TVS Motor Company Ltd

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Read full terms of disclosure

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09/17/2025, 07:16 am

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:
☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:
☑ INR

(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

TVS Motor Company is a reputed two and three-wheeler manufacturer globally, championing progress through Sustainable Mobility with four state-of-the-art manufacturing facilities in Hosur, Mysuru, and Nalagarh in India and Karawang in Indonesia. Rooted in our 100-year legacy of Trust, Value, and Service, we take pride in making internationally aspirational products of the highest quality through innovative and sustainable processes. We are the only two-wheeler company to have received the prestigious Deming Prize(1). Our products lead in their respective categories in the J.D. Power IQS and APEAL(2) surveys. We have been ranked No. 1 Company in the J.D. Power Customer Service Satisfaction Survey for four consecutive years. Our group company Norton Motorcycles, based in the United Kingdom, is one of the most emotive motorcycle brands in the world. Our subsidiaries in the personal e-mobility space, Swiss E-Mobility Group (SEMG), and EGO Movement have a leading position in the e-bike market in Switzerland. TVS Motor Company endeavours to deliver the most superior customer experience across the 80 countries in which we operate. (1). The Deming Prize is a prestigious award given to organizations and individuals for excellence in quality management. The prize emphasizes continuous improvement and excellence in organizational processes. (2) J.D. Power conducts several studies to evaluate vehicle quality and customer satisfaction. Two of their well-known studies are the Initial Quality Study (IQS) and the Automotive Performance, Execution and Layout (APEAL) Study.
[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

03/30/2025

(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:

☑ 1 year

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

Select from:

☑ 1 year

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

Select from:

☑ 1 year

[Fixed row]

(1.4.1) What is your organization’s annual revenue for the reporting period?

409164400000.00

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[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:
☑ Yes

(1.6.2) Provide your unique identifier

INE494B01023

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:

☑ Yes

(1.6.2) Provide your unique identifier

335800URVL13UQEWM152

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

CIN: L35921TN1992PLC022845
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ India

☑ Indonesia

☑ Singapore

☑ Switzerland

☑ United Kingdom of Great Britain and Northern Ireland

(1.21) For which transport modes will you be providing data?

Select all that apply

☑ Light Duty Vehicles (LDV)

(1.22) Provide details on the commodities that you produce and/or source.

Timber products

(1.22.1) Produced and/or sourced

Select from:

☑ Sourced

(1.22.2) Commodity value chain stage

Select all that apply

☑ Retailing

(1.22.4) Indicate if you are providing the total commodity volume that is produced and/or sourced

Select from:

☑ Yes, we are providing the total volume

(1.22.5) Total commodity volume (metric tons)

8000

(1.22.8) Did you convert the total commodity volume from another unit to metric tons?

Select from:

☑ No

(1.22.11) Form of commodity

Select all that apply

☑ Boards, plywood, engineered wood

☑ Paper

☑ Tertiary packaging

(1.22.13) % of revenue dependent on commodity

Select from:

☑ Less than 1%

(1.22.14) In the questionnaire setup did you indicate that you are disclosing on this commodity?

Select from:

☑ Yes, disclosing

(1.22.15) Is this commodity considered significant to your business in terms of revenue?

Select from:

☑ No

(1.22.19) Please explain

Timber is not considered significant to TVSM's business in terms of revenue contribution or materiality. The company's primary operations focus on automotive manufacturing, which relies predominantly on metals, polymers, and energy inputs, rather than forest-based commodities. Timber procurement follows sustainable sourcing practices where applicable, but its financial or operational materiality to the company's business model remains low. In FY 24-25, total procurement spent on timber was around 0.11% of the total procurement spent (INR 27967 Cr).

Rubber

(1.22.1) Produced and/or sourced

Select from:

☑ Sourced

(1.22.2) Commodity value chain stage

Select all that apply

☑ Retailing

(1.22.4) Indicate if you are providing the total commodity volume that is produced and/or sourced

Select from:

☑ Yes, we are providing the total volume

(1.22.5) Total commodity volume (metric tons)

20000

(1.22.8) Did you convert the total commodity volume from another unit to metric tons?

Select from:

☑ No

(1.22.11) Form of commodity

Select all that apply

☑ Secondary packaging

☑ Other, please specify :Tyres in the finished product

(1.22.12) % of procurement spend

Select from:

☑ Less than 1%

(1.22.13) % of revenue dependent on commodity

Select from:

☑ Less than 1%

(1.22.14) In the questionnaire setup did you indicate that you are disclosing on this commodity?

Select from:

☑ Yes, disclosing

(1.22.15) Is this commodity considered significant to your business in terms of revenue?

Select from:

☑ No

(1.22.19) Please explain

TVS Motor Company does not directly procure raw rubber; instead, it purchases finished tyres from third-party suppliers. While rubber is a critical upstream input in tyre manufacturing, the company's direct revenue dependence on this raw material remains less than 1% because it is acquired in processed form as part of the tyre supply chain rather than as a standalone commodity. Rubber is operationally significant due to its role in the vehicle tyre supply chain, but it is not financially material (<1%) to TVSM's direct revenue model. The company focuses on supplier engagement, encouraging its tyre vendors to follow deforestation-free sourcing, responsible natural rubber production practices, and climate risk mitigation measures, even though TVSM itself has no direct procurement exposure to raw rubber markets. For FY 24-25, the total spent on rubber (tyre) was around ~ 3% of the total procurement spent (INR 27967 cr).
[Fixed 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

(1.24.6) Smallholder inclusion in mapping

Select from:

☑ Smallholders relevant but not included

(1.24.7) Description of mapping process and coverage

TVS Motor Company (TVSM) maintains strong visibility across its tier-one suppliers and dealer network through structured, ongoing engagement, enabling clarity on supplier locations, operations, compliance, and sustainability performance. This approach supports efficient procurement, risk mitigation, and a transparent, collaborative supply chain. In 2022, TVSM initiated SA8000-aligned audits for Indian upstream suppliers to assess labor, workplace, and social responsibility standards. In FY 2024–25, TVSM implemented a Sustainable Procurement Policy and Supplier Code of Conduct, embedding environmental, social, and ethical criteria into sourcing decisions. These policies set clear expectations on environmental stewardship, human rights, labor practices, compliance, and governance, fostering long-term, values-aligned relationships. TVSM also launched My Sustainability Index (MSI), covering over 75% of direct and indirect suppliers (by procurement spend). Integrated into the supplier onboarding process, MSI benchmarks sustainability performance, tracks progress, and identifies improvement areas while enabling capacity-building support. To ensure adoption, TVSM conducted workshops and webinars to build supplier awareness on sustainability goals and regulatory expectations. Starting in FY 2025–26, TVSM plans to extend the MSI framework to PT TVS Indonesia and Norton Motorcycles, UK, creating a global standard for responsible sourcing and reinforcing its commitment to ethical, sustainable value chains across geographies.
[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?

