roadblocks. The team mapped out location-wise, year-wise interventions, considering different business model scenarios, including OPEX, CAPEX, and partial CAPEX. Cost-benefit analyses were performed by comparing the landed price of renewable energy to grid electricity costs. Additionally, the cash flows from investments and savings were scrutinized as part of the business case, using a hurdle rate to evaluate the net present value (NPV). The range of impact reflects the different scenarios assessed in the business case.

(3.6.1.24) Cost to realize opportunity

1400000000

(3.6.1.25) Explanation of cost calculation

The strategy is to maximize onsite solar (in Opex model) and offsite Wind (with capex). By 2030 a total intervention of about 350 MW of renewable power has been planned to meet the demand requirement of the company operations. Yearly actions have been identified and budget allocated for the project considering an SPV

model with part CAPEX contribution by Tata Motors and part contribution by the Power developer. Annual goal setting exercise of the stake holder is done keeping in view the planned interventions for that year.

(3.6.1.26) Strategy to realize opportunity

The strategy is to maximize onsite solar (in Opex model) and offsite Wind (with capex). By 2030 a total intervention of about 350 MW of renewable power has been planned to meet the demand requirement of the company operations. Yearly actions have been identified and budget allocated for the project. Annual goal setting exercise of the stake holder is done keeping in view the planned interventions for that year.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Use of recycling

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Cauvery River

☑ Krishna

☑ Narmada

☑ Other, please specify :Subarnarekha River Bhagirathi river basin

(3.6.1.8) Organization specific description

Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and ground water recharge structures within our manufacturing sites wherever feasible. Process water consumption is optimised by technological interventions and employee engagement through Kaizen events. These efforts reduce dependence on fresh water sources minimising the risk. We also take conscious efforts to replenish water through groundwater recharge structures in communities where we operate.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-low

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Transitioning to Water management through setting up of recycling plants, rain water harvesting and water efficient technologies leads to the lower sourcing or water withdrawal. This especially in water stressed areas improves financial position and cash flows due to higher water procurement cost compared to the reusable recycled water.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

254000000

(3.6.1.25) Explanation of cost calculation

The total investment in water recycling amounts to 25.40 crore, comprising 9.50 crore for upgrading the Effluent Treatment Plant (ETP), Sewage Treatment Plant (STP), and installing a Reverse Osmosis (RO) plant, and 15.90 crore for separating drinking water and process water lines.

(3.6.1.26) Strategy to realize opportunity

Our operations in India span across the states of Jharkhand, Uttar Pradesh, Uttarakhand, Gujarat, Maharashtra, and Karnataka. The management of treated effluents generated during plant operations and their disposal is outlined in the individual plant operating consent orders issued by the respective State Pollution Control Boards, which our plants diligently adhere to. Aligned with these consent orders/authorizations, certain plants have implemented comprehensive tertiary treatment, i.e. Reverse Osmosis systems to recycle treated effluents for process reuse, while others ensure Zero Liquid Discharge (ZLD) by repurposing treated effluents for secondary purposes such as toilet flushing and / or maintaining greenbelt development within the plant premises and adjacent green areas belonging to the plants. Moving forward, our approach will embrace a holistic perspective, encompassing all aspects of water sourcing and its efficient utilization. Our ongoing efforts are reducing freshwater usage by increasing treated effluent usage in our processes and for other sanitation purposes. Efforts are on to increase water augmentation through rainwater harvesting and recharge within the plant and outside premises, as Tata Motors strives towards achieving a 'Water Positive' status by the year 2030. [Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☑ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

1400000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ 1-10%

(3.6.2.4) Explanation of financial figures

The financial metric that is aligned to the substantive effect of the opportunities against climate change corresponds to overall CAPEX spending for all our facilities. The overall spending on CAPEX is around INR 64000 million. The CAPEX spending towards this opportunity is around INR 1400 million. The effect of the opportunity on the financial metric is due to the cost savings when using renewable electricity generation which is currently lower than fossil fuel based energy generation and is forecast to continue to fall. In addition, with the rise of fossil fuel prices, we anticipate further increase in grid power cost. Active interventions in renewable energy will lead to essentially reduced cost of electricity for the company, thus reducing the indirect operating cost.

Water

(3.6.2.1) Financial metric

Select from:

☑ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

254000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ Less than 1%

(3.6.2.4) Explanation of financial figures

The financial metric that is aligned to the substantive effect of the opportunities against climate change corresponds to overall CAPEX spending for all our facilities. The overall spending on CAPEX is around INR 64000 million. The CAPEX spending towards this opportunity is around INR INR 254 million million. The total investment in water recycling amounts to 25.40 crore, comprising 9.50 crore for upgrading the Effluent Treatment Plant (ETP), Sewage Treatment Plant (STP), and installing a Reverse Osmosis (RO) plant, and 15.90 crore for separating drinking water and process water lines.
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ Quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

To ensure that a transparent Board nomination process is in place, that encourages diversity of thought, experience, knowledge, perspective, age and gender, the Board has adopted a Diversity Policy, formulated by the NRC, wherein it is stated that the Board has an appropriate blend of functional and industry expertise.

(4.1.6) Attach the policy (optional)

Terms-of-Appointment-ID-1.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply
☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets
☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving corporate policies and/or commitments
☑ Monitoring the implementation of the business strategy
☑ Overseeing reporting, audit, and verification processes
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Monitoring compliance with corporate policies and/or commitments
☑ Overseeing and guiding the development of a climate transition plan
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
☑ Overseeing and guiding public policy engagement
☑ Overseeing and guiding public policy engagement
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures

(4.1.2.7) Please explain

Tata Motors has a robust governance mechanism for safety, health, environment and sustainability where reviews are undertaken at multiple levels. The Safety, Health and Sustainability (SHS) Committee of Board is an apex review body, which reviews performances quarterly. SHS Committee reviews the Company's

performance on SHS aspects, including Climate Change, Water, Biodiversity and other ESG topics. It oversees the implementation of relevant policies and strategies. The SHS Committee comprises of 2 Independent Director and Executive Director. The Chairperson of the SHS also attends the Annual General Meeting of the Company. The terms of reference of the Committee include the following: • to take a holistic approach to safety, health and sustainability matters in decision making; • to provide direction to Tata Motors Group in carrying out its safety, health and sustainability function; • to frame broad guidelines/policies with regard to safety, health and sustainability; • to oversee the implementation of these guidelines/policies; and • to review the safety, health and sustainability policies, processes and systems periodically and recommend measures for improvement from time to time. In line with the Tata Group Policy on Climate Change, Tata Motors has articulated its Climate Change Policy, signed by then CEO/MD which guides the organizational efforts towards mitigating and adapting to climate change. CSO heads the Sustainability Function. The role includes Sustainability Strategy, Roadmap design and Target setting and reporting on ESG topics including climate change, for all relevant functions at Tata Motors and reports to the executive committee of the company. The CSO also reports to the SHS committee of the Board mentioned above and report progress on a periodic basis. The SHS board is chaired by Independent directors and Executive director of CVBU. Meeting is led by CSO with participation of Business Unit heads, Operations heads and other leaders when required. The SHS Committee reviews Climate Change related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans. The climate change strategies, objectives and targets are aligned to minimize carbon emissions from the products, operations and value chain (Upstream and Downstream). Additionally board meetings and other board committees also oversee specific climate related issues on a need basis.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- ☑ Reviewing and guiding annual budgets
- ☑ Overseeing and guiding scenario analysis
- ☑ Overseeing the setting of corporate targets
- ☑ Monitoring progress towards corporate targets
- ☑ Approving corporate policies and/or commitments
- ☑ Monitoring the implementation of the business strategy
- ☑ Overseeing reporting, audit, and verification processes
- ☑ Overseeing and guiding the development of a business strategy
- ☑ Overseeing and guiding acquisitions, mergers, and divestitures
- ☑ Monitoring compliance with corporate policies and/or commitments
- ☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- ☑ Overseeing and guiding public policy engagement
- ☑ Overseeing and guiding public policy engagement
- ☑ Reviewing and guiding innovation/R&D priorities
- ☑ Approving and/or overseeing employee incentives
- ☑ Overseeing and guiding major capital expenditures

(4.1.2.7) Please explain

Tata Motors has a robust governance mechanism for safety, health, environment and sustainability where reviews are undertaken at multiple levels. The Safety, Health and Sustainability (SHS) Committee of Board is an apex review body, which reviews performances quarterly. SHS Committee reviews the Company's performance on SHS aspects, including Climate Change, Water, Biodiversity and other ESG topics. It oversees the implementation of relevant policies and strategies. The SHS Committee comprises of 2 Independent Director and Executive Director. The Chairperson of the SHS also attends the Annual General Meeting of the Company. The terms of reference of the Committee include the following: • to take a holistic approach to safety, health and sustainability matters in decision making; • to provide direction to Tata Motors Group in carrying out its safety, health and sustainability function; • to frame broad guidelines/policies with regard to safety, health and sustainability; • to oversee the implementation of these guidelines/policies; and • to review the safety, health and sustainability policies, processes and systems periodically and recommend measures for improvement from time to time. In line with the Tata Group Policy on Climate Change, Tata Motors has articulated its Climate Change Policy, signed by then CEO/MD which guides the organizational efforts towards mitigating and adapting to climate change. CSO heads the Sustainability Function. The role includes Sustainability Strategy, Roadmap design and Target setting and reporting on ESG topics including climate change, for all relevant functions at Tata Motors and reports to the executive committee of the company. The CSO also reports to the SHS committee of the Board mentioned above and report progress on a periodic basis. The SHS board is chaired by Independent directors and Executive director of CVBU. Meeting is led by CSO with participation of Business Unit heads, Operations heads and other leaders when required. The SHS Committee reviews water related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans. The water related strategies, objectives and targets are aligned to ensure water neutrality of all operations.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving corporate policies and/or commitments
☑ Overseeing and guiding public policy engagement
☑ Overseeing reporting, audit, and verification processes
☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Monitoring compliance with corporate policies and/or commitments
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
☑ Overseeing and guiding public policy engagement
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures
☑ Monitoring the implementation of the business strategy

(4.1.2.7) Please explain

Tata Motors has a robust governance mechanism for safety, health, environment and sustainability where reviews are undertaken at multiple levels. The Safety, Health and Sustainability (SHS) Committee of Board is an apex review body, which reviews performances quarterly. SHS Committee reviews the Company's performance on SHS aspects, including Climate Change, Water, Biodiversity and other ESG topics. It oversees the implementation of relevant policies and strategies. The SHS Committee comprises of 2 Independent Director and Executive Director. The Chairperson of the SHS also attends the Annual General Meeting of the Company. The terms of reference of the Committee include the following: • to take a holistic approach to safety, health and sustainability matters in decision making; • to provide direction to Tata Motors Group in carrying out its safety, health and sustainability function; • to frame broad guidelines/policies with regard to safety, health and sustainability; • to oversee the implementation of these guidelines/policies; and • to review the safety, health and sustainability policies, processes and systems periodically and recommend measures for improvement from time to time. In line with the Tata Group Policy on Climate Change, Tata Motors has articulated its Climate Change Policy, signed by then CEO/MD which guides the organizational efforts towards mitigating and adapting to climate change. CSO heads the Sustainability Function. The role includes Sustainability Strategy, Roadmap design and Target setting and reporting on ESG topics including climate change, for all relevant functions at Tata Motors and reports to the executive committee of the company. The CSO also reports to the SHS committee of the Board mentioned above and report progress on a periodic basis. The SHS board is chaired by Independent directors and Executive director of CVBU. Meeting is led by CSO with participation of Business Unit heads, Operations heads and other leaders when required. The SHS Committee reviews biodiversity related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans against the biodiversity commitments made by the company.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Integrating knowledge of environmental issues into board nominating process

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

☑ Executive-level experience in a role focused on environmental issues

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Integrating knowledge of environmental issues into board nominating process

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

☑ Executive-level experience in a role focused on environmental issues

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Executive Committee (Body of CXOs)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions
☑ Managing public policy engagement related to environmental issues
☑ Managing supplier compliance with environmental requirements
☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan
☑ Implementing a climate transition plan
☑ Conducting environmental scenario analysis
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The responsibilities of Executive Committee for climate related issues include reviewing and guiding strategy, risk management policies, annual budgets, business plans, performance targets. It also includes monitoring and overseeing progress against goals and targets on climate change, water and biodiversity. The Safety, Health and Sustainability Committee comprising of 2 Independent Directors and the Executive Director reviews Climate Change, Water and Biodiversity related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans. The climate change strategies, objectives and targets are aligned to minimize carbon emissions from the products, operations and value chain (Upstream and Downstream). The Executive Committee periodically reviews and monitors progress of targets, public commitments and strategies related to climate, circularity and Biodiversity and other ESG topics. The Executive Committee also identifies in consultation with the CSO, opportunities that Sustainability presents including ensuring targets for value chain partners (supply chain, channel partners, etc.) are met.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify **:**Executive Committee (Body of CXOs)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues
☑ Managing supplier compliance with environmental requirements
☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning

☑ Conducting environmental scenario analysis
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The responsibilities of Executive Committee for climate related issues include reviewing and guiding strategy, risk management policies, annual budgets, business plans, performance targets. It also includes monitoring and overseeing progress against goals and targets on climate change, water and biodiversity. The Safety, Health and Sustainability Committee comprising of 2 Independent Directors and the Executive Director reviews Climate Change, Water and Biodiversity related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans. The climate change strategies, objectives and targets are aligned to minimize carbon emissions from the products, operations and value chain (Upstream and Downstream). The Executive Committee periodically reviews and monitors progress of targets, public commitments and strategies related to climate, circularity and Biodiversity and other ESG topics. The Executive Committee also identifies in consultation with the CSO, opportunities that Sustainability presents including ensuring targets for value chain partners (supply chain, channel partners, etc.) are met.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify **:**Executive Committee (Body of CXOs)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning

☑ Conducting environmental scenario analysis
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Sustainability Officer (CSO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The responsibilities of Executive Committee for climate related issues include reviewing and guiding strategy, risk management policies, annual budgets, business plans, performance targets. It also includes monitoring and overseeing progress against goals and targets on climate change, water and biodiversity. The Safety, Health and Sustainability Committee comprising of 2 Independent Directors and the Executive Director reviews Climate Change, Water and Biodiversity related risks, targets, initiatives and performance on a quarterly basis. During these quarterly meetings, the Committee reviews the policy, strategy, initiatives and action plans. The climate change strategies, objectives and targets are aligned to minimize carbon emissions from the products, operations and value chain (Upstream and Downstream). The Executive Committee periodically reviews and monitors progress of targets, public commitments and strategies related to climate, circularity and Biodiversity and other ESG topics. The Executive Committee also identifies in consultation with the CSO, opportunities that Sustainability presents including ensuring targets for value chain partners (supply chain, channel partners, etc.) are met.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:
☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

3

(4.5.3) Please explain

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions and performance on water related metrices. Performance against annual targets determines the annual compensation of every employee including the C-suite or the Executive Committee. The goals of the company are cascaded into the goal sheets of the CSO and is reviewed monthly with the leadership.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

0.5

(4.5.3) Please explain

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions and performance on water related metrices. Performance against annual targets determines the annual compensation of every employee including the C-suite or the Executive Committee. The goals of the company are cascaded into the goal sheets of the CSO and is reviewed monthly with the leadership.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Sustainability Officer (CSO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Organization performance against an environmental sustainability index

Emission reduction

☑ Reduction in emissions intensity

Engagement

☑ Implementation of employee awareness campaign or training program on environmental issues

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions, the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. The goals of the company are cascaded into the goal sheets of the CSO and is reviewed monthly with the leadership.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans. The CSO's compensation is directly linked to the achievement of goals agreed annually.