(1.24.1.1) Plastics mapping

Select from:

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

(1.24.1.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

☑ End-of-life management

(1.24.1.4) End-of-life management pathways mapped

Select all that apply

☑ Preparation for reuse

☑ Recycling

☑ Waste to Energy

[Fixed row]

(1.24.2) Which commodities has your organization mapped in your upstream value chain (i.e., supply chain)?

Timber products

(1.24.2.1) Value chain mapped for this sourced commodity

Select from:

☑ Yes

(1.24.2.2) Highest supplier tier mapped for this sourced commodity

Select from:

☑ Tier 1 suppliers

(1.24.2.3) % of tier 1 suppliers mapped

Select from:

☑ 51-75%

(1.24.2.7) Highest supplier tier known but not mapped for this sourced commodity

Select from:

☑ Tier 2 suppliers

Rubber

(1.24.2.1) Value chain mapped for this sourced commodity

Select from:

☑ Yes

(1.24.2.2) Highest supplier tier mapped for this sourced commodity

Select from:

☑ Tier 1 suppliers

(1.24.2.3) % of tier 1 suppliers mapped

Select from:

☑ 51-75%

(1.24.2.7) Highest supplier tier known but not mapped for this sourced commodity

Select from:

☑ Tier 2 suppliers

[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)

6

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

TVS Motor Company defines the short term as 0–6 years, aligned with the global 2030 milestone for climate and sustainability action. This horizon captures regulatory changes already underway (e.g., India's Carbon Credit Trading Scheme, EU CBAM, extended producer responsibility), near-term shifts in customer preference towards electric and low-emission vehicles, and supply chain dependencies such as renewable energy adoption, critical material traceability, and water stewardship. It also reflects physical climate risks such as heatwaves, water stress, and flooding events that may disrupt operations and suppliers in the immediate future. Strategically, this horizon is applied to product development (EV expansion and flex-fuel readiness), operational efficiency (renewable energy transition and energy intensity reduction), and supplier engagement through the My Sustainability Index (MSI). It guides annual risk assessments, capital allocation, and scenario analysis to ensure immediate climate-related risks and opportunities are actively managed.

Medium-term

(2.1.1) From (years)

6

(2.1.3) To (years)

16

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

The medium term is defined as 6–16 years, linked to the 2040 global milestone and India's Net Zero by 2070 pathway. This horizon reflects transition risks from tightening emission regulations, accelerating adoption of low-carbon mobility, and expected carbon pricing escalations. It also incorporates opportunities from scaling electric mobility, hydrogen and alternate fuels, and efficiency gains across the value chain. In this timeframe, TVS Motor prioritizes embedding sustainability into its long-range product portfolio strategy, expanding charging and service ecosystems, securing renewable energy and green steel supplies, and enhancing resilience of its global supply chain. Scenario analysis under medium-term horizons helps identify cost implications, financing opportunities (e.g., sustainability-linked loans), and competitive positioning for low-carbon growth.

Long-term

(2.1.1) From (years)

16

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

Select from:

☑ No

(2.1.3) To (years)

26

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

The long term is defined as 16–26 years, aligned with the 2050 milestone for global Net Zero and nature-positive commitments. This horizon considers systemic shifts such as decarbonized transport systems, stringent global biodiversity and deforestation regulations, and macroeconomic shifts in consumer and capital markets driven by sustainability imperatives. Physical climate risks like chronic water stress, changing rainfall patterns, and ecosystem degradation are also integrated. TVS Motor uses this horizon for strategic resilience planning, including Net Zero operational roadmaps, full Scope 3 decarbonization (supply chain, logistics, and use-phase emissions), large-scale adoption of circular economy models, and investment in nature-based solutions. These long-term considerations anchor the company's ambition to deliver a resilient, low-carbon, and nature-positive value chain, ensuring business continuity and sustained stakeholder value creation.
[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

☑ Water

☑ Plastics

☑ Biodiversity

(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

☑ End of life management

(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

☑ National

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ CBD – Convention on Biological Diversity

☑ WRI Aqueduct

☑ Other commercially/publicly available tools, please specify :EY Climate Analytics Platform

Enterprise Risk Management
☑ Enterprise Risk Management
☑ Internal company methods
☑ Risk models

International methodologies and standards
☑ Environmental Impact Assessment
☑ ISO 14001 Environmental Management Standard
☑ Life Cycle Assessment

Databases
☑ Nation-specific databases, tools, or standards

Other
☑ Scenario analysis
☑ Desk-based research
☑ External consultants
☑ Materiality assessment
☑ Internal company methods
☑ Jurisdictional/landscape assessment
☑ Source Water Vulnerability Assessment
☑ Partner and stakeholder consultation/analysis

(2.2.2.13) Risk types and criteria considered

Acute physical
☑ Cyclones, hurricanes, typhoons
☑ Drought
☑ Flood (coastal, fluvial, pluvial, ground water)
☑ Heat waves
☑ Heavy precipitation (rain, hail, snow/ice)

Chronic physical
☑ Water stress
☑ Precipitation or hydrological variability

☑ Sea level rise
☑ Groundwater depletion
☑ Changing wind patterns
☑ Temperature variability
☑ Increased severity of extreme weather events
☑ Water availability at a basin/catchment level
☑ Changing temperature (air, freshwater, marine water)