Water

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Sustainability Officer (CSO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Organization performance against an environmental sustainability index

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions, the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. The goals of the company are cascaded into the goal sheets of the CSO and is reviewed monthly with the leadership.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans. The CSO's compensation is directly linked to the achievement of goals agreed annually.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Strategy and financial planning

☑ Board approval of climate transition plan

☑ Increased proportion of revenue from low environmental impact products or services

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions as one of the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Environment/Sustainability manager

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Organization performance against an environmental sustainability index

Emission reduction

☑ Reduction in emissions intensity

Engagement

☑ Implementation of employee awareness campaign or training program on environmental issues

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions as one of the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. Every Sustainability manager has his/her compensation linked to his goals, reviewed periodically for progress.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Energy manager

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

Resource use and efficiency

☑ Energy efficiency improvement

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions as one of the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. Every Energy manager has his/her compensation linked to his goals, reviewed periodically for progress

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans.

Water

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions as one of the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. Every Energy manager has his/her compensation linked to his goals, reviewed periodically for progress

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans.

Water

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Environment/Sustainability manager

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Salary increase

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Resource use and efficiency

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

We have a Balanced Score Card approach at the Corporate level (ExCom) which is cascaded across the organization structure to monitor performance on key business KPIs. Sustainability is one of the key business KPI in the Balanced Score Card, and includes GHG emissions as one of the metrices. Performance against annual targets determines the annual compensation of every employee including the Executive Committee. Every Energy manager has his/her compensation linked to his goals, reviewed periodically for progress

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Performance against targets determines the annual compensation of every employee thereby incentivizing and motivating proactive contributions to the implementation of Company's climate commitments and transition plans.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Climate change
☑ Water

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(4.6.1.4) Explain the coverage

We have Tata Motors Environment Policy for Our Own Operations and for Suppliers we have a Supplier Code of Conduct.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

environment-policy-TML.pdf

[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ RE100

☑ Science-Based Targets for Nature (SBTN)

☑ UN Global Compact

(4.10.3) Describe your organization's role within each framework or initiative

1. We are a signatory to RE100 and have committed to source 100% renewable power by 2030. (Commitment attached, URLhttps://www.there100.org/re100-members) 2. We are a participant to the United Nations Global Compact (UNGC).
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged directly with policy makers

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Kunming-Montreal Global Biodiversity Framework

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

(4.11.4) Attach commitment or position statement

tata-motor-IAR-2023-24.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ No

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

By 2045, we commit to achieving net zero emissions, with specific net zero targets set for our passenger and commercial vehicle businesses by 2040 and 2045, respectively. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030. Tata Motors has joined the corporate engagement programme for Science-based Targets for Nature. This initiative seeks to reshape economic systems to safeguard our collective environmental heritage – our air, water, land, biodiversity, and oceans. Tata Motors has taken a strategic decision to enlist the Biodiverse habitats in its premises and around each of its campuses under the OECM framework o demonstrate stewardship in biodiversity and ecosystem management. This government-backed initiative allows private actors to contribute to biodiversity conservation, aligning with government and UNDP-backed national and international commitments. [Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Tata Motors collaborates with the government to influence positive policy on environmental issues through stakeholder consultations and industry associations like SIAM. Key policy working groups we engage with include: 1. Niti Aayog's Net-Zero Inter-Ministerial Working Group for the Transport Sector 2. CAFÉ III & IV 3. MNRE's Hydrogen Pilot Trail 4. BS VII Emissions

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☑ Climate transition plans

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ India

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Regular meetings

☑ Participation in working groups organized by policy makers

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Tata Motors intends to guide and shape National policies proactively such that they complement its own ambitious targets across Net Zero, Circular Economy and Nature and Biodiversity.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

☑ Another global environmental treaty or policy goal, please specify **:**United Nations Sustainable Development Goals

[Add row]

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☑ GRI

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Water accounting figures

☑ Risks & Opportunities

☑ Value chain engagement

(4.12.1.6) Page/section reference

Page 72 - Governance of Risk Management committee Page 73 - Risks and Opportunities Page 128 - AIKYAM Page 65 - Emissions Page 91 - Water management

(4.12.1.7) Attach the relevant publication

TML_Assurance-Report_Limited.pdf

(4.12.1.8) Comment

Tata Motors Limited's 79th Integrated Annual Report for FY24 covers our financial and non-financial performance, and provides an insight into our business model, strategy, risks, opportunities, performance, and achievements in the period under review.
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:

☑ Not defined

Water

(5.1.1) Use of scenario analysis

Select from:

☑ No, but we plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(5.1.4) Explain why your organization has not used scenario analysis

We are working on it and planning to implement it in upcoming years.
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA B2DS

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Liability

☑ Reputation

☑ Technology

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6ºC - 1.9ºC

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

(5.1.1.9) Driving forces in scenario

Finance and insurance

☑ Cost of capital

☑ Sensitivity of capital (to nature impacts and dependencies)

Regulators, legal and policy regimes

☑ Methodologies and expectations for science-based targets

☑ Other regulators, legal and policy regimes driving forces, please specify

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Our organisation is committed to setting Science Based Targets for emission reduction. Science based Targets incorporate, amongst others, B2DS Scenarios outlined in IEA's ETP 2017 analysis report. The below sections briefly touch upon the i) Parameters ii) Assumptions built into these scenario& iii) Analytical Choices i) Parameters: Key Parameters in the ETP 2017- Mobility Model for the IEA B2DS scenario include Gross Domestic Product (GDP), population growth, vehicle technology characteristics affecting costs and fuel economies, fuel costs, etc. ii) Assumptions: GDP will more than triple between 2017 and 2060, Continuous increase in Global Energy Demand is translated into higher prices for Energy and Fuels. iii) Analytical Choices: Industry forecasts for Demand Growth up to 2050, World Energy Outlook report by IEA, Regulations forecast, India's NDC targets and Pledges, India's Central Energy Agency's forecast for Grid Emission Factors and Industry knowledge on technology maturity and cost competitiveness and our own ambition of market share.

(5.1.1.11) Rationale for choice of scenario

This scenario analysis has helped us sign up to a decarbonization pathway resulting in interventions for our products strategy and plan, selection of technologies, setting up teams and cascading targets through a systematic Balanced Scorecard approach that connects the compensation of employees to achievement of climate targets.
[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Our organisation is committed to setting Science Based Targets for emission reduction. Science based Targets incorporate, amongst others, B2DS Scenarios outlined in IEA's ETP 2017 analysis report. 1. The results of the scenario analysis for B2DS Scenario expects us to reduce the Scope 12 emission intensity by 79% by 2037 and reduce Scope 3 Category 11 emission intensity by 51% by 2037 against a 2022 baseline. 2. The results of the scenario analysis for 1.5 degree Scenario expects us to reduce the absolute Scope 12 emissions by 45% by 2032 and reduce Scope 3 Category 11 emission intensity by 51% by 2032 against a 2022 baseline. This scenario analysis has helped us sign up to a decarbonization pathway resulting in interventions for our products strategy and plan, selection of technologies, setting up teams and cascading targets through a systematic Balanced Scorecard approach that connects the compensation of employees to achievement of climate targets.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☑ No, but we are developing a climate transition plan within the next two years

(5.2.15) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☑ Other, please specify **:**We have plans to develop a 1.5°C aligned transition plan after release of SBTi guidance for Auto OEMs.

(5.2.16) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

Our organization is committed to SBTi V4.2 for Scope 1, 2 & 3. We have plans to develop a 1.5C aligned transition plan after release of SBTi guidance for Auto OEMs.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate related risks and opportunities influence the choice of Products that we develop and introduce into the market leading to prioritized efforts towards green mobility and are currently the front runners in the Indian Automotive industry. Tata Motors is spearheading the transition to sustainable, connected and safer mobility. We have committed to a comprehensive decarbonization strategy based on Science Based Targets (SBTi). To accomplish this, a robust product strategy has been adopted for transitioning to a greener portfolio. In CV Deliveries of ACE EVs, and e-buses intended for CESL tender have commenced. Consolidating our leadership position in the Indian Passenger Car EV market and to support our EV growth journey, we strengthened our collaboration with Tata Power and scaled-up public charging infra by 1.9X, to 3800 chargers in priority geographies across the country. In addition, over 900 common charging points were installed in residential complexes across 5 metro cities and home charging expanded to 170 cities to enhance customer convenience and experience. At Tata Motors, transition to sustainable mobility extends beyond green fuel options to developing charging infrastructure, fuel cell technology and material substitution. The Company continues to explore every new technology that can decarbonise mobility and promote circularity with the goal of achieving Net Zero emissions by 2040 and 2045 for our Passenger and Commercial vehicles business respectively.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Value Chain: Through Sustainable Supply Chain Initiative and Dealers Sustainability Initiative, suppliers and dealers are encouraged to improve energy efficiency, reduce carbon emissions, target water neutrality and promote renewable energy at varied levels of the supply chain. The Company in collaboration with its suppliers endeavor for capacity building, sensitizing and reducing carbon emissions. and ensuring water neutrality in operations.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Being committed to holistic sustainability & net zero carbon emission goals, Tata Motors set the direction for the Automotive industry by showcasing 14 vehicle demonstrators & powertrain at the Auto Expo 2023. All of these concept vehicles/technology demonstrators were dedicated towards pathways of emission reduction, New & alternative energy along with cutting edge solutions for Connectivity, Safety, Comfort & Convenience. Advanced design engineering, further reduction in vehicle out emissions, efficiency improvements CNG/ LNG based powertrains, battery electric vehicles, Hydrogen based fuel cell propulsion systems and Internal Combustion engine technologies are an indicator to TML accelerating the adoption of sustainable mobility. Tata Motors is redefining the ecosystem partnership model in the clean mobility space through shared portfolio of efforts (towards net zero), de-carbonization expertise and advocacy, and an active projects pipeline. Some of the key areas where features were added aiming to improve fuel economy, to lower cost of ownership and the footprint of conventional powertrains are - extension of BS6 automotive technology to engines used in industrial and genset applications, proprietary engine oil formulation to double oil change intervals and fuel economy by 1-3%, improved diagnostics of powertrain components through connected vehicle platform technology. Some of the forward-looking R&D programs that the Company is concentrating on are • Electrification of vehicle sub - systems/auxiliaries for electric buses. • Development of advanced electric power train architecture suitable for SCV segment. • Ways and means to recover waste heat from existent systems & and harness solar energy • 5G connectivity & its applications for

infotainment, vehicular communication & other areas • Alternative, light weight materials for Commercial vehicle applications • New Technology initiatives such as - Hydrogen IC engine. Flex fuel engine. Design & development for other emerging fuels such as blends of Methanol, LNG, synthetic fuel. • Light-weighting and improved strength of components by use of advanced materials for oil sump, connecting rod, crankshaft and catalyst substrate. Fuel economy improvement through liner coating and other measures. • Dynamic spark advance in gasoline engine.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Our Operations are guided by Net Zero target for the long term and RE100 and Science Based targets in the short to medium term. Towards this all manufacturing plants have focused strategy to work on energy conservation, maximizing use of renewable energy thereby reducing carbon emissions. Having pledged to source 100% Renewable Electricity by 2030, we are well on track to beat the deadline, helping us not only with significant reductions in our emissions but by its very nature also helping us reduce our expenses. Our approach includes investment in captive wind power as well as power purchase agreements with renewable energy producers and in-house generation through rooftop solar power to increase the percentage of renewable energy utilised. Beyond GHG emissions, from a resource sustainability perspective, dedicated work streams have been actioned to establish the Circularity Framework with experts across Design and Development beyond merely material circularity and exploring pillars like Utilization, Lifetime improvement and Energy. This work stream is being extended to all parts of the organisation to ensure a holistic integrated approach to the Circular Economy principles. Towards Circularity we already have strong foundations in our operations around responsible use of fresh water and aiming for water positivity and disposal of waste aiming for Zero Waste to Landfill. Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Revenues

☑ Direct costs

☑ Indirect costs

☑ Capital expenditures

(5.3.2.2) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

☑ Water

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Revenue from Passenger Cars - Electric vehicles increased to 10355 crores in FY2024. Tata Motors has been the front runner in the EV segment in India. Tata Motors is presently a market leader in the electric vehicle segment and has a market share of 74 per cent. During FY24, we strengthened our position in the EV segment, driven by new product launches, strong acceptance and positive word-of mouth from existing customers, offering exciting fleet mobility solutions, strengthening sales and service network, delivering comprehensive home and public charging solutions and enhancing supplies expeditiously. • Cell development and local manufacturing • Technical partner for evaluating establishment of Lithium-ion cell manufacturing plan • Operation for pilot plant for Li-ion battery recycling Our EV sales continued to witness a rapid growth in demand where we sold 71,340 units of EVs in FY 23-24 a growth of 42% vs FY23. The Punch EV launched in FY 23-24 has accelerated the EV adoption by making it accessible to masses. We also unveiled products across the Gen 2 and Gen 3 architecture with the Harrier EV,

Sierra EV, Avinya, which will make EVs more aspirational. We have also announced our plans to have 10 new battery electric vehicles (BEVs) in our domestic product portfolio by 2025. Direct Indirect Costs: In FY 2023-24, the Company generated / sourced 211.45 million kWh of renewable electricity for its manufacturing operations which is 40% of the total power consumption. This contributed to avoidance of 1,51,398 tCO2e and financial savings. ENCON Projects led to a cumulative reduction of 69.28 Lakh kWh of electricity and 31,547 GJ of fuel, which amounted to a reduction of 6802 tCO2 of greenhouse gas emissions. Capital Expenditure: In FY24 the company has invested INR 6345 crores as CAPEX in fuel efficiency and Electrification technologies. In FY 2023-24, the Company has invested INR 24.56 crore in various energy conservation projects.. Access to Capital: In October 2021, we announced a partnership with TPG Rise Climate, whereby, TPG Rise Climate along with co-investors have committed to investing 7,500 crores in compulsory convertible instruments to acquire an equity interest of between 11% to 15% in Tata Passenger Electric Mobility Ltd ("TPEM"), incorporated as a wholly owned subsidiary of TML.
[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
	Select from: ☑ No, but we plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
	Select from:	*In FY 2024, INR 10480 Million was invested in the Research & Development of low carbon products for Light duty vehicles.*

	Investment in low-carbon R&D	Comment
	☑ Yes	

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Light Duty Vehicles (LDV)

(5.5.8.2) Technology area

Select from:

☑ Battery electric vehicle

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

28.8

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

0

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

54

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Our R&D investments are into development of new technologies and new products for the Indian EV passenger car market where we expect to keep increasing our R&D investments as a share of total investments in the passenger car R&D over the next 5 years. The estimated figure of 54% is based on our plans to increase our share of EVs in our passenger car portfolio to 30% in the next 5 years from the current 15%
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

100

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

400

(5.9.3) Water-related OPEX (+/- % change)

0

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

0

(5.9.5) Please explain

Tata Motors has invested 25.4 Crores in Our recent investments in water recycling highlight our commitment to sustainability and efficient resource management. We have allocated 9.50 crore for the upgradation of our Effluent Treatment Plant (ETP) and Sewage Treatment Plant (STP), along with the installation of a Reverse Osmosis (RO) plant. Additionally, 15.90 crore has been invested in the separation of drinking and process water lines. This approach not only enhances our operational efficiency but also contributes to our environmental goals. We anticipate an expenditure of upwards of 100 crores INR on interventions to reach water neutrality at all of our plants aimed towards setting up of recycling plants and water recharge structures.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

(5.10.1) Use of internal pricing of environmental externalities

Select from:

☑ No, but we plan to in the next two years

(5.10.3) Primary reason for not pricing environmental externalities

Select from:

☑ No standardized procedure

(5.10.4) Explain why your organization does not price environmental externalities

Currently we are in the process of defining the Carbon price and deployment methodology (Shadow vs Carbon fee). We have identified the purpose of using ICP and have defined the applicable scopes.
[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

	Assessment of supplier dependencies and/or impacts on the environment
Climate change	*Select from:*

	Assessment of supplier dependencies and/or impacts on the environment
	☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years
Water	*Select from:* ☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years
Plastics	*Select from:* ☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Material sourcing

☑ Procurement spend

☑ Regulatory compliance

☑ Strategic status of suppliers

☑ Supplier performance improvement

☑ Product safety and compliance

(5.11.2.4) Please explain

According to our Environmental Procurement policy we evaluate the environmental performance of vendors, contractors, and service providers alongside quality and cost, prioritize those with green credentials and products. Engage them in enhancing their environmental practices by implementing an Environmental Management System (EMS).

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Material sourcing

☑ Procurement spend

☑ Regulatory compliance

☑ Strategic status of suppliers

☑ Product safety and compliance

☑ Supplier performance improvement

(5.11.2.4) Please explain

According to our Environmental Procurement policy we evaluate the environmental performance of vendors, contractors, and service providers alongside quality and cost, prioritize those with green credentials and products. Engage them in enhancing their environmental practices by implementing an Environmental Management System (EMS).

Plastics

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ No, we do not prioritize which suppliers to engage with on this environmental issue

(5.11.2.3) Primary reason for no supplier prioritization on this environmental issue

Select from:

☑ No standardized procedure

(5.11.2.4) Please explain

Currently we are working on developing a framework to evaluate our suppliers in this criteria
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
Climate change	*Select from:* ☑ No, but we plan to introduce environmental requirements related to this environmental issue within the next two years	*Select from:* ☑ No, we do not have a policy in place for addressing non-compliance	*We have our own Supplier Assessment Questionnaire in development*
Water	*Select from:* ☑ No, but we plan to introduce environmental requirements related to this environmental issue within the next two years	*Select from:* ☑ No, we do not have a policy in place for addressing non-compliance	*We have our own Procurement policy and Supplier code of conduct in development*

[Fixed row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to make credible renewable energy usage claims

☑ Provide training, support and best practices on how to measure GHG emissions

☑ Provide training, support and best practices on how to mitigate environmental impact

☑ Support suppliers to develop public time-bound action plans with clear milestones

☑ Support suppliers to set their own environmental commitments across their operations

Financial incentives

☑ Feature environmental performance in supplier awards scheme

Information collection

☑ Collect GHG emissions data at least annually from suppliers

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 51-75%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Tata Motors is committed to a significant shift, aiming to position itself as a frontrunner in Sustainable Mobility. Recognizing the pivotal role of the supply chain in this transition, TML launched the 'Sustainable Supply Chain Initiative' back in 2017 and a collaborative platform called 'AIKYAM' in 2023. Within this endeavor, we've established a comprehensive framework comprising a Supplier Code of Conduct, an Environmental Procurement Policy, and Sustainability Guidelines for Suppliers. These guidelines encompass critical aspects such as governance, legal compliance, management system certification, transparency and reporting, occupational health and safety, labor rights, and human rights. Our objective in setting these standards is to nurture responsible practices among our suppliers and partners alike. In tandem with these foundational guidelines, we've instituted robust oversight mechanisms to ensure the effective execution of our supplier ESG program. Oversight responsibility is clearly defined, with the highest decision-making body, the Executive Committee Members, along with the Chief Purchasing Officer, tasked with monitoring and guiding this pivotal aspect of our sustainability journey. Moreover, our procurement practices undergo continuous review to maintain alignment with the Supplier Code of Conduct and prevent any potential conflicts with our ESG requirements. This ongoing scrutiny ensures that every aspect of our procurement process resonates with our sustainability objectives. In addition to these efforts, we actively evaluate our suppliers against minimum ESG requirements. Through rigorous assessments, we gauge their adherence to sustainability standards, thereby gaining valuable insights into their environmental and social performance. Recognizing the indispensable role of internal stakeholders, comprehensive training is imparted to our company's buyers and relevant personnel. We pursued this initiative downstream in 2019, wherein the Dealer Code of Conduct and the Dealer Sustainability Guidelines were developed to guide dealerships to improve their sustainability practices, along with assessments of their ESG performance through assessment questionnaires. In FY 2023-24, we conducted assessments for 836 supply chain partners and franchise outlets across Commerical Vehicle, Passenger Vehicle and Electric Vehicle business.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to mitigate environmental impact

☑ Support suppliers to develop public time-bound action plans with clear milestones

☑ Support suppliers to set their own environmental commitments across their operations

Financial incentives

☑ Feature environmental performance in supplier awards scheme

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 51-75%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 51-75%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Tata Motors is committed to a significant shift, aiming to position itself as a frontrunner in Sustainable Mobility. Recognizing the pivotal role of the supply chain in this transition, TML launched the 'Sustainable Supply Chain Initiative' back in 2017 and a collaborative platform called 'AIKYAM' in 2023. Within this endeavor, we've established a comprehensive framework comprising a Supplier Code of Conduct, an Environmental Procurement Policy, and Sustainability Guidelines for Suppliers. These guidelines encompass critical aspects such as governance, legal compliance, management system certification, transparency and reporting, occupational

health and safety, labor rights, and human rights. Our objective in setting these standards is to nurture responsible practices among our suppliers and partners alike. In tandem with these foundational guidelines, we've instituted robust oversight mechanisms to ensure the effective execution of our supplier ESG program. Oversight responsibility is clearly defined, with the highest decision-making body, the Executive Committee Members, along with the Chief Purchasing Officer, tasked with monitoring and guiding this pivotal aspect of our sustainability journey. Moreover, our procurement practices undergo continuous review to maintain alignment with the Supplier Code of Conduct and prevent any potential conflicts with our ESG requirements. This ongoing scrutiny ensures that every aspect of our procurement process resonates with our sustainability objectives. In addition to these efforts, we actively evaluate our suppliers against minimum ESG requirements. Through rigorous assessments, we gauge their adherence to sustainability standards, thereby gaining valuable insights into their environmental and social performance. Recognizing the indispensable role of internal stakeholders, comprehensive training is imparted to our company's buyers and relevant personnel. We pursued this initiative downstream in 2019, wherein the Dealer Code of Conduct and the Dealer Sustainability Guidelines were developed to guide dealerships to improve their sustainability practices, along with assessments of their ESG performance through assessment questionnaires. In FY 2023-24, we conducted assessments for 836 supply chain partners and franchise outlets across Commerical Vehicle, Passenger Vehicle and Electric Vehicle business.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Plastics

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ No other supplier engagement

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Less than 1%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

With a financial stake in our organization, they are essential in fostering its growth.

(5.11.9.6) Effect of engagement and measures of success

Tata Motors is focused on becoming future-ready by creating a sustainable growth model that delivers substantial and consistent returns for our shareholders, while also striving for net zero emissions. As part of our sustainability initiatives and in alignment with the "Aalingana" project, we are dedicated to achieving Net Zero by 2040 for PV and 2045 for CV Business.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

With a financial stake in our organization, they are essential in fostering its growth.

(5.11.9.6) Effect of engagement and measures of success

Tata Motors recognizes the importance of water as a shared and limited resource. In line with the "Aalingana" project, we are committed to achieving water neutrality by 2030 as part of our sustainability efforts.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify **:**Dealer partners

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

☑ Other education/information sharing, please specify **:**We have conducted both virtual and onsite training programs focusing on sustainability awareness. These programs covered topics such as Sustainability & ESG, Net Zero, Water Management, Waste Management, Human Rights, Diversity & Inclusion etc..,.

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 51-75%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Less than 1%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Dealerships play a vital role in our Downstream supply chain and associated emissions.

(5.11.9.6) Effect of engagement and measures of success

Tata Motors is focused on becoming future-ready by creating a sustainable growth model that delivers substantial and consistent returns for our shareholders, while also striving for net zero emissions. As part of our sustainability initiatives and in alignment with the "Aalingana" project, we are dedicated to achieving Net Zero by 2040 for PV and 2045 for CV Business. We pursued a sustainable initiative downstream in 2019, wherein the Dealer Code of Conduct and the Dealer Sustainability Guidelines were developed to guide dealerships to improve their sustainability practices, along with assessments of their ESG performance through assessment questionnaires.

[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

According to GHG protocol we Follow the Operation control approach for accounting emissions, we follow the same for the other environmental parameters. ensuring that all operations directly controlled by the company are accounted for. By using operational control, the company reports on the Environment performance of all operations where it has the authority to introduce and implement policies. Many ESG frameworks, such as the Global Reporting Initiative (GRI) and Greenhouse Gas Protocol, recognize operational control as an accepted approach for reporting.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We Follow the Operation control approach for accounting emissions, we follow the same for the other environmental parameters. ensuring that all operations directly controlled by the company are accounted for. By using operational control, the company reports on the Environment performance of all operations where it has the authority to introduce and implement policies. Many ESG frameworks, such as the Global Reporting Initiative (GRI) and Greenhouse Gas Protocol, recognize operational control as an accepted approach for reporting.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We Follow the Operation control approach for accounting emissions, we follow the same for the other environmental parameters. ensuring that all operations directly controlled by the company are accounted for. By using operational control, the company reports on the Environment performance of all operations where it has the authority to introduce and implement policies. Many ESG frameworks, such as the Global Reporting Initiative (GRI) and Greenhouse Gas Protocol, recognize operational control as an accepted approach for reporting.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We Follow the Operation control approach for accounting emissions, we follow the same for the other environmental parameters. ensuring that all operations directly controlled by the company are accounted for. By using operational control, the company reports on the Environment performance of all operations where it has the authority to introduce and implement policies. Many ESG frameworks, such as the Global Reporting Initiative (GRI) and Greenhouse Gas Protocol, recognize operational control as an accepted approach for reporting.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

☑ Yes, a change in methodology

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

There has been a change in the methodology of accounting Scope 3 Category 1: Emissions from all purchased goods and services from a supplier-specific method to a spend-based method. The reporting for the base year has also been restated accordingly. The methodology for FY 2024 has been updated to include the use phase emissions of commercial vehicles under Scope 3 Category 11, which had previously only accounted for emissions from passenger vehicles. This change is driven by the recent availability of certified tailpipe emission values for commercial vehicles, which were not available in earlier years. The reporting for the base year has also been restated accordingly. The methodology for calculating use-phase emissions has been modified compared to last year to include Well-to-tank factor and a real world performance deterioration of 15%.

[Fixed row]

(7.1.3) Have your organization’s base year emissions and past years’ emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

☑ Yes

(7.1.3.2) Scope(s) recalculated

Select all that apply

☑ Scope 3

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

There has been a change in the methodology of accounting Scope 3 Category 1: Emissions from purchased goods and services from a supplier-specific method to a spend-based method. Accordingly the emission values for the base year FY 2022 has been updated. The methodology for FY 2024 has been updated to include the use phase emissions of commercial vehicles under Scope 3 Category 11, which had previously only accounted for emissions from passenger vehicles. This change is driven by the recent availability of certified tailpipe emission values for commercial vehicles, which were not available in earlier years. Accordingly the emission values for the base year FY 2022 has been updated. The methodology for calculating use-phase emissions has been modified compared to last year to include Well-to-tank factor and a real world performance deterioration of 15%.