Policy

☑ Carbon pricing mechanisms
☑ Increased pricing of water
☑ Changes to national legislation
☑ Regulation of discharge quality/volumes
☑ Increased difficulty in obtaining operations permits
☑ Lack of globally accepted and harmonized definitions
☑ Changes to international law and bilateral agreements
☑ Statutory water withdrawal limits/changes to water allocation
☑ Mandatory water efficiency, conservation, recycling, or process standards
☑ Introduction of regulatory standards for previously unregulated contaminants
☑ Other policy, please specify **:Policies specific to the Transportation Industry, Regulations on Disclosures & Reporting**

Market

☑ Changing customer behavior
☑ Uncertainty in the market signals
☑ Availability and/or increased cost of raw materials
☑ Availability and/or increased cost of recycled or renewable content
☑ Inadequate access to water, sanitation, and hygiene services (WASH)
☑ Availability and/or increased cost of certified sustainable material

Reputation

☑ Impact on human health
☑ Stigmatization of sector
☑ Stakeholder conflicts concerning water resources at a basin/catchment level
☑ Exclusion of vulnerable and marginalized stakeholders (e.g., informal workers)
☑ 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 reusable products
☑ Transition to recyclable plastic products
☑ Data access/availability or monitoring systems
☑ Transition to lower emissions technology and products

☑ Transition to increasing recycled content

☑ Transition to increasing renewable content products

☑ Unsuccessful investment in new technologies

☑ Transition to water intensive, low carbon energy sources

☑ Transition to water efficient and low water intensity technologies and

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs

☑ Customers

☑ Employees

☑ Investors

☑ Suppliers

☑ Regulators

☑ Local communities

☑ Water utilities at a local 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

TVS Motor Company applies a structured, enterprise-wide approach to define what constitutes a "substantive impact" from climate- and nature-related risks and opportunities. This approach aligns with TVSM's risk appetite, long-term business strategy, and sustainability commitments. It ensures that ESG-related risks that could materially affect the company's operations, profitability, or reputation are identified, assessed, and integrated into its Enterprise Risk Management (ERM) system, Business Continuity Plan (BCP), and strategic decision-making. Ownership and Process Integration: The Business Planning Team, which embeds Risk Management, initiates the assessment process. It scans for risks and opportunities across climate, regulation, operations, and the supply chain. These are evaluated for likelihood and consequence, then escalated to the Risk Management Committee (RMC) for independent oversight and strategic validation. This process is supported by ISO 22301-compliant business continuity management and is consistently applied across all domestic and international operations. Definition of 'Substantive Impact':A risk or opportunity is deemed "substantive" when it could: • Disrupt business continuity or critical operations, • Inhibit achievement of corporate strategic objectives, • Result in significant financial deviation (OPEX/CAPEX), • Exposes the company to regulatory non-compliance, brand damage, or litigation. TVSM's multi-tier assessment includes: o Scope and Breadth – Evaluates whether the issue affects a single plant, a region, strategic suppliers, or the entire value chain. Example: Water scarcity in Hosur, a key production site, would be prioritized due to its cascading impact on manufacturing and supply chains. o Financial Materiality – Examines if a risk entails high CAPEX/OPEX, disrupts critical revenue streams, or results in penalties. Internal thresholds define materiality (e.g., INR thresholds for unplanned operational cost increases). 2. Senior-Level Discretion – The Board, RMC, and Business

leaders apply judgment using market intelligence and policy foresight to interpret emerging risks (e.g., from carbon tax etc). Forward-Looking Scenario Consideration: TVSM integrates global and regional policy developments in its assessment, using scenario analysis aligned with: • RCP 4.5 and 8.5 • Policy shifts in key markets including Indonesia, the UK, Africa, and Latin America, • Nature-related transition risks under the TNFD LEAP framework. Shadow Pricing Integration: To further internalize climate and nature impacts in business decisions, TVSM applies shadow prices Internal carbon price: USD 25/tonne CO_2e & Internal water price: INR 100/kL. These prices will be applied across major projects, including supplier transitions and resource-intense facilities, enabling a unified impact valuation. Traceability and Review: • This definition is applied consistently across all facilities and supplier engagements. • Reviewed quarterly during the RMC's enterprise risk calibration cycle. • Tracked via internal tools similar to Business Impact Analysis (BIA) documentation
[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

Yes—TVS Motor Company has a vision to transform the quality of life of people across the world by providing mobility solutions that are exciting, responsible, sustainable, and safe. The vision is anchored in the understanding that environmental dependencies, impacts, risks, and opportunities are interconnected and must be managed through an integrated and evidence-based approach. The company employs a continuous and dynamic process that combines outcomes from its double materiality assessment, a comprehensive evaluation that considers both the financial and non-financial impacts of the company's activities, the Task Force on Climate-related Financial Disclosures-aligned risk analysis, and ongoing monitoring and reporting of environmental metrics to ensure that dependencies, such as energy, water, and critical raw materials, are directly linked to strategic risk and opportunity evaluation. When high dependencies are identified, risk assessments and targeted mitigation actions are undertaken. When environmental reporting reveals unfavourable trends, root-cause analyses are conducted to identify underlying dependencies and risks, thereby creating a feedback loop that enhances resilience. This process allows TVS Motor Company to systematically map risks and opportunities against dependencies and impacts, revealing, for example, how exposure to carbon pricing under India's Carbon Credit Trading Scheme or international measures such as the European Union Carbon Border Adjustment Mechanism not only presents transition risks but also creates opportunities in electric mobility, renewable energy expansion, efficiency improvements, and sustainable sourcing. Stakeholder engagement with suppliers, dealers, employees, communities, and regulators enhances these insights, ensuring that business responses are grounded in diverse perspectives and aligned with evolving expectations. Governance integration through the Board Risk Management Committee and the Sustainability Committee under the CEO ensures that interconnections are embedded into decision-making at the highest level. At the same time, cross-functional participation links these assessments to operational and financial choices. Key outputs of this integrated approach include the company's Sustainability Strategy and the adoption of shadow pricing mechanisms, such as an Internal Carbon Price of $32/t$CO_2e$ and an Internal Water Price of $1.19/kiloliter, which align financial planning and capital allocation with environmental stewardship. By continuously linking dependencies, impacts, risks, and opportunities through this structured methodology, TVS Motor Company demonstrates a proactive approach to climate risk management, resilience building, and sustainable value creation.
[Fixed row]