(7.1.3.4) Past years’ recalculation

Select from:

☑ Yes

[Fixed row]

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☑ We are reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☑ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

In FY2024, we have consumed 314,610 MWh from grid, for which we have used location-based emission factor of 0.716 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 2,25,252 tCO2e. We also consumed 211,450 MWh of Renewable Energy (37,744 MWh through Solar PPA; 28,847 MWh through Wind PPA; 52,141 MWh through Onsite Solar PV; 24,806 MWh through Captive wind farms, 1,917 MWh through purchase of green energy from DISCOM and 65,000 through purchase of I-REC). Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0.
[Fixed row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

03/30/2022

(7.5.2) Base year emissions (metric tons CO2e)

54793

(7.5.3) Methodological details

Based on direct operations.

Scope 2 (location-based)

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

281098.0

(7.5.3) Methodological details

In FY2022, we have consumed 395,356 MWh from grid, for which we have used the revised location-based emission factor of 0.711 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 281,098 tCO2e. We also consumed 79,964 MWh of Renewable Energy (7,607 MWh through Solar PPA; 23,100 MWh through Wind PPA; 27,468 MWh through Onsite Solar PV; 21,281 MWh through Captive wind farms and 508 MWh through purchase of green energy from Exchange & DISCOM). Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0.

Scope 2 (market-based)

(7.5.1) Base year end

03/30/2022

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

2327228

(7.5.3) Methodological details

There has been a change in the methodology of accounting Scope 3 Category 1: Emissions from purchased goods and services from a supplier-specific method to a spend-based method. Accordingly the emission values for the base year FY 2022 has been updated. The Spend Based Method was used for the inventorization process, relying on the Parts on Goods Receipt (PoGR) report to compute Category 1 emissions. This report lists all in-warded parts, both direct and indirect, along with their monetary value in rupees. Emission factors were sourced from the US Environmentally-Extended Input-Output (USEEIO) Models, and individual parts were categorized into 20 broad categories, which were then mapped to relevant USEEIO categories for emission factor allocation. Emissions from all categories were summed to calculate the total emissions at Tata Motors' level, with the weighted average emission factor applied to unallocated items.

Scope 3 category 2: Capital goods

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

86438

(7.5.3) Methodological details

This category includes upstream emission associated with (1) Purchased fuels (used in TML India operations) and (2) Transmission & Distribution losses associated with purchased electricity (used in TML India operations).

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

21441

(7.5.3) Methodological details

Based on engagement with suppliers.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

2580

(7.5.3) Methodological details

Includes emissions from composting of biodegradable waste, incineration & landfill of hazardous waste.

Scope 3 category 6: Business travel

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

2124

(7.5.3) Methodological details

This category includes emissions from the transportation of employees for business related activities in vehicles owned or operated by third parties, that is aircraft, trains, buses, and passenger cars.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

13711

(7.5.3) Methodological details

This category includes emissions associated with employee commute by company facilitated bus transport for TML India operations

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

1051

(7.5.3) Methodological details

This category includes emissions associated with Area Offices (AO)/ Regional Offices (RO) of TML India Operations, which are operating out of leased properties.

Scope 3 category 9: Downstream transportation and distribution

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3 category 10: Processing of sold products

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

141215188

(7.5.3) Methodological details

This category includes direct use phase emissions from passenger vehicles and commercial vehicles. This has been restated from previous year reporting due to the inclusion of use phase emissions of commercial vehicles. The methodology for FY 2024 has been updated to include the use phase emissions of commercial vehicles under Scope 3 Category 11, which had previously only accounted for emissions from passenger vehicles. This change is driven by the recent availability of certified tailpipe emission values for commercial vehicles.

Scope 3 category 12: End of life treatment of sold products

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3 category 13: Downstream leased assets

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3 category 14: Franchises

(7.5.1) Base year end

03/31/2022

(7.5.2) Base year emissions (metric tons CO2e)

7253.0

(7.5.3) Methodological details

This category includes emissions from our Channel Partners covered under FY2024 Channel Partner Assessment. Channel Partners include Dealers & Authorized Service Stations located in India.

Scope 3 category 15: Investments

(7.5.3) Methodological details

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Scope 3: Other (upstream)

(7.5.3) Methodological details

Tata Motors is tracking emissions from following relevant upstream activities: (1) Purchased Goods and Services; (2) Fuel and Energy Related Activities; (3) Upstream Transportation and Distribution; (4) Waste Generated in Operations; (5) Business Travel (6) Employee Commuting (7) Upstream Leased Assets. Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard any other upstream emissions to be of significance because of these 2 criteria and hence is considered irrelevant.

Scope 3: Other (downstream)

(7.5.3) Methodological details

Tata Motors is tracking emissions from following relevant downstream activities: (1) Use of Sold Products; (2) Franchises. Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard any other downstream emissions to be of significance because of these 2 criteria and hence is considered irrelevant.
[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

	Gross global Scope 1 emissions (metric tons CO2e)	End date	Methodological details
Reporting year	*63306*	*Date input [must be between [10/01/2015 - 10/01/2023]*	*Emissions on account of fuel combustion within reporting boundary*
Past year 1	*63728*	*03/30/2023*	*Emissions on account of fuel combustion within reporting boundary*
Past year 2	*54793*	*03/30/2022*	*Emissions on account of fuel combustion within reporting boundary*
Past year 3	*41882*	*03/30/2021*	*Emissions on account of fuel combustion within reporting boundary*

[Fixed row]

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

225252

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

0

(7.7.4) Methodological details

In FY2024, we have consumed 314,610 MWh from grid, for which we have used location-based emission factor of 0.716 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 2,25,252 tCO2e. We also consumed 211,450 MWh of Renewable Energy (37,744 MWh through Solar PPA; 28,847 MWh through Wind PPA; 52,141 MWh through Onsite Solar PV; 24,806 MWh through Captive wind farms, 1,917 MWh through purchase of green energy from DISCOM and 65,000 through purchase of I-REC). Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

278465

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

0

(7.7.3) End date

03/30/2023

(7.7.4) Methodological details

In FY2023, we have consumed 391,653 MWh from grid, for which we have used location-based emission factor of 0.711 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 278,465 tCO2e. We also consumed 137,220 MWh of Renewable Energy (17,008 MWh

through Solar PPA; 13,001 MWh through Wind PPA; 41,532 MWh through Onsite Solar PV; 22,423 MWh through Captive wind farms, 18,633 MWh through purchase of green energy from DISCOM and 24,623 through purchase of I-REC). Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0.

Past year 2

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

281098

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

0

(7.7.3) End date

03/30/2022

(7.7.4) Methodological details

In FY2022, we have consumed 395,356 MWh from grid, for which we have used the revised location-based emission factor of 0.711 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 281,098 tCO2e. We also consumed 79,964 MWh of Renewable Energy (7,607 MWh through Solar PPA; 23,100 MWh through Wind PPA; 27,468 MWh through Onsite Solar PV; 21,281 MWh through Captive wind farms and 508 MWh through purchase of green energy from Exchange & DISCOM). Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0. During the year ended March 31, 2023, the Central Electricity Authority of India have published revised grid emission factors for FY 2020-21 and FY 2021-22. Further, in one of our Plants the ownership of green attributes was erroneously considered to be with our Company. Accordingly, the FY 2020-21 and FY 2021-22 figures have been restated.

Past year 3

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

211614

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

0

(7.7.3) End date

03/30/2021

(7.7.4) Methodological details

In FY2021, we have consumed 302,305 MWh from grid, for which we have used the revised location-based emission factor of 0.7 tCO2e/MWh provided by the Central Electricity Authority (CEA). Thus our Scope 2, location-based emissions is 211,614 tCO2e. We also consumed 63,942 MWh of Renewable Energy (2,540 MWh through Solar PPA; 23,911 MWh through Wind PPA; 16,902 MWh through Onsite Solar PV and 20,589 MWh through Captive wind farms. Since we have Power Purchase Agreements with energy generators for Renewable Energy, emission factor for computing market based emissions is taken as 0. During the year ended March 31, 2023, the Central Electricity Authority of India have published revised grid emission factors for FY 2020-21 and FY 2021-22. Further, in one of our Plants the ownership of green attributes was erroneously considered to be with our Company. Accordingly, the FY 2020-21 and FY 2021-22 figures have been restated.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

3855145

(7.8.3) Emissions calculation methodology

Select all that apply
☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

The Spend Based Method was used for the inventorization process, relying on the Parts on Goods Receipt (PoGR) report to compute Category 1 emissions. This report lists all in-warded parts, both direct and indirect, along with their monetary value in rupees. Emission factors were sourced from the US Environmentally-Extended Input-Output (USEEIO) Models (SupplyChainGHGEmissionFactors_v1.2), and individual parts were categorized into 20 broad categories, which were then mapped to relevant USEEIO categories for emission factor allocation. Emissions from all categories were summed to calculate the total emissions at Tata Motors' level, with the weighted average emission factor applied to unallocated items. The spend value was also adjusted for inflation.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these two criteria

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

75115

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

This category includes upstream emission associated with (1) Purchased fuels (used in TML India operations) and (2) Transmission & Distribution losses associated with purchased electricity (used in TML India operations). Inventorization method used is: Average-data method. Activity data- Fuel and power consumed in operations (same as used for calculating our Scope 1 and Scope 2 emissions). Well to Tank EF for fuels. DEFRA Conversion Factor set 2022. T&D loss percentage for electricity- CEA General Review Report 2023 (19.27%). EF for electricity- CO2 Baseline Database for the Indian Power Sector, Version 19.0, December 2023. Upstream emission of fuels (tCO2e) Σ[Fuel quantity x WTT EF of fuels (tCO2e/unit of fuel)]. Emissions from T&D losses (tCO2e) Electricity lost in T&D (MWh) x EF for Electricity (tCO2e/MWh). Total emissions (tCO2e) [Upstream emission of fuels (tCO2e) Emissions from T&D losses (tCO2e)]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol- Technical Guidance for Calculating Scope 3 Emissions.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these two criteria

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

7683

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

This category includes emissions from third-party disposal and treatment of waste generated in TML India operations in the reporting year. Inventorization method used is: Average-data method. Activity data- Quantity of waste by disposal method. Activity data is collected from the Environment management team of TML India Operations. It includes emissions from composting of canteen waste, incineration of hazardous waste and landfilling of hazardous waste. EF for composting of canteen waste and incineration of hazardous waste- IPCC Guidelines 2006. EF for landfilling of hazardous wasteDEFRA Conversion Factor set 2022. Total emissions (tCO2e) Σ [(Waste quantity by disposal method in MT) x (EF by waste disposal method in tCO2e/MT)]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol- Technical Guidance for Calculating Scope 3 Emissions.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

10458

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

1

(7.8.5) Please explain

This category includes emissions from the transportation of employees for business related activities in vehicles owned or operated by third parties, that is aircraft, trains, buses, and passenger cars. Inventorization method used is: Distance-based method. Activity data- total number of travel requests made by employees for business related activities, together with distance travelled and mode of travel is collected from service provider (Quest2Travel). EF for Air travel - DEFRA Conversion Factor Set 2022. EF for Road & Rail travel - India Specific Road Transport Emission factors, Version 1.0, 2015. For road travel by car, average emission factor of all gasoline models is considered. Emissions from Air travel (tCO2e) [Distance (km) x No. of passengers x EF (tCO2e/Pax.km)]. Emissions from Road travel by car (tCO2e) [Distance (km) x Average EF (tCO2e/km)]. Emissions from Road travel by bus (tCO2e) [Distance (km) x No. of passengers x EF (tCO2e/Pax.km)]. Emissions from Rail travel (tCO2e) [Distance (km) x No of passengers x EF (tCO2e/Pax.km)]. Total emissions (tCO2e) Emissions from [Road Rail Air]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol- Technical Guidance for Calculating Scope 3 Emissions.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

13899

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Fuel-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

This category includes emissions associated with employee commute by company facilitated bus transport for TML India operations in the reporting year. Inventorization method used is: Fuel-based method. Activity data- quantity of fuel consumed (kL) by company facilitated buses for each manufacturing location during the reporting period is collected from Admin team of TML India Operations. EF for fuels (Diesel and CNG)- IPCC Guidelines 2006. Net Calorific value of fuels- IPCC Guidelines 2006. Density of fuels- DEFRA Conversion Factor Set 2022. Quantity of fuel (kL) is converted to energy (GJ). Total emissions (tCO2e) Σ [(Fuel consumed in GJ) x (EF for fuel in tCO2e/GJ)]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol- Technical Guidance for Calculating Scope 3 Emissions.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2359

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Asset-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

This category includes emissions associated with Area Offices (AO)/ Regional Offices (RO) of TML India Operations, which are operating out of leased properties in the reporting year. Inventorization method used is: Asset-specific method. Activity data: quantity of fuel and electricity consumed by the Area Offices (AO)/ Regional Offices (RO) is collected from the Admin & Facilities management teams. EF for fuel- IPCC Guidelines 2006. Net Calorific value of fuels- IPCC Guidelines 2006. Density of fuelsDEFRA Conversion Factor Set 2021. EF for electricity- CO2 Baseline Database for the Indian Power Sector, Version 17.0, October 2021. As per UNFCC document "Small scale Methodology: Renewable electricity generation for captive use and mini grid, Version 3.0, 2014", emission factor for diesel generator of capacity greater than 200kW is 0.8 tCO2/MWh. Emission factor for electricity consumption as per CEA Version 18 is 0.711 tCO2/MWh. For locations where DG set consumption units is available as activity data, it has been added along with the grid electricity consumption units as the emission factors have negligible difference. Quantity of fuel (kL) is converted to energy (GJ) and emissions from fuel (tCO2e) (Fuel consumed in GJ) x (EF for fuel in tCO2e/GJ). Emissions from electricity

consumed (tCO2e) (Electricity consumed in MWh) x (EF for electricity in tCO2e/MWh). Total Emissions (tCO2e) Emissions from [Fuel Electricity]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol- Technical Guidance for Calculating Scope 3 Emissions.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

172269033

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Methodology for direct use phase emissions, please specify :Includes Tank-to-Wheel (TTW) emissions from Passenger Vehicles (PV) alone. Total Emissions (tCO2e) = Σ [(Annual Sales Volume in No. of Units for each PV vehicle model by fuel type) x (150,000 km) x (Vehicle Model & Fuel specific EF in tCO2/km)]

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Methodology for direct use phase emissions, please specify Includes Tank-to-Wheel (TTW) emissions from Passenger Vehicles (PV) and Commercial Vehicles (CV). Total Emissions (tCO2e) Σ [(Annual Sales Volume in No. of Units for each vehicle model by fuel type) x (Design life - km) x (Vehicle Model & Fuel specific EF in tCO2/km)] The methodology for calculating use-phase emissions has been modified compared to last year to include Well-to-tank factor and a real world performance deterioration of 15%.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these 2 criteria.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

196339

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Franchise-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

This category includes emissions from our Channel Partners i.e. Dealers & Authorized Service Stations located in India.. It includes Scope 1 and Scope 2 emissions from Channel Partners. Inventorization method used: Franchise-specific method. Activity data (fuel and power consumed) was collected from 417 channel partners covered under FY2022 Channel Partner Assessment. EF for fuels- IPCC Guidelines 2006. EF for electricity- CO2 Baseline Database for the Indian Power Sector, Version 18.0, December 2022. Net Calorific value of fuels- IPCC Guidelines 2006. Density of fuelsDEFRA Conversion Factor Set 2022. Quantity of fuel (in mass or volume terms) is converted to energy (GJ) and emissions from fuel (tCO2e) (Fuel consumed in GJ) x (EF for fuel in tCO2e/GJ). Emissions from electricity consumed (tCO2e) (Electricity consumed in MWh) x (EF for electricity in tCO2e/MWh). Total Emissions (tCO2e) Σ [(Scope 1 Emissions from Fuel in tCO2e) (Scope 2

Emissions from Electricity in tCO2e)]. References: GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and GHG Protocol-Technical Guidance for Calculating Scope 3 Emissions.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard this category to be of relevance because of these two criteria.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors is tracking emissions from following relevant upstream activities: (1) Purchased Goods and Services; (2) Fuel and Energy Related Activities; (3) Upstream Transportation and Distribution; (4) Waste Generated in Operations; (5) Business Travel (6) Employee Commuting (7) Upstream Leased Assets. Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard any other upstream emissions to be of significance because of these two criteria and hence is considered irrelevant.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Tata Motors is tracking emissions from following relevant downstream activities: (1) Use of Sold Products; (2) Franchises. Tata Motors focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: (1) Share in total TML Scope 3 emissions and (2) Influence of TML on emission reductions. We do not regard any other downstream emissions to be of significance because of these two criteria and hence is considered irrelevant.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Reasonable assurance

(7.9.1.4) Attach the statement

TML_Assurance Report_Reasonable.pdf

(7.9.1.5) Page/section reference

Page 5 P6 E7 Provide details of GHG Emissions Scope 1

(7.9.1.6) Relevant standard

Select from:
☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.2.5) Attach the statement

TML_Assurance Report_Reasonable.pdf

(7.9.2.6) Page/ section reference

Page 5 P6 E7 Provide details of GHG Emissions Scope 2

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

- ☑ Scope 3: Franchises
- ☑ Scope 3: Business travel
- ☑ Scope 3: Employee commuting
- ☑ Scope 3: Use of sold products
- ☑ Scope 3: Upstream leased assets
- ☑ Scope 3: Purchased goods and services
- ☑ Scope 3: Waste generated in operations
- ☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

TML_Assurance-Report_Limited.pdf

(7.9.3.6) Page/section reference

(7.9.3.7) Relevant standard

Select from:
☑ ISAE 3410

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

53835

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

15.7

(7.10.1.4) Please explain calculation

In FY 2023, Company consumed 137,220 MWh of renewable electricity for its manufacturing operations, which contributed to avoidance of 97564 tCO2e. In FY 2024, Company consumed 211,450 MWh of renewable electricity for its manufacturing operations, which contributed to avoidance of 151,398 tCO2e. Thus an increase in

renewable energy consumption by 54% in FY2024 compared to FY2023 resulted in an additional emission decrease of 53,835 tCO2e in FY2024. This represents a 15.7% decrease in emissions compared to FY2023 renewable energy consumption (FY2023 Scope 12 342193 tCO2e).

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

6802

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

2

(7.10.1.4) Please explain calculation

In FY2024, various energy conservation efforts have resulted into energy savings of 56,487 GJ (24,940 GJ from power 31,547 GJ from fuel) and avoided emission (combined Scope 12) of 6802 tCO2e. Calculation: Scope 12 emissions in FY2023 342,193 tCO2e. Percentage change [(6802/342193)x100] 2%. This represents a 2.0% decrease in emissions due to emissions reduction activities.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

7002

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

2

(7.10.1.4) Please explain calculation

In FY2024, there has been an increase of 2% in our number of vehicles produced (9,74,434 vehicles produced in FY2024 compared 954,261 vehicles in FY2023). This represents a 2% increase in emissions due to increase in output.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

-
[Fixed row]

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

63306

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fifth Assessment Report (AR5 – 100 year)

[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
India	*63306*	*225252*	*0*

[Fixed row]

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*Passenger Vehicle Business unit (PVBU)*	*19913*
Row 2	*Commercial Vehicle Business Unit (CVBU)*	*43325*

[Add row]

(7.17.2) Break down your total gross global Scope 1 emissions by business facility.

Row 1

(7.17.2.1) Facility

Pune Pimpri

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

12986

(7.17.2.3) Latitude

18.645165

(7.17.2.4) Longitude

73.818765

Row 2

(7.17.2.1) Facility

Lucknow

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

3716.46

(7.17.2.3) Latitude

26.910615

(7.17.2.4) Longitude

81.0554

Row 3

(7.17.2.1) Facility

Pantnagar

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

5608.91

(7.17.2.3) Latitude

29.031244

(7.17.2.4) Longitude

79.424388

Row 4

(7.17.2.1) Facility

Jamshedpur

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

18167.3

(7.17.2.3) Latitude

22.764617

(7.17.2.4) Longitude

86.240117

Row 5

(7.17.2.1) Facility

Pune Chikhali

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

14676

(7.17.2.3) Latitude

18.645165

(7.17.2.4) Longitude

73.818765

Row 6

(7.17.2.1) Facility

Dharwad

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

36.5

(7.17.2.3) Latitude

15.517709

(7.17.2.4) Longitude

74.930432

Row 7

(7.17.2.1) Facility

Sanand

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

5304

(7.17.2.3) Latitude

23.010273

(7.17.2.4) Longitude

72.266344

Row 8

(7.17.2.1) Facility

Pune Chinchwad

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

2549

Row 9

(7.17.2.1) Facility

Pune Maval

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

262
[Add row]

(7.19) Break down your organization’s total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

Transport OEM activities

(7.19.1) Gross Scope 1 emissions, metric tons CO2e

63306

(7.19.3) Comment

Gross Scope 1 emissions has been calculated covering our nine manufacturing locations in India: Pune (Pimpri, Chikhali, Chinchwad, Maval) Jamshedpur, Lucknow, Dharwad, Pantnagar, and Sanand.
[Fixed row]

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Commercial Vehicle Business Unit (CVBU)*	*164749*	*0*
Row 2	*Passenger Vehicle Business Unit (PVBU)*	*60503*	*0*

[Add row]

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

Row 1

(7.20.2.1) Facility

Pune Chikhali

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

43204

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 2

(7.20.2.1) Facility

Pune Pimpri

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

8744

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 3

(7.20.2.1) Facility

Pantnagar

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

19699

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 4

(7.20.2.1) Facility

Dharwad

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 5

(7.20.2.1) Facility

Sanand

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

17299

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 6

(7.20.2.1) Facility

Jamshedpur

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

103659

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 7

(7.20.2.1) Facility

Lucknow

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

11684.071

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 8

(7.20.2.1) Facility

Pune Chinchwad

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

6980

Row 9

(7.20.2.1) Facility

Pune Maval

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

13979
[Add row]

(7.21) Break down your organization’s total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

Transport OEM activities

(7.21.1) Scope 2, location-based, metric tons CO2e

225252

(7.21.2) Scope 2, market-based (if applicable), metric tons CO2e

0

(7.21.3) Comment

Gross Scope 2 emissions has been calculated covering our nine manufacturing locations in India: Pune (Pimpri, Chikhali, Chinchwad, Maval) Jamshedpur, Lucknow, Dharwad, Pantnagar, and Sanand.
[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

63306

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

225252

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

The reporting of emissions has been prepared combining the emission footprint of three entities i.e. Tata Motors Limited ('TML') (Commercial Vehicle business), Tata Motors Passenger Vehicles Limited ('TMPVL') and Tata Passenger Electric Mobility Limited ('TPEML') which are included within our financial statements.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

We have not included emissions data of any entities that does not fall within the consolidated accounting group.
[Fixed row]

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

Tata Motors Passenger Vehicles Limited (‘TMPVL’)

(7.23.1.2) Primary activity

Select from:

☑ Automobiles

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

19913

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

60503

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(7.23.1.15) Comment

The reporting of emissions has been prepared combining the emission footprint of two entities i.e. Tata Motors Passenger Vehicles Limited (‘TMPVL’) and Tata Passenger Electric Mobility Limited (‘TPEML’). TPEML is a part of TMPVL
[Add row]

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

281849

(7.30.1.4) Total (renewable and non-renewable) MWh

281849

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

186646

(7.30.1.3) MWh from non-renewable sources

314610

(7.30.1.4) Total (renewable and non-renewable) MWh

501256

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

24807

(7.30.1.4) Total (renewable and non-renewable) MWh

24807

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

211452

(7.30.1.3) MWh from non-renewable sources

596459

(7.30.1.4) Total (renewable and non-renewable) MWh

807912
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

Not consumed in the reporting year.

Other biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

Not consumed in the reporting year.

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

Not consumed in the reporting year.

Coal

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

Not consumed in the reporting year.

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

Not consumed in the reporting year.

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

232842

(7.30.7.8) Comment

This includes following fuels: Compressed Natural Gas (CNG), Liquified Petroleum Gas (LPG), Natural Gas, Propane, Liquified Natural Gas(LNG)

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

49007

(7.30.7.8) Comment

This includes following fuels: Diesel, Petrol

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

281849

(7.30.7.8) Comment

This includes all fuels consumed by the nine operational sites of Tata Motors India Operations
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

24807

(7.30.9.2) Generation that is consumed by the organization (MWh)

24807

(7.30.9.3) Gross generation from renewable sources (MWh)

24807

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

24807

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

India

(7.30.16.1) Consumption of purchased electricity (MWh)

501254.5

(7.30.16.2) Consumption of self-generated electricity (MWh)

24806

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

526060.50

(7.30.16.7) Provide details of the electricity consumption excluded

All Electricity consumption within operations included.
[Fixed row]

(7.30.17) Provide details of your organization's renewable electricity purchases in the reporting year by country/area.

Row 1

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ India

(7.30.17.2) Sourcing method

Select from:
☑ Purchase from an on-site installation owned by a third party (on-site PPA)

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

52141

(7.30.17.5) Tracking instrument used

Select from:
☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:
☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2015

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2024

(7.30.17.10) Supply arrangement start year

2015

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ Other, please specify **:**Other, please specify (3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.)

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024.

Row 2

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

28848

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024. Since there are multiple Power Purchase Agreement (PPAs) that are active in FY2024, commissioning year, vintage and supply arrangement start year are reported as 2024 (FY2024).

Row 3

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

37744

(7.30.17.5) Tracking instrument used

Select from:
☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:
☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024. Since there are multiple Power Purchase Agreement (PPAs) that are active in FY2024, commissioning year, vintage and supply arrangement start year are reported as 2024 (FY2024).

Row 4

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify **:**Solar, Wind, Hydro, etc. as per generation mix offered by electricity distribution company

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

1918

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024.Supply arrangement start year reported as 2024 refers to FY2024.

Row 5

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

24000

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024.Supply arrangement start year reported as 2024 refers to FY2024.

Row 6

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

42000

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.

(7.30.17.12) Comment

Vintage of the renewable energy/attribute (i.e. year of generation): 2024 refers to FY2024.Supply arrangement start year reported as 2024 refers to FY2024.
[Add row]

(7.30.19) Provide details of your organization's renewable electricity generation by country/area in the reporting year.

Row 1

(7.30.19.1) Country/area of generation

Select from:

☑ India

(7.30.19.2) Renewable electricity technology type

Select from:

☑ Wind

(7.30.19.3) Facility capacity (MW)

22

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

24807

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

24807

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

☑ Yes

(7.30.19.7) Type of energy attribute certificate

Select from:

☑ Other, please specify **:**Other, please specify (This is Captive RE plant, with the attributes claimed by Tata Motors itself.)

(7.30.19.8) Comment

This line item refers to the captive wind plant. Certification of RE: 3rd Party verification of Energy and GHG data in accordance with the requirements of GRI Standard, ISAE 3000, Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, and ISO 14064-3.
[Add row]

(7.30.21) In the reporting year, has your organization faced barriers or challenges to sourcing renewable electricity?

	Challenges to sourcing renewable electricity	Challenges faced by your organization which were not country/area-specific
	Select from: ☑ Yes, both in specific countries/areas and in general	*1. Inconsistent availability. 2. Fluctuating input costs.*

[Fixed row]

(7.30.22) Provide details of the country/area-specific challenges to sourcing renewable electricity faced by your organization in the reporting year.