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

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Areas important for biodiversity

☑ Areas of high ecosystem integrity

☑ Areas of limited water availability, flooding, and/or poor quality of water

Locations with substantive dependencies, impacts, risks, and/or opportunities

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to water

(2.3.4) Description of process to identify priority locations

TVS Motor Company applies a structured process to identify priority locations within its value chain, ensuring proactive risk management and sustainable growth. Using the Task Force on Climate-related Financial Disclosures framework, the company assesses exposure of operations and supply chain nodes to physical climate risks such as floods, droughts, cyclones, heat waves, and rising sea levels. This enables TVS Motor to prioritize resilience measures and adaptation strategies in the most vulnerable regions. Governance oversight is central, with the Board of Directors, Risk Management Committee, and senior management reviewing and validating location priorities. The assessment incorporates not only current exposures but also anticipated regulatory changes, natural resource availability, and strategic business relevance. National policy developments, including India's Carbon Credit Trading Scheme, and international mechanisms such as the European Union Carbon Border Adjustment Mechanism are integrated into decision-making. This comprehensive approach ensures that environmental dependencies and physical risks are translated into actionable priorities that protect enterprise value, align with stakeholder expectations, and strengthen the company's long-term sustainability strategy..

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

List of sites with coordinates.pdf
[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:

☑ Other, please specify :The organization applies a combination of qualitative and quantitative criteria to determine when environmental or climate-related risks and opportunities have a substantive effect.

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ 11-20

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify :Scale of the effect and Severity of the effect

(2.4.7) Application of definition

TVS Motor Company's process for determining the substantive effects of risks is fully integrated with its enterprise risk appetite, strategic priorities, and assessment of likelihood and impact. The Business Planning Team initiates this assessment, embedding risk considerations into forecasting and scenario planning. Findings are presented to the Risk Management Committee for review, ensuring oversight and alignment with enterprise risk management. The framework is reinforced by the International Organization for Standardization 22301 business continuity management system, which provides structured protocols for preparedness, response, and recovery from potential business disruptions. The determination of substantiveness is contextual, recognizing that risks and opportunities vary in importance depending on their alignment with the company's strategy and capacity to influence long-term performance. When a risk or opportunity is closely tied to core objectives—such as achieving sustainability commitments, maintaining key product lines, or meeting growth targets—it is prioritized for deeper evaluation. TVS Motor Company applies a structured methodology across three dimensions. The first is scope, which considers whether the risk affects an individual facility, a regional cluster, or the global enterprise. The second is financial impact, measured through potential disruption to critical facilities, loss of revenue streams, higher capital or operational expenditure, exposure to litigation or penalties, or reputational harm. The third is leadership judgment, where the Board of Directors, the Risk Management Committee, and business heads collectively evaluate severity based on expertise, regulatory shifts, and emerging market dynamics. The results are consolidated in a severity-likelihood matrix, with risks rated high on both dimensions designated as "substantive." This ensures that material climate-related and environmental risks are identified, managed, and integrated into strategy, governance, and financial planning. Through this structured approach, TVS Motor Company demonstrates proactive climate risk management and alignment with global best practices while reinforcing its capacity for resilience, responsible growth, and long-term stakeholder value creation..

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :Opportunities are considered substantive when they have the potential to materially impact revenue growth, cost efficiency, innovation, or stakeholder perception, and when they exceed internally defined financial, operational, or strategic thresholds

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ 11-20

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify :Scale of the associated opportunity

(2.4.7) Application of definition

TVS Motor Company applies the same rigor in defining substantive opportunities as it does in assessing risks, focusing on those that can materially advance its strategic objectives and create long-term value. The company evaluates the potential scale and impact of opportunities, their alignment with strategic direction, and the likelihood of successful realization. Opportunities that strengthen market expansion, accelerate leadership in sustainability, or foster innovation are given priority, as they enhance competitiveness and resilience while benefiting stakeholders. The assessment of substantiveness follows a structured methodology across three dimensions. The first is scope, which determines whether an opportunity is localized to individual facilities or extends across regions and global operations, influencing multiple aspects of the value chain. The second is financial impact, which considers the potential to significantly influence competitiveness, strengthen alignment with corporate strategy, expand or diversify revenue streams, or necessitate substantial increases in capital or operational expenditure to realize the opportunity. The third dimension is leadership judgment, where the Board of Directors and senior management apply their expertise and discretion to assess the materiality of opportunities based on emerging trends, regulatory changes, and shifts in market dynamics. Opportunities that meet these tests are classified as

substantive and integrated into long-term strategy and financial planning. For example, opportunities in electric mobility, renewable energy expansion, adoption of green steel, and circular economy initiatives are evaluated not only for their financial returns but also for their ability to deliver resilience, stakeholder trust, and alignment with global sustainability commitments. By embedding this structured methodology into its governance and planning processes, TVS Motor Company ensures that substantive opportunities are identified, prioritized, and acted upon in a manner that strengthens its sustainability leadership, drives innovation, and creates enduring stakeholder value.
[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:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

TVS Motor Company is committed to strict compliance with environmental laws, regulations, and guidelines in all the countries where it operates. In India, it adheres to the Water (Prevention and Control of Pollution) Act of 1974, the Air (Prevention and Control of Pollution) Act of 1981, the Environment (Protection) Act of 1986, and related regulations concerning hazardous waste, electronic waste, and plastic waste management. The company is registered with the Central Pollution Control Board as a producer of regulated products, including lithium-ion batteries. TVS ensures that all waste and discharges are treated safely and in accordance with legal standards. In Indonesia, the company complies with the Government Regulation on Water Quality Management and Control over Water Pollution. Meanwhile, in the United Kingdom, it follows the Water Act of 1973, the Environmental Protection Act of 1990, and the requirements set forth by the Environment Agency regarding water abstraction, discharge, and waste management. TVS Motor Company conducts routine testing, certification, and reporting to demonstrate its adherence to these legal standards. This structured approach to compliance not only mitigates legal and reputational risks but also reinforces the company's commitment to environmental stewardship, regulatory alignment, and sustainable growth.
[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

During the surface treatment of metal sheets & in some cases during breakdown maintenance, oils enter the effluent stream, introducing contaminants that require effective treatment before discharge. Even low oil concentrations in treated effluent can harm aquatic ecosystems and affect organism health. To address this, our wastewater treatment systems are equipped with oil and grease trap, oil skimmers, dissolved air flotation (DAF) unit that efficiently removes oil and grease, significantly reducing oil levels to ensure regulatory compliance and protect downstream aquatic life. Removal of oil in the primary stage of treatment supports downstream treatment stages and improves the efficiency of recovery processes.

(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

☑ Water recycling

☑ Upgrading of process equipment/methods

☑ Beyond compliance with regulatory requirements

☑ Requirement for suppliers to comply with regulatory requirements

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

(2.5.1.5) Please explain

TVSM has established robust effluent treatment and recycling facilities, incorporating Primary, Secondary, and Tertiary treatment along with systems for collection, processing, and storage to ensure effective wastewater management. Designed to go beyond regulatory requirements, these facilities minimize pollutants and safeguard water resources. All Indian plants are equipped with oil and grease traps, skimmers, Dissolved Air Flotation (DAF), and clarifier units for initial contaminant removal. Advanced treatment processes, including spiral and plate-tube RO and multi-effect evaporators, further ensure that no liquid waste is discharged externally,

with treated permeate recycled back into manufacturing operations. At the UK and Indonesia sites, wastewater is treated and discharged through approved third-party facilities in full compliance with regulations and best practices. To maintain consistent performance, TVSM conducts routine in-house monitoring as well as external validation through NABL-accredited or certified laboratories, covering key parameters such as pH, Oil & Grease, TSS, TDS, COD, BOD, heavy metals, and others.

Row 2

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Heavy metals like Nickel and Zinc; Metal salts used in surface treatment; Phosphates and Nitrates originating from detergents and Acid and Alkali used for degreasing. These inorganic pollutants, if not properly managed, can contaminate water and soil, posing environmental and health risks. To address this, our wastewater treatment systems are equipped with robust Physico-chemical treatment systems viz., De-silication, hardness removal and heavy metal precipitation systems. The effluent undergoes robust pre-treatment viz., removal of oil, removal of hardness and Silica, precipitation of heavy metals and removal of organics by biological methods through advanced treatment technologies e.g. Membrane Bio-reactor. The effluent free from these pollutants undergoes recycling process through ultrafiltration and reverse osmosis systems. The clean water thus produced is used back in the process and the reject is disposed environmentally sound manner.

(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

☑ Water recycling

☑ Upgrading of process equipment/methods

☑ Beyond compliance with regulatory requirements

☑ Reduction or phase out of hazardous substances

☑ Requirement for suppliers to comply with regulatory requirements

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

(2.5.1.5) Please explain

TVSM has established robust effluent treatment and recycling facilities, incorporating Primary, Secondary, and Tertiary treatment along with systems for collection, processing, and storage to ensure effective wastewater management. Designed to go beyond regulatory requirements, these facilities minimize pollutants and safeguard water resources. All Indian plants are equipped with oil and grease traps, skimmers, Dissolved Air Flotation (DAF), and clarifier units for initial contaminant removal. Advanced treatment processes, including spiral and plate-tube RO and multi-effect evaporators, further ensure that no liquid waste is discharged externally, with treated permeate recycled back into manufacturing operations. At the UK and Indonesia sites, wastewater is treated and discharged through approved third-party facilities in full compliance with regulations and best practices. To maintain consistent performance, TVSM conducts routine in-house monitoring as well as external validation through NABL-accredited or certified laboratories, covering key parameters such as pH, Oil & Grease, TSS, TDS, COD, BOD, heavy metals, and others.

Row 3

(2.5.1.1) Water pollutant category

Select from:

☑ Other, please specify :BOD & COD

(2.5.1.2) Description of water pollutant and potential impacts

Biological Oxygen Demand (BOD) and Chemical Oxygen Demand (COD) are critical indicators of organic pollution in wastewater. Elevated levels can deplete dissolved oxygen in receiving water bodies, endangering aquatic life, disrupting ecological balance, and leading to foul odors and poor water quality. To address this, our wastewater treatment systems are designed with multi-stage processes including equalization, biological treatment, and advanced oxidation, which significantly reduce BOD and COD levels. Robust treatment ensures treated effluent consistently meets stringent regulatory norms and supports environmental protection objectives.

(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

☑ Water recycling

☑ Upgrading of process equipment/methods
☑ Beyond compliance with regulatory requirements
☑ Implementation of integrated solid waste management systems
☑ Requirement for suppliers to comply with regulatory requirements
☑ Industrial and chemical accidents prevention, preparedness, and response
☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements
☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

(2.5.1.5) Please explain

TVSM has established robust effluent treatment and recycling facilities, incorporating Primary, Secondary, and Tertiary treatment along with systems for collection, processing, and storage to ensure effective wastewater management. Designed to go beyond regulatory requirements, these facilities minimize pollutants and safeguard water resources. All Indian plants are equipped with oil and grease traps, skimmers, Dissolved Air Flotation (DAF), and clarifier units for initial contaminant removal. Advanced treatment processes, including spiral and plate-tube RO and multi-effect evaporators, further ensure that no liquid waste is discharged externally, with treated permeate recycled back into manufacturing operations. At the UK and Indonesia sites, wastewater is treated and discharged through approved third-party facilities in full compliance with regulations and best practices. To maintain consistent performance, TVSM conducts routine in-house monitoring as well as external validation through NABL-accredited or certified laboratories, covering key parameters such as pH, Oil & Grease, TSS, TDS, COD, BOD, heavy metals, and others. [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