Row 1

(7.30.22.1) Country/area

Select from:

☑ India

(7.30.22.2) Reason why it was challenging to source renewable electricity within selected country/area

Select all that apply

☑ Arbitrary grid usage charges

☑ Inability to make exclusive renewable electricity usage claims

☑ Lack of credible renewable electricity procurement options (e.g. EACs, Green Tariffs)

(7.30.22.3) Provide additional details of the barriers faced within this country/area

Power is concurrent subject in India, with both the State and the Central Government having the authority to regulate the electricity market. This has lead to arbitrary charges for sourcing offsite reenable energy although inter state and intra state open access provisions have been put in place. Also, the power market regulations, specifically in the context of renewable energy are constantly evolving causing regulatory instabilities.
[Add row]

(7.35) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Row 1

(7.35.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.35.2) Metric figure

0.52

(7.35.3) Metric numerator

Select from:

☑ tCO2

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

208074

(7.35.6) Metric denominator: Unit total

400268

(7.35.7) % change from previous year

-7

(7.35.8) Please explain

In calculation of Emission intensity, under HDV we have included Commercial vehicles alone. Commercial vehicles (Medium & Heavy CVs, LCVs) are being manufactured at our Pune CV, Dharwad, Pantnagar, Lucknow and Jamshedpur plants, hence the emissions (Scope 1 2) from these plants have been included as metric numerator. Scope 12 emissions for these 5 plants is 208074 tCO2. Metric denominator has been calculated as the sum of number of Medium & Heavy CV and LCV vehicles produced in FY 2024. During the reporting period, we had produced 400268 nos. of Medium & Heavy CV and LCV vehicles put together. Emission intensity value (tCO2e/vehicle) Total emissions HDV (Scope 12) / Total number of vehicles produced (HDV) 208074/400268 0.52 tCO2e/vehicle produced. In FY2023, emission intensity was 0.56 tCO2e/vehicle produced. Thus emission intensity has decreased by 6.6% in FY2024, when compared to FY2023. FY2022 emission intensity was 0.63 tCO2e/vehicle.

Row 2

(7.35.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.35.2) Metric figure

0.14

(7.35.3) Metric numerator

Select from:

☑ tCO2

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

80484

(7.35.6) Metric denominator: Unit total

574166

(7.35.7) % change from previous year

-33

(7.35.8) Please explain

In calculation of Emission intensity, under LDV we have included Passenger vehicles alone. Passenger vehicles are being manufactured at our Sanand and Pune PV plants, hence the emissions (Scope 1 2) from these plants have been included as metric numerator. Emissions from Pune PV and Sanand combined 80484 tCO2. Metric denominator has been calculated as the sum of number of cars and utility vehicles produced in FY 2024. During the reporting period, we had produced 574166 nos. of cars and utility vehicles put together. Emission intensity value (tCO2e/vehicle) Total emissions LDV (Scope 12) / Total number of vehicles produced (LDV)

80484/574166 0.14 tCO2e/vehicle produced In FY2023, emission intensity was 0.21 tCO2/vehicle produced. Thus emission intensity has decreased by 33% in FY2024, when compared to FY2023. FY2022 emission intensity was 0.30 tCO2/vehicle.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.296

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

288558

(7.45.3) Metric denominator

Select from:
☑ vehicle produced

(7.45.4) Metric denominator: Unit total

974434

(7.45.5) Scope 2 figure used

Select from:
☑ Location-based

(7.45.6) % change from previous year

17.4

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in output

☑ Change in revenue

(7.45.9) Please explain

In FY2024, Gross Scope 12 emissions: 288,558 tCO2. Vehicles produced: 974434 units. Intensity figure: (288,558 / 974434) 0.296 tCO2/vehicle produced. In FY2023, Gross Scope 12 emissions: 342,193 tCO2. Vehicles produced: 954,261 units. Intensity figure: (342,193 / 954,261) 0.36 tCO2/vehicle produced. Gross Scope 12 emissions per vehicle produced in FY2024 is 17.4% less than that in FY2023. Although there has been an increase of 2% in our number of vehicles produced (974434 vehicles produced in FY2024 compared to 954,261 vehicles in FY2023), however, various energy conservation initiatives resulted in avoiding 6802 tCO2e in FY2024. Also there has been an increase in renewable energy consumption by 54% (in MWh terms) in FY2024 compared to FY2023 that resulted in an additional emission decrease of 53,835 tCO2e in FY2024 compared to FY2023.

Row 2

(7.45.1) Intensity figure

2.17e-7

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

288558

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

1326756950865

(7.45.5) Scope 2 figure used

Select from:

☑ Location-based

(7.45.6) % change from previous year

19.1

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in output

☑ Change in revenue

(7.45.9) Please explain

In FY2024, Gross Scope 12 emissions: 288558 tCO2. Tata Motors revenue: INR 1,326,756,950,865. Intensity figure: (288558 / 1,326,756,950,865) 0.000000217 tCO2/INR. In FY2023, Gross Scope 12 emissions: 342,193 tCO2. Tata Motors revenue: INR 1,139,183,900,000). Intensity figure (342,193 / 1,139,183,900,000) 0.000000300 tCO2/INR. Gross Scope 12 emissions per unit revenue in FY2024 is 19.1% less than that in FY2023. Although there has been an increase of 2% in our number of vehicles produced (974434 vehicles produced in FY2024 compared to 954,261 vehicles in FY2023), however, various energy conservation initiatives

resulted in avoiding 6802 tCO2e in FY2024. Also there has been an increase in renewable energy consumption by 54% (in MWh terms) in FY2024 compared to FY2023 that resulted in an additional emission decrease of 53,835 tCO2e in FY2024 compared to FY2023.
[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Row 1

(7.50.1) Activity

Select from:
☑ Light Duty Vehicles (LDV)

(7.50.2) Emissions intensity figure

0.0000992

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

13647933

(7.50.4) Metric denominator

Select from:
☑ p.km

(7.50.5) Metric denominator: Unit total

137638800000

(7.50.6) % change from previous year

-10.6

(7.50.7) Vehicle unit sales in reporting year

573495

(7.50.8) Vehicle lifetime in years

15

(7.50.9) Annual distance in km or miles (unit specified by column 4)

10000

(7.50.10) Load factor

1.6

(7.50.11) Please explain the changes, and relevant standards/methodologies used

Calculation of emission intensity metric for FY 2024: Metric Numerator (emissions from use of sold products): 13647933 tCO2e Metric Denominator (passenger.km) Units sold in FY 2024 x Vehicle lifetime x Annual distance in km x Passenger load factor 573495 x 15 x 10000 x 1.6 137638800000 p.km Emission intensity 13647933/137638800000 0.0000992 tCO2e/p.km Calculation of emission intensity metric for FY 2023: The total emissions for FY23 has been restated considering the change in methodology to include Well-to-tank factor and a real world performance deterioration of 15%. Metric Numerator (emissions from use of sold products): 14384027 tCO2e Metric Denominator (passenger.km) Units sold in FY 2023 x Vehicle lifetime x Annual distance in km x Passenger load factor 538635 x 15 x 10000 x 1.6 129676376250 p.km Emission intensity 14384027/129676376250 0.0001109 tCO2e/p.km We have taken load factor of 1.6 for calculation. As per Science-Based Target setting guidance for Transport sector, average occupancy rate of light duty vehicles is in the range of 1.59 to 1.62 people per vehicle km. During reporting period, there has been 10.6% decrease in emission intensity when compared to FY 2024. This is mainly due to an increase in the share of alternate drive train vehicles (BEV and CNG) sold in total PV volumes in FY2024 (16.5% share) as compared to 8% share in FY2023. In the above calculations, volumes considered is the number of passenger cars and utility vehicles sold in the respective years.
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:

☑ Waste

(7.52.2) Metric value

0.16

(7.52.3) Metric numerator

159483 MT of Waste Generated

(7.52.4) Metric denominator (intensity metric only)

974434 Vehicles Produced

(7.52.5) % change from previous year

12

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

This includes total absolute hazardous waste and non-hazardous waste disposed in MT by manufacturing plants of TML India Operations. In FY2023, 169,844 MT of waste was disposed and 954,261 vehicles were produced. In FY2024, our specific waste disposed stands at 0.164 MT/vehicle produced. It has decreased by 12% in FY2024 over FY2023. Manufacturing facilities follow the waste management hierarchy of elimination, reduction, re-use, re-cycle, energy recovery and safe disposal.

Row 2

(7.52.1) Description

Select from:

☑ Energy usage

(7.52.2) Metric value

2.98

(7.52.3) Metric numerator

2908479 GJ Total Energy Consumption

(7.52.4) Metric denominator (intensity metric only)

974434 Vehicles Produced

(7.52.5) % change from previous year

2.6

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

This is an energy intensity metric: GJ/vehicle produced (total direct and indirect energy consumption by manufacturing plants of TML India Operations measured in GJ per vehicle produced). In FY2023, the energy intensity was 3.06. Compared to FY2023, our energy intensity has decreased by 2.6% in FY2024.
[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

(7.53.2.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.2.5) Date target was set

03/31/2022

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Location-based

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :tCO2e per Equivalent Vehicle

(7.53.2.12) End date of base year

03/30/2022

(7.53.2.13) Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

46.4

(7.53.2.14) Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

226.5

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

272.9000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100

(7.53.2.55) End date of target

03/30/2030

(7.53.2.56) Targeted reduction from base year (%)

65.5

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

94.1505000000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

33.6

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

43.3

(7.53.2.61) Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

164.5

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

207.8000000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

36.42

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

This target is for our Commercial Vehicle (CV) Business Unit. Target coverage is complete Scope 12 emissions in 5 CVBU locations of TML India Operations Pune CV - (Pimpri Chinchwad and Maval), Jamshedpur, Lucknow, Pantnagar and Dharwad. These are No Exclusions in terms of Scope 12 coverage. Equivalent Vehicle is used as denominator for target setting, which is an internal measure of productivity based on Standard Man Hours. Relevant Scope 3 categories shall be included in our target coverage post validation of the targets by SBTi.

(7.53.2.86) Target objective

The target objective is to meet our RE100 commitment and use 100% renewable electricity by 2030. This is also aligned with out commitment to SBTi

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

We plan to increase in renewable electricity consumption and undertake energy conservation initiatives for our operations. At Tata Motors, decarbonization in operations will be primarily driven by transitioning to renewable energy sources. We are collaborating with power companies to drive our renewables initiatives forward. We are focusing our renewable energy strategy in mainly 3 areas 1. On-site renewables through In-house generation through rooftop solar power 2. Off-site renewables through investments in captive wind power 3. Renewable Power Purchase Agreements with Renewable Energy Producers

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

Row 2

(7.53.2.1) Target reference number

Select from:

☑ Int 2

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

(7.53.2.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.2.5) Date target was set

03/31/2022

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Location-based

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify **:**tCO2e per Equivalent Vehicle

(7.53.2.12) End date of base year

03/30/2022

(7.53.2.13) Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

45.0

(7.53.2.14) Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

256.6

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

301.6000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100.0

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100.0

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100.0

(7.53.2.55) End date of target

03/30/2030

(7.53.2.56) Targeted reduction from base year (%)

84.02

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

48.1956800000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

33.6

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

38

(7.53.2.61) Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

115.1

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

153.1000000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

58.60

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

This target is for our Passenger Vehicle (PV) Business Unit. Target coverage is complete Scope 12 emissions in 2 PVBU locations of TML India Operations (Pune Chikhali and Sanand). These are No Exclusions in terms of Scope 12 coverage. Equivalent Vehicle is used as denominator for target setting, which is an internal measure of productivity based on Standard Man Hours. Relevant Scope 3 categories shall be included in our target coverage post validation of the targets by SBTi.

(7.53.2.86) Target objective

The target objective is to meet our RE100 commitment and use 100% renewable electricity by 2030. This is also aligned with out commitment to SBTi

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

We plan to increase in renewable electricity consumption and undertake energy conservation initiatives for our operations. At Tata Motors, decarbonization in operations will be primarily driven by transitioning to renewable energy sources. We are collaborating with power companies to drive our renewables initiatives forward. We are focusing our renewable energy strategy in mainly 3 areas 1. On-site renewables through In-house generation through rooftop solar power 2. Off-site renewables through investments in captive wind power 3. Renewable Power Purchase Agreements with Renewable Energy Producers

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

[Add row]

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

☑ Low 1

(7.54.1.2) Date target was set

03/30/2016

(7.54.1.3) Target coverage

Select from:

☑ Organization-wide

(7.54.1.4) Target type: energy carrier

Select from:

☑ Electricity

(7.54.1.5) Target type: activity

Select from:

☑ Consumption

(7.54.1.6) Target type: energy source

Select from:

☑ Renewable energy source(s) only

(7.54.1.7) End date of base year

03/30/2016

(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)

36116

(7.54.1.9) % share of low-carbon or renewable energy in base year

8.3

(7.54.1.10) End date of target

03/30/2030

(7.54.1.11) % share of low-carbon or renewable energy at end date of target

100

(7.54.1.12) % share of low-carbon or renewable energy in reporting year

40

(7.54.1.13) % of target achieved relative to base year

34.57

(7.54.1.14) Target status in reporting year

Select from:

☑ Underway

(7.54.1.16) Is this target part of an emissions target?

Yes. Achieving RE100 directly impacts our Scope 2 and makes it zero.

(7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

☑ RE100

(7.54.1.19) Explain target coverage and identify any exclusions

Target coverage includes TML India operations. TML became a signatory to RE100 in FY 2015-16. RE100 is a coalition of influential businesses with a public commitment to achieving 100% renewable electricity. We aspire to use 100% renewable electricity by 2030.

(7.54.1.20) Target objective

The objective is to become a RE100 company and to divert away from using Electricity from Fossil fuels.

(7.54.1.21) Plan for achieving target, and progress made to the end of the reporting year

By 2045, we commit to achieving net zero emissions, with specific net zero targets set for our passenger and commercial vehicle businesses by 2040 and 2045, respectively. Our roadmap includes transitioning to 100% renewable electricity for operations by 2030 and establishing interim science-based targets for a sustainable, low-carbon future. We have already installed 78 MW of renewable electricity capacity and plan to add 300 MW in the next three years to become a RE100 Company TML also sources off-site renewable energy at its Pune, Sanand and Dharwad and Pantnagar works through Power Purchase Agreements (PPA) with Third Party Wind & Solar Power Generators, Off-site Captive wind farm, Green Energy purchase from exchange and Discom and I-RECs. TML plans to continue to source off-site renewable power in line with regulatory policies / frameworks and tariffs in the States where the Company operates. These efforts will continue to help offset greenhouse gas emissions in the coming years. In FY 2023-24, TML generated / sourced 211.45 million kWh of renewable electricity for its manufacturing operations which is 40% of the total power consumption. This contributed to avoidance of 53,835 tCO2e in FY2024.
[Add row]

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:
☑ Oth 1

(7.54.2.3) Target coverage

Select from:
☑ Organization-wide
[Add row]

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:
☑ NZ1

(7.54.3.2) Date target was set

03/30/2022

(7.54.3.3) Target Coverage

Select from:

☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☑ Int1

☑ Int2

(7.54.3.5) End date of target for achieving net zero

12/30/2045

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.54.3.10) Explain target coverage and identify any exclusions

Target coverage includes TML India operations with the goal of achieving Net Zero emissions by 2040 and 2045 for our Passenger and Commercial Vehicles business respectively. There are no exclusions

(7.54.3.11) Target objective

To reach net zero emissions for our Passenger and Commercial Vehicle business

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☑ Yes

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

☑ No, and we do not plan to within the next two years

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

☑ No, we do not plan to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

We are in the process of carving out a strategy for neutralization of our residual emissions.

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

Tata Motors has robust governance mechanism for safety, health, environment and sustainability where reviews are undertaken at multiple levels. The Safety, Health and Sustainability (SHS) Committee of Board is an apex review body, which reviews performances quarterly. SHS Committee reviews the Company's performance on SHS aspects, including Climate Change and other ESG topics. It oversees the implementation of relevant policies and strategies. The terms of reference of the Committee include the following: • to take a holistic approach to safety, health and sustainability matters in decision making; • to provide direction to Tata Motors Group in carrying out its safety, health and sustainability function; • to frame broad guidelines/policies with regard to safety, health and sustainability; • to oversee the implementation of these guidelines/policies; and • to review the safety, health and sustainability policies, processes and systems periodically and recommend measures for improvement from time to time. In line with the Tata Group Policy on Climate Change, Tata Motors has articulated its Climate Change Policy, signed by then CEO/MD which guides the organizational efforts towards mitigating and adapting to climate change.
[Add row]

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	*0*	*`Numeric input*
To be implemented	*0*	*0*
Implementation commenced	*0*	*0*
Implemented	*2*	*158200*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Other, please specify :Includes all energy conservation initiatives for fuel and power consumed in TML India Operations

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

6802

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

215700000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

245700000

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 3-5 years

(7.55.2.9) Comment

Energy Conservation (ENCON) projects are implemented across Plants and Offices in a planned and budgeted manner. In FY24, ENCON Projects led to a cumulative reduction of 69.28 Lakh kWh of electricity and 31,547 GJ of fuel, which amounted to a reduction of 6802 tCO2 of greenhouse gas emissions. Some of the major ENCON projects in FY24 include: Conversion of 3-Coat 2-Bake process to 3-Coat 1-Bake process and in Paint Shops which eliminates the use of gas fuel in paint baking operation. Process changes in box furnace at heat treatment through process automation and Optimization. Optimization of water cooling and recirculation system, yield improvement & pouring track extension at Foundry Optimization of Hot water generator set point through IoT and Upgradation of Electro Deposition "Waste heat recovery system" (WHRS) in Paint Shop. Installation of energy efficient equipment for rotating machinery and ventilation

Row 2

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy generation

☑ Other, please specify **:**Includes renewable electricity consumed by manufacturing plants of TML India Operations

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

151398

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

521922017

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

TML continued to add on-site Renewable Energy (solar) generation capacity in FY 2023-24, which brings the total installed capacity to 56.3 MWp: - 23.285 MWp Roof-top Solar PV installation at Pune (Pimpri, Chinchwad & Chikhali); - 6 MWp Roof-top Solar PV installation at Lucknow; - 8 MWp Roof-top Solar PV at Jamshedpur; - 16 MWp Solar PV installation at Pantnagar; - 1 MWp Solar PV installation at Dharwad; - 2 MWp Roof-top Solar PV installation at Sanand TML also sources off-site renewable energy at its Pune, Sanand and Dharwad and Pantanagar works through Power Purchase Agreements (PPA) with Third Party Wind & Solar Power Generators, Off-site Captive wind farm, Green Energy purchase from exchange and Discom and I-RECs. TML plans to continue to source off-site renewable power in line with regulatory policies / frameworks and tariffs in the States where the Company operates. These efforts will continue to help offset greenhouse gas emissions in the coming years. In FY 2023-24, TML generated / sourced 211.45 million kWh of renewable electricity for its manufacturing operations which is 40% of the total power consumption. This contributed to avoidance of 1,51,398 tCO2e in FY2024.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Budgeting is done, based on technical and commercial feasibility and emission reduction projects are implemented.

Row 2

(7.55.3.1) Method

Select from:
☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

Low emission products are pursued as per plan of decarbonization

Row 3

(7.55.3.1) Method

Select from:
☑ Dedicated budget for energy efficiency

(7.55.3.2) Comment

Budgeting is done, based on technical and commercial feasibility and emission reduction projects are implemented.
[Add row]

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ The EU Taxonomy for environmentally sustainable economic activities

(7.74.1.3) Type of product(s) or service(s)

Road

☑ Lithium-ion batteries

(7.74.1.4) Description of product(s) or service(s)

Alternate drive train vehicles- Battery Electric Vehicles (BEVs) within our Passenger Vehicle fleet are considered low-carbon product(s) when compared to conventional Petrol/Diesel internal combustion engine passenger vehicle.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify **:**Well-to-Wheel emissions in use phase. Avoided Emissions (tCO2e difference of BAU Petrol/Diesel fleet and BEV). Calculated using Σ [(Annual Sales Volume in No. of PV Units) x (150,000 km) x (Vehicle Model & Fuel specific EF in tCO2/km)].

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Use stage

(7.74.1.8) Functional unit used

Operating an passenger BEV vehicle for a lifetime of 1,50,000 km vs. a similar-Petrol/Diesel internal combustion engine passenger vehicle for a lifetime of 1,50,000 km. Avoided emissions reported in tCO2e.

(7.74.1.9) Reference product/service or baseline scenario used

Petrol/Diesel internal combustion engine passenger vehicle for a lifetime of 1,50,000 km.

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

594834

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

We have considered Well-to-Wheel emissions in use phase of vehicles. Avoided Emissions (tCO2e difference of BAU Petrol/Diesel fleet and BEV fleet) is calculated by using formula Σ [(Annual Sales Volume in No. of PV Units) x (150,000 km) x (Vehicle Model & Fuel specific EF in tCO2/km)]. With the calculation methodology, we avoided 5,94,834 tCO2e for passenger vehicles in FY2024

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

7.5
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

71340

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Our sales of BEVs in Passenger Vehicle segment in FY2024 was 71,340 units. Tata Passenger Electric Mobility Limited (TPEM) was incorporated with a focus to channelize the future investments into electric vehicles, dedicated BEV platforms, advanced automotive technologies and catalyze investments in charging infrastructure and battery technologies.We expanded our product portfolio in FY24 and continued to lead the charge in EVs with the launch of Punch EV along with exisitng products Tiago EV, Tigor EV and nexon EV.

Row 2

(7.75.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

6256

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Our sales of BEVs in Commercial Vehicle segment in FY2024 was 6256 units and consisted of EV Buses and EV Small Commercial Vehicles

Row 3

(7.75.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Other, please specify :Compressed Natural Gas(CNG)

(7.75.4) Metric figure

91046

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Our sales of Compressed Natural Gas (CNG) vehicles in Passenger Vehicle segment in FY2024 was 91,046 units.We introduced advanced iCNG technology in Tiago, Tigor, Altroz, Punch and Nexon models.

Row 4

(7.75.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Other, please specify :Compressed Natural Gas(CNG)

(7.75.4) Metric figure

34108

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Our sales of Compressed Natural Gas (CNG) vehicles in CommercialVehicle segment in FY2024 was 34108 units across Small Commercial Vehicles, Buses and Intermediate and Medium Commercial Vehicles.
[Add row]

C9. Environmental performance - Water security

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at Inlet with meters

(9.2.4) Please explain

The Water withdrawal either through municipal supply, surface water withdrawal, rain water withdrawal or ground water withdrawal is measured continuously through analog or digital meters and the total volumes are accounted in daily management systems. This methodology has been audited during reasonable assurance exercise by an independent third party.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at inlet with meters

(9.2.4) Please explain

The Water withdrawal either through municipal supply, surface water withdrawal, rain water withdrawal or ground water withdrawal is measured continuously through analog or digital meters and the total volumes are accounted in daily management systems. This methodology has been audited during reasonable assurance exercise by an independent third party.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured on a daily basis through sampling and testing for the critical parameters at input level and extensive testing on a monthly basis through accredited labs.

(9.2.4) Please explain

The Quality of Water withdrawal either through municipal supply, surface water withdrawal, rain water withdrawal or ground water withdrawal is measured on a daily basis through sampling and testing for the critical parameters at input level - Hardness, TDS, Free residual chloring and PH. Extensive testing are done on a monthly

basis through accredited labs for various other quality parameters. This methodology has been audited during reasonable assurance exercise by a independent third party.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at the Discharge outlet with meters

(9.2.4) Please explain

The Water discharge is measured continuously through analog or digital meters and the total volumes are accounted in daily management systems. This methodology has been audited during reasonable assurance exercise by an independent third party.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at the Discharge outlets with meters

(9.2.4) Please explain

The Water discharge is measured continuously through analog or digital meters and the total volumes are accounted in daily management systems. This methodology has been audited during reasonable assurance exercise by an independent third party.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at the treatment plants

(9.2.4) Please explain

The Water discharge is measured continuously through analog or digital meters and the total volumes are accounted in daily management systems. This methodology has been audited during reasonable assurance exercise by an independent third party.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at the treatment plants before discharge on a daily basis for the critical parameters PH, temperature, Dissolved Oxygen, Oil and grease, Total suspended solids, total dissolved solids, Biochemical oxygen demand (BOD), Chemical oxygen demand (COD) - through sampling and testing and extensive testing on a monthly basis through accredited labs for the following parameters

(9.2.4) Please explain

The Quality of Water discharge measured on a daily basis through sampling and testing for the critical parameters at input level - Hardness, TDS, Free residual chloring and PH. Extensive testing are done on a monthly basis through accredited labs for various other quality parameters. This methodology has been audited during reasonable assurance exercise by a independent third party. The parameters tested include Physical - pH, Colour, odour, Chemical - DO, TDS, TSS, COD, TOG, metals (Pb, Cd, Cr, Zn, Ni, Hg, Cu,) sulphates, nitrates, phosphates, chlorides Biological - BOD, Total Coliforms, E Coli,

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The concentration of nitrates, phosphates and pesticides are tested on a monthly basis through accredited labs. However absolute emissions to water is not monitored and not applicable to the our process outflow.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:
☑ 76-99

(9.2.2) Frequency of measurement

Select from:
☑ Daily

(9.2.3) Method of measurement

Measured at the treatment plants before discharge on a daily basis.

(9.2.4) Please explain

The Water we discharge is completely checked every day and made sure that the quality is in compliant with Government regulations

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:
☑ 76-99

(9.2.2) Frequency of measurement

Select from:
☑ Daily

(9.2.3) Method of measurement

Measured at process level

(9.2.4) Please explain

The water consumption at each process level is monitored at different nodes through internal meters and the total volume is consolidated in daily management systems for resource monitoring and improving water consumption.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured with meters at the Treatment plants

(9.2.4) Please explain

The recycling content is measured regularly at treatment plants

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

Measured at Inlets and made sure the water from third party is complying to quality standards

(9.2.4) Please explain

The Quality of Drinking water is examined regularly. We measure the water at the inlets and ensure that the water from the third party complies with quality standards. [Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

5034.48

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Unknown

(9.2.2.5) Primary reason for forecast

Select from:

☑ Unknown

(9.2.2.6) Please explain

Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030.

Total discharges

(9.2.2.1) Volume (megaliters/year)

104.13

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Unknown

(9.2.2.5) Primary reason for forecast

Select from:

☑ Unknown

(9.2.2.6) Please explain

Our operations in India span across the states of Jharkhand, Uttar Pradesh, Uttarakhand, Gujarat, Maharashtra and Karnataka. The management of treated effluents generated during plant operations and their disposal is outlined in the individual plant operating consent orders issued by the respective State Pollution Control Boards, which our plants diligently adhere to. Aligned with these consent orders/authorizations, certain plants have implemented comprehensive tertiary treatment, i.e. Reverse Osmosis systems to recycle treated effluents for process reuse, while others ensure Zero Liquid Discharge (ZLD) by repurposing treated effluents for secondary purposes such as toilet flushing and / or maintaining greenbelt development within the plant premises and adjacent green areas belonging to the plants. Among all our plants, we discharge water only from our Jamshedpur plant.

Total consumption

(9.2.2.1) Volume (megaliters/year)

4930.35

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Unknown

(9.2.2.5) Primary reason for forecast

Select from:

☑ Unknown

(9.2.2.6) Please explain

Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:
☑ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

1080.95

(9.2.4.3) Comparison with previous reporting year

Select from:
☑ Lower

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:
☑ Investment in water-smart technology/process

(9.2.4.5) Five-year forecast

Select from:

☑ Unknown

(9.2.4.6) Primary reason for forecast

Select from:
☑ Unknown

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

21.47

(9.2.4.8) Identification tool

Select all that apply
☑ Other, please specify **:**Dynamic Ground Water Resources of India Report by the Central Ground Water Board.

(9.2.4.9) Please explain

The water stress areas have been identified based on the 2023 National Compilation on Dynamic Ground Water Resources of India Report by the Central Ground Water Board. According to this report, only the Jamshedpur plant location has been classified as 'Over-Exploited', while all other plant locations are classified as 'Safe'. No groundwater abstraction is being carried out to meet the industrial and residential water requirements in Jamshedpur.
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

249.11

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Other, please specify **:**Reduction in Rainfall

(9.2.7.5) Please explain

The reason for reduction in Surface water (rain water) consumption is due to reduction of rainfall in the plant areas.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

NA

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

571.96

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.7.5) Please explain

This is due to changes in production activities of our plants which consume Ground water for operations.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

NA

Produced/Entrained water

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

NA

Third party sources

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

4213.41

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Investment in water-smart technology/process

(9.2.7.5) Please explain

Underground pipes were replaced by over headline pipes, reducing water leakage issues.
[Fixed row]

(9.2.8) Provide total water discharge data by destination.