Forests

(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, only within our direct operations

(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

TVS Motor Company is undertaking a comprehensive water risk assessment to evaluate potential environmental and operational risks arising from water scarcity, climate variability, and evolving regulatory requirements. As of the reporting year, no water-related risks have been classified as having a substantive financial or operational impact; however, this risk category remains under active evaluation given the company's presence in water-stressed regions such as Tamil Nadu and Karnataka. The ongoing evaluation focuses on three key risk areas: Physical Risks: Potential water scarcity under climate change scenarios (SSP2, RCP4.5, RCP8.5), declining groundwater availability, and impacts on manufacturing continuity and local community water access. Regulatory Risks: Anticipated tightening of industrial water extraction and wastewater discharge regulations, with implications for compliance costs and operational permits. Reputational Risks: Increasing stakeholder expectations for water stewardship, water neutrality, and alignment with global water sustainability frameworks such as CDP Water Security and TNFD. The assessment integrates site-level water audits, hydrological studies, and scenario-based modeling to identify materiality thresholds, potential financial implications, and adaptation strategies. The findings from this assessment are expected in FY 2025–26 and will contribute to - - Water risk materiality frameworks across operations and supply chain - Climate resilience investments for long-term water security - Alignment with ESG disclosure frameworks, including CDP, CSRD, and DJSI Results will be embedded into TVS Motor Company's ESG risk management framework, sustainability roadmap, and future CDP disclosures to strengthen its approach to climate resilience and water risk governance.

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ Yes, only within our direct operations

(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

TVS Motor Company is currently conducting a comprehensive environmental risk assessment focused on plastic waste management and circular economy impacts across its operations and value chain. As of the current reporting year, no plastic-related risks have yet been classified as having a substantive financial or operational impact; however, this risk area remains under detailed evaluation. The ongoing assessment addresses three key risk dimensions: Physical & Environmental Risks: Potential plastic leakage from packaging and consumables may impact local ecosystems, water bodies, and drainage systems near ecologically sensitive locations such as Bannerghatta National Park and Ramsar wetlands near Nalagarh. Regulatory & Transition Risks: Compliance obligations under India's Plastic Waste Management Rules (EPR mandates) and anticipated regulations in the UK and Indonesia could result in higher costs for plastic waste collection, recycling, and reporting requirements. Reputational Risks: Evolving stakeholder expectations around plastic waste reduction and circularity commitments may create reputational

pressures if not addressed proactively. The evaluation process integrates plastic footprint mapping, supplier packaging data, and alignment with global circular economy standards. The findings from this assessment are expected in FY 2025–26 and will contribute to: - Materiality thresholds for plastic risk under different climate and regulatory scenarios - Cost implications for EPR compliance and waste reduction targets - Strategic actions for plastic circularity, sustainable packaging, and ESG reporting The results will be incorporated into TVS Motor Company's sustainability roadmap, ESG risk framework, and future CDP disclosures, strengthening its alignment with global best practices in environmental risk management.
[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

Acute physical
☑ Heat wave

(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
☑ Indonesia

(3.1.1.9) Organization-specific description of risk

TVS Motor Company is likely to face growing operational exposure to acute physical risks from intensifying heatwaves across its key manufacturing locations, including Hosur and Mysuru in India, and Karawang in Indonesia. Climate projections under RCP 8.5 indicate a sharp increase in the frequency and severity of extreme heat events by 2035, with potential impacts on workforce health, equipment reliability, and energy demand. At Hosur and Mysuru, heat stress can be associated with risks such as reduced labor productivity, higher absenteeism, and increased cooling requirements. Karawang faces compound risks from both extreme heat and flooding, which heighten the potential for operational disruption and supply chain impacts. The risk is embedded into the company's enterprise risk management and climate resilience planning. Mitigation actions include HVAC retrofits, rescheduling of work shifts, workforce hydration and health protocols, and infrastructure upgrades prioritized through capital planning. The risk is assessed as medium-term (2025–2035) with medium to high impact, and is actively monitored using site-level climate modeling, scenario analysis, and resilience KPIs.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased cost of capital

(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

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

Select from:

☑ More likely than not

(3.1.1.14) Magnitude

Select from:

☑ Medium

(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

Climate scenario analysis under RCP 4.5 and RCP 8.5 indicates that intensifying heatwaves and rising average temperatures across key operational sites in Tamil Nadu, Karnataka, Himachal Pradesh (India), and Karawang (Indonesia) pose material risks across short-, medium-, and long-term horizons. Short Term (2025–2030):

Elevated ambient temperatures are expected to increase cooling energy demand, drive higher operating expenses, and contribute to rising insurance and infrastructure maintenance requirements. If unmanaged, these pressures could erode operational efficiency. Medium Term (2030–2040): Heat stress may reduce workforce productivity and increase absenteeism, while unplanned outages and equipment degradation could require additional investment in climate-resilient retrofits and upgrades. Long Term (2040–2050): Continued exposure may necessitate structural changes in facility design, expanded workforce adaptation measures, and deeper integration of energy efficiency solutions to sustain resilience. To address these risks, TVS Motor Company has launched a phased infrastructure resilience program encompassing preventive maintenance of HVAC systems, upgraded insulation materials, and water-cooling equipment optimization. These interventions are integrated into operational budgets and capital planning, with progress tracked through internal climate risk KPIs to ensure asset reliability, operational continuity, and long-term resilience.