Fresh surface water

(9.2.8.1) Relevance

Select from:

☑ Relevant

(9.2.8.2) Volume (megaliters/year)

104.13

(9.2.8.3) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.8.5) Please explain

The Increase in consumption of Recycled water for internal processes has led to the reduction in discharge of treated water.

Brackish surface water/seawater

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

NA

Groundwater

(9.2.8.1) Relevance

Select from:
☑ Not relevant

(9.2.8.5) Please explain

NA

Third-party destinations

(9.2.8.1) Relevance

Select from:
☑ Not relevant

(9.2.8.5) Please explain

NA
[Fixed row]

(9.2.9) Within your direct operations, indicate the highest level(s) to which you treat your discharge.

Tertiary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Relevant

(9.2.9.2) Volume (megaliters/year)

104.13

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 100%

(9.2.9.6) Please explain

The Increase in consumption of Recycled water for internal processes has led to the reduction in discharge of treated water.

Secondary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

104.13

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 100%

(9.2.9.6) Please explain

The Increase in consumption of Recycled water for internal processes has led to the reduction in discharge of treated water.

Primary treatment only

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

104.13

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:
☑ 100%

(9.2.9.6) Please explain

The Increase in consumption of Recycled water for internal processes has led to the reduction in discharge of treated water.

Discharge to the natural environment without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

NA

Discharge to a third party without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

NA

Other

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

NA
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:
☑ Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.2) Total number of facilities identified

9

(9.3.3) % of facilities in direct operations that this represents

Select from:
☑ 100%

(9.3.4) Please explain

In alignment with our ISO 14001-compliant Environmental Management System, we have conducted a water risk assessment across our direct operations Based on this assessment, we have identified 9 facilities where substantive water-related dependencies, impacts, risks, and opportunities have been identified. Out of these facilities, Jamshedpur facility is located in region with water stress. However high water dependency for critical processes, or potential environmental impacts on local water bodies are evaluated and each of these facilities is monitored closely for water use efficiency, regulatory compliance, and water-related environmental impacts, with targets set for continual improvement.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

(9.3.4) Please explain

We are in the process of doing a comprehensive value chain impact and risk assessment to identify the hotspots for water related dependencies, impacts, risks and opportunities. We have initiated a transformative journey alongside our suppliers known as 'AIKYAM', derived from the Sanskrit word for 'Unity'. This initiative serves as a testament to our commitment to sustainability by bringing together our vast network of suppliers under one cohesive framework to drive positive change. Through this we hope to positively engage with our suppliers and help them work on various impact projects related to Water dependency reduction and optimization. [Fixed row]

(9.3.1) For each facility referenced in 9.3, provide coordinates, water accounting data, and a comparison with the previous reporting year.

Row 1

(9.3.1.1) Facility reference number

Select from:

☑ Facility 1

(9.3.1.2) Facility name (optional)

TML Pimpri Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify **:**Pavana river basin

(9.3.1.8) Latitude

18.651697

(9.3.1.9) Longitude

73.817583

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

1155.81

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

1155.81

(9.3.1.27) Total water consumption at this facility (megaliters)

1155.81

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Lower

(9.3.1.29) Please explain

We have incorporated interventions to utilize water efficiently by maximising effluent recycling and re-use at our manufacturing plant, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Water consumption is a calculated figure - withdrawals minus discharges.

Row 2

(9.3.1.1) Facility reference number

Select from:

☑ Facility 2

(9.3.1.2) Facility name (optional)

TML Chikali Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify **:**Indrayani

(9.3.1.8) Latitude

18.645165

(9.3.1.9) Longitude

73.818765

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

856.86

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

22.55

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

834.31

(9.3.1.27) Total water consumption at this facility (megaliters)

856.86

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Lower

(9.3.1.29) Please explain

In this Facility, We have incorporated interventions to utilize water efficiently by maximising effluent recycling and re-use at our manufacturing plant, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Water consumption is a calculated figure - withdrawals minus discharges.

Row 3

(9.3.1.1) Facility reference number

Select from:

☑ Facility 3

(9.3.1.2) Facility name (optional)

TML Maval Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Krishna

(9.3.1.8) Latitude

18.691802

(9.3.1.9) Longitude

73.646614

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

57.55

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

57.55

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.27) Total water consumption at this facility (megaliters)

57.55

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Higher

(9.3.1.29) Please explain

In this facility, both water withdrawal has increased. This is due to growing business activity.

Row 4

(9.3.1.1) Facility reference number

Select from:
☑ Facility 4

(9.3.1.2) Facility name (optional)

TML Chinchwad Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify **:**Pavana river basin

(9.3.1.8) Latitude

18.645165

(9.3.1.9) Longitude

73.818765

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

174

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

173

(9.3.1.27) Total water consumption at this facility (megaliters)

174

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Lower

(9.3.1.29) Please explain

We have incorporated interventions to utilize water efficiently by maximising effluent recycling and re-use at our manufacturing plant, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Water consumption is a calculated figure - withdrawals minus discharges.

Row 5

(9.3.1.1) Facility reference number

Select from:

☑ Facility 5

(9.3.1.2) Facility name (optional)

TML Dharwad Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Cauvery River

(9.3.1.8) Latitude

15.517709

(9.3.1.9) Longitude

74.930432

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

43.68

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

43.68

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.27) Total water consumption at this facility (megaliters)

43.68

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Higher

(9.3.1.29) Please explain

In this facility, both water withdrawal and consumption have increased. This is due to growing business activity.

Row 6

(9.3.1.1) Facility reference number

Select from:

☑ Facility 6

(9.3.1.2) Facility name (optional)

TML Lucknow Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify :Gomti

(9.3.1.8) Latitude

26.910615

(9.3.1.9) Longitude

81.0554

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

350.41

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

350.41

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.27) Total water consumption at this facility (megaliters)

350.4

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Higher

(9.3.1.29) Please explain

In this facility, both water withdrawal and consumption have increased. This is due to growing business activity.

Row 7

(9.3.1.1) Facility reference number

Select from:

☑ Facility 7

(9.3.1.2) Facility name (optional)

TML Jamshedpur Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify **:**Subarnarekha River

(9.3.1.8) Latitude

22.764617

(9.3.1.9) Longitude

86.240117

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

1080.95

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

68.3

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

1012

(9.3.1.21) Total water discharges at this facility (megaliters)

104.13

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Lower

(9.3.1.23) Discharges to fresh surface water

104.13

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

0

(9.3.1.27) Total water consumption at this facility (megaliters)

976.8

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Lower

(9.3.1.29) Please explain

We have incorporated interventions to utilize water efficiently by maximising effluent recycling and re-use at our manufacturing plant, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Water consumption is a calculated figure - withdrawals minus discharges.

Row 8

(9.3.1.1) Facility reference number

Select from:

☑ Facility 8

(9.3.1.2) Facility name (optional)

TML Pantnagar Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Other, please specify **:**Kalyani River basin

(9.3.1.8) Latitude

29.031244

(9.3.1.9) Longitude

79.424388

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

221.56

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

221.56

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.27) Total water consumption at this facility (megaliters)

221.56

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Higher

(9.3.1.29) Please explain

In this facility, both water withdrawal and consumption have increased. This is due to growing business activity.

Row 9

(9.3.1.1) Facility reference number

Select from:

☑ Facility 9

(9.3.1.2) Facility name (optional)

TML Sanand Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals only

(9.3.1.6) Reason for no withdrawals and/or discharges

This is a Zero Liquid Discharge Plant

(9.3.1.7) Country/Area & River basin

India

☑ Narmada

(9.3.1.8) Latitude

23.010273

(9.3.1.9) Longitude

72.266344

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

1093.66

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

56.98

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

1036.7

(9.3.1.27) Total water consumption at this facility (megaliters)

1093.66

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Higher

(9.3.1.29) Please explain

In this facility, both water withdrawal and consumption have increased. This is due to growing business activity.
[Add row]

(9.3.2) For the facilities in your direct operations referenced in 9.3.1, what proportion of water accounting data has been third party verified?

Water withdrawals – total volumes

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water withdrawals – volume by source

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water withdrawals – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water discharges – total volumes

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)

Water consumption – total volume

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

We conducted our assurance in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised)
[Fixed row]

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

	Revenue (currency)	Total water withdrawal efficiency	Anticipated forward trend
	1326756950865	*263534059.30*	*The trend will reduce in future since all our operations are expected to become water positive by 2030. thus reducing water withdrawal.*

[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances	Comment
	Select from: ☑ No	*None of products have materials which are classified as hazardous.*

[Fixed row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:

☑ No, but we plan to address this within the next two years

(9.14.3) Primary reason for not classifying any of your current products and/or services as low water impact

Select from:

☑ Important but not an immediate business priority

(9.14.4) Please explain

We are working on reducing water consumption throughout the manufacturing processes and reduce water dependency for critical processes. Potential environmental impacts on local water bodies are evaluated and each of our facilities are monitored closely for water use efficiency, regulatory compliance, and water-related environmental impacts, with targets set for continual improvement.
[Fixed row]

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

Water pollution

(9.15.1.1) Target set in this category

Select from:

☑ No, but we plan to within the next two years

(9.15.1.2) Please explain

As an automotive company, our operations already focus on reducing water use and managing wastewater effectively, in compliance with environmental standards like ISO 14001. Given that water pollution is not a significant risk in our core manufacturing processes compared to other industries, we prioritize other areas such as withdrawal reduction and water neutrality which are more material to our sector and stakeholder expectations.

Water withdrawals

(9.15.1.1) Target set in this category

Select from:

☑ No, but we plan to within the next two years

(9.15.1.2) Please explain

We have an equivalent target on water neutrality that incorporates the water withdrawal as well in its calculation.

Water, Sanitation, and Hygiene (WASH) services

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

As an automotive company, setting a target for WASH (Water, Sanitation, and Hygiene) services is not aligned with our core operations, which focus on manufacturing efficiency, water use, and pollution control. WASH issues are more relevant to industries with direct community interactions. Our efforts are better

directed towards water efficiency, emissions reduction, and sustainable sourcing, which are material to our industry and aligned with regulatory and stakeholder priorities.

Other

(9.15.1.1) Target set in this category

Select from:

☑ Yes

[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:

☑ Target 1

(9.15.2.2) Target coverage

Select from:

☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Watershed remediation and habitat restoration, ecosystem preservation

☑ Other watershed remediation and habitat restoration, ecosystem preservation please specify **:**Percentage of sites achieving Water neutral status

(9.15.2.4) Date target was set

03/31/2020

(9.15.2.5) End date of base year

03/30/2021

(9.15.2.6) Base year figure

0

(9.15.2.7) End date of target year

03/30/2030

(9.15.2.8) Target year figure

100

(9.15.2.9) Reporting year figure

30

(9.15.2.10) Target status in reporting year

Select from:

☑ Underway

(9.15.2.11) % of target achieved relative to base year

30

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Sustainable Development Goal 6

☑ Other, please specify **:**Water neutrality guideliness

(9.15.2.13) Explain target coverage and identify any exclusions

All plants are included. There are no exclusions

(9.15.2.14) Plan for achieving target, and progress made to the end of the reporting year

Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030. Our manufacturing facilities in Lucknow and Dharwad were certified 'water positive' and the Pantnagar facility was certified 'water neutral' by CII-GBC.

(9.15.2.16) Further details of target

The Net water ratio has been calculated on the basis of CII water Neutrality guidelines. The ratio is defined as Total freshwater consumption divided by all the quantifiable (and verifiable) water savings through strategies undertaken as well as to be further executed towards improving operational water use efficiencies, water conservation efforts (including rainwater harvesting, source diversification, rejuvenation, additional storages etc., both in the plant's watershed as well other critical watersheds.
[Add row]

(9.15.3) Why do you not have water-related target(s) and what are your plans to develop these in the future?

(9.15.3.1) Primary reason

Select from:

☑ Other, please specify **:**We have Intensity Target

(9.15.3.2) Please explain

Tata motors have Water Positive Target. Tata Motors acknowledges the significance of water as a shared and scarce resource. We are committed to using water efficiently by maximising effluent recycling and re-use at all our manufacturing plants, and minimising leakage and wastage. We have created water bodies and groundwater recharge structures within our manufacturing sites wherever feasible. Going forward, our approach will be holistic to encompass all aspects of sourcing water, its optimal utilisation. We will also be intensifying recharge efforts for achieving a 'Water Neutral' status by 2030. Our manufacturing facilities in Lucknow and Dharwad were certified 'water positive' and the Pantnagar facility was certified 'water neutral' by CII-GBC.

[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Land/water protection

☑ Land/water management

☑ Species management

☑ Education & awareness

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: ☑ No, we do not use indicators, but plan to within the next two years

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity.*
UNESCO World Heritage sites	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity*
Ramsar sites	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity*
Key Biodiversity Areas	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity*
Other areas important for biodiversity	*Select from:* ☑ No	*We Don't Have Any of our plants in areas important for Biodiversity*

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Waste data

☑ Fuel consumption

☑ Year on year change in emissions intensity (Scope 1 and 2)

☑ Base year emissions
☑ Electricity/Steam/Heat/Cooling consumption
☑ Renewable Electricity/Steam/Heat/Cooling consumption

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000
☑ ISAE 3410, Assurance Engagements on Greenhouse Gas Statements

(13.1.1.4) Further details of the third-party verification/assurance process

Indicators covered as part of GRI Standards 2021 include data for TML, TMPVL and TPEML; and a limited assurance on these indicators is provided by KPMG Assurance and Consulting Services LLP.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

TML_Assurance-Report_Limited.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

	Additional information
	No additional information

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Sustainability Officer

(13.3.2) Corresponding job category

Select from:

☑ Chief Sustainability Officer (CSO)

[Fixed row]