(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

☑ Improve maintenance of infrastructure

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

Although heatwave risks were identified through climate scenario analysis, no additional costs were incurred in FY 2024–25 as there were no recorded operational disruptions or productivity losses attributable to heatwaves, existing infrastructure investments and workplace safety measures implemented in prior years mitigated potential impacts, and continuous risk monitoring indicated that temperature and financial thresholds were not breached, thereby eliminating the need for further CapEx or OpEx allocations during the reporting year

(3.1.1.29) Description of response

Physical and transition risks are managed through a structured risk governance approach that integrates business planning, risk management functions, and senior leadership oversight. Mitigation strategies are aligned with the ISO 22301 business continuity management standard to ensure operational resilience under climate change scenarios such as SSP2, RCP 4.5, and RCP 8.5. For heatwaves and rising temperatures, measures include: Advanced HVAC systems and improved ventilation to safeguard employees and equipment. Regular maintenance schedules to ensure reliable and efficient cooling performance. Strengthened WASH

facilities, ensuring access to drinking water, sanitation, and hygiene during extended heatwave conditions. Hydration and workforce health campaigns to prevent heat stress and improve resilience during high-temperature events. Expansion of green belt initiatives and plantation drives to leverage natural cooling benefits and reduce localized heat stress. All these interventions are integrated into existing operational and capital planning, requiring no additional costs beyond allocated budgets. They strengthen operational resilience, reduce climate-related vulnerabilities, and support long-term adaptation planning across manufacturing sites.

Forests

(3.1.1.1) Risk identifier

Select from:

☑ Risk6

(3.1.1.2) Commodity

Select all that apply

☑ Timber products

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ Soil degradation

(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

(3.1.1.9) Organization-specific description of risk

TVS Motor Company's use of timber is minimal and primarily limited to secondary packaging materials such as pallets and crates, with no application in core manufacturing processes. All timber-based packaging materials are sourced domestically within India through established third-party vendors, ensuring no direct procurement from high-risk geographies linked to deforestation or land conversion. Suppliers handling timber-based packaging are required to adhere to local environmental regulations, forest protection laws, and applicable responsible sourcing standards. Where feasible, TVSM encourages vendors to adopt certifications such as FSC (Forest Stewardship Council) to strengthen supply chain transparency and sustainability. Given the low sourcing volumes and less than 1% revenue dependence on timber-related materials, the company currently has no direct exposure to deforestation-linked raw timber supply chains. Consequently, potential risks from timber sourcing—whether operational, regulatory, or reputational—are assessed as non-material under present business conditions.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased capital expenditures

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

Select all that apply

☑ Long-term

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

Select from:

☑ Unlikely

(3.1.1.14) Magnitude

Select from:

☑ Medium-low

(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

Over the long-term horizon (2040–2050), the financial effect of timber-related risks on TVS Motor Company is anticipated to remain low and non-material, given the organization's minimal dependence on timber for core manufacturing processes. Timber usage at TVSM is limited to secondary packaging materials, all sourced domestically through third-party vendors rather than directly from forest landscapes or high-risk geographies linked to deforestation. As a result, potential financial implications under future climate or regulatory scenarios are expected to be limited to marginal increases in packaging procurement costs if forest-risk regulations, certification requirements, or carbon pricing mechanisms become stricter over time. Even under a High-Regulation Scenario, where forest stewardship certifications

(e.g., FSC) or deforestation-free sourcing mandates become mandatory, cost impacts would likely remain below 1% of total operational expenditure, given the low procurement volumes and less than 1% revenue dependence on timber-linked materials. Consequently, TVSM's financial position, performance, and cash flows are not expected to experience material disruptions from timber-related risks over the long-term horizon.

(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

Policies and plans

☑ Participation in environmental collaborative industry frameworks, initiatives and/or commitments

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

Based on TVS Motor Company's internal analysis, the cost of risk associated with timber usage for FY 2024–25 is assessed at INR 0 crore. Timber at TVSM is used only for secondary packaging and is sourced domestically through third-party vendors rather than directly from forest landscapes or high-risk geographies linked to deforestation. Given the low procurement volumes, less than 5% revenue dependence on timber-related materials, and no direct exposure to deforestation-linked raw timber supply chains, the company does not anticipate any significant financial, operational, or regulatory costs arising from timber sourcing under current market and policy conditions.

(3.1.1.29) Description of response

TVS Motor Company engages with industry associations such as SIAM (Society of Indian Automobile Manufacturers) and other policy forums to monitor emerging forest-risk regulations and assess their potential impact on revenue, operations, and supply chains. The company conducts regulatory horizon scanning and scenario analysis to evaluate possible financial effects of stricter measures, including FSC certification requirements, carbon pricing mechanisms, and traceability standards across key jurisdictions such as the EU and UK. Given that timber usage remains below 1% of procurement spend and is limited to secondary packaging materials, the overall risk is currently non-material. However, this structured approach enables early identification of policy shifts and ensures alignment with enterprise risk management (ERM) processes to maintain operational resilience and market access as regulatory landscapes evolve globally.

Water

(3.1.1.1) Risk identifier

Select from:

☑ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☑ Drought

(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

☑ Penner River

(3.1.1.9) Organization-specific description of risk

As part of its Water Stewardship Framework, in FY 2023-24, the company assessed drought risks across its direct operations in India, under SSP 2/ RCP 4.5, and RCP 8.5 climate scenarios. The Hosur facility in India is likely to faces high drought risk across all time horizons due to the Ponnaiyar Minor Basin's projected decline in water availability, rising heatwave intensity, and regional industrial water demand. Overall exposure is partly mitigated by low dependence on fresh surface water (~3.7% of total withdrawal) and resilience measures including rainwater harvesting, water recycling, Zero Liquid Discharge (ZLD) systems, and achieving Water Positive certifications at Hosur (1.21), Mysuru (1.24), and Nalagarh (1.49), reflecting net augmentation over consumption and supporting long-term climate adaptation.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased direct costs

(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

☑ Long-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

As the physical risk assessment undertaken in FY 2023-24, drought risk across Hosur (India) and Karawang (Indonesia) is projected to have a high financial impact over the short-, medium-, and long-term under SSP2, RCP 4.5, and RCP 8.5 climate scenarios. Anticipated effects include: • Workforce management: Water scarcity may disrupt workforce health and productivity, increasing labour costs and impacting talent retention. • Asset value and useful life: Assets relying on water for cooling and processing may face reduced lifespans, early retirement, or impairment, requiring unplanned CapEx for water-efficient replacements. • Production capacity: Limited water availability could constrain production output, reduce revenues, and affect market share due to unmet demand. •Operating costs: Higher expenses for alternative water sourcing, recycling technologies, and regulatory compliance may increase operational costs and reduce profit margins. Overall, drought risk may result in increased direct costs, revenue losses, capital expenditure pressures, and cash flow volatility, requiring strategic financial planning and resilience investments to ensure long-term operational continuity and sustainable growth.

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

Select from:

☑ Yes

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

6875156

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

6875156

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

4508400

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

4508400

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

2141644

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

2141644

(3.1.1.25) Explanation of financial effect figure

The financial effect figures for the anticipated impact of drought have been derived using site-specific assumptions for TVS Motor Company's three Indian manufacturing plants. At Nalagarh, water consumption is projected with a compound annual growth rate (CAGR) of 4.4%, while municipal water tariffs are assumed to increase at 3% CAGR, with 365 operational days considered. At Mysuru, water consumption is assumed to grow at a 3.7% CAGR, municipal water costs at 3% CAGR, and operations assumed across the full year (365 days). At Hosur, which is the largest facility, water consumption growth is projected at a 1.3% CAGR, while municipal water tariffs are assumed to rise faster, at 5% CAGR, with continuous operation throughout the year (365 days). These assumptions, combined with climate scenario projections (RCP 4.5 for 2030 and RCP 8.5 for 2050), form the basis for calculating the short-, medium-, and long-term financial effects of drought. The methodology integrates anticipated changes in water demand with expected increases in municipal water costs to estimate the potential incremental financial burden under different climate pathways. All financial estimates are expressed in Indian Rupees and calculated using internal water consumption baselines, tariff structures, and production forecasts.

(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

21100000

(3.1.1.28) Explanation of cost calculation

In FY 2024–25, TVS Motor Company incurred ₹10.81 crore to mitigate drought and water stress risks. Of this, 29.9% (₹3.23 crore) was capital expenditure and 70.1% (₹7.58 crore) operating expenditure. 7.9% (₹0.83 crore) was used for external water procurement at Mysuru, Nalagarh, and Hosur, while 92.1% (₹9.98 crore) supported long-term stewardship. Within stewardship, 34.7% was invested in water treatment and recycling, including ZLD and effluent treatment upgrades, and 1.4% in water quality compliance through online monitoring sensors. No spend was recorded on flood and drought resilience. The largest share, 47.4%, funded community water access and conservation projects. These measures strengthen resilience, reduce freshwater dependency, and align with TVS Motor Company's goal of achieving water-positive operations.

(3.1.1.29) Description of response

As part of its Water Stewardship Framework, TVS Motor Company (TVSM) has embedded a proactive approach to manage climate-related water risks through its Business Planning Team, which integrates the Risk Management function, the Risk Management Committee (RMC), and senior business leaders. Mitigation measures are aligned with the ISO 22301 business continuity management system, ensuring operational resilience, climate adaptation, and sustainable manufacturing practices. The company's response to drought and water scarcity risks is centered on water efficiency, reuse, recycling, and conservation practices, with key initiatives including: • Water Positive Certification: All three Indian manufacturing plants (Hosur, Mysuru, and Nalagarh) are certified by CII as "Water Positive Facilities", meaning they replenish more water than they consume, a strong validation of TVSM's leadership in sustainable water management. • Internal Water Pricing: Implementation of an internal water price of INR 100/KL in India to drive efficient consumption, incentivize water-saving investments, and ensure financial preparedness for water-related climate risks. • Emergency Preparedness: Comprehensive business continuity planning covering water rationing, alternative sourcing, and workforce protection to sustain operations during extreme climate events. • Community Partnerships: Collaboration with the Srinivasan Service Trust (SST) and local stakeholders to build climate-resilient communities through catchment restoration, groundwater recharge, and afforestation programs; over 3,000 saplings have been planted, strengthening local ecosystems and long-term resilience.

Plastics

(3.1.1.1) Risk identifier

Select from:

☑ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Liability

☑ Non-compliance with legislation

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ End-of-life management

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ India

(3.1.1.9) Organization-specific description of risk

TVS Motor Company may face rising liability risk from Extended Producer Responsibility (EPR) regulations on plastics and packaging in India, which will remain the most immediate and material compliance priority. Under the Plastic Waste Management Rules (Amendments 2022), producers will be required to collect, recycle, and ensure end-of-life traceability of post-consumer packaging. Annual EPR targets will be strictly monitored by the Central Pollution Control Board (CPCB), and non-compliance will attract environmental compensation, leading to direct financial outflows and reputational risk. Under a High-Regulation Scenario (2025–2030), compliance costs in India will increase significantly due to: Collection and recycling obligations under state-wise and central frameworks. Capital investments in digital traceability and recycling infrastructure. Redesign of packaging to meet recyclability and recycled-content thresholds. Reputational risk from penalties, disclosure gaps, or public scrutiny in case of delays. At the same time, India's EPR regime will open new opportunities for TVSM. By investing in closed-loop recycling partnerships, developing packaging innovations aligned with GreenPro and CII-GBC certification standards, and engaging suppliers and dealers in material recovery initiatives, TVSM will strengthen its leadership in circular economy practices. Proactively meeting India's EPR requirements will not only mitigate risks but will also build consumer trust, creat

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Upfront costs to adopt/deploy new practices and processes

(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

☑ The risk has already had a substantive effect on our organization in the reporting year

(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:

☑ Medium

(3.1.1.15) Effect of the risk on the financial position, financial performance and cash flows of the organization in the reporting year

In FY 2024–25, TVS Motor Company incurred operating expenses to comply with India's Extended Producer Responsibility (EPR) regulations for plastic waste management under the Plastic Waste Management Rules, 2016, as a registered Brand Owner with the Central Pollution Control Board (CPCB). The company partnered exclusively with authorized recyclers to manage post-consumer plastic waste, ensuring statutory compliance and environmental responsibility. During the reporting year, 935 MT of single-use plastic waste was collected and recycled from India operations, while the company introduced 1,150 MT of Category II (Flexible Plastics) at INR 1.5/kg and 10 MT of Category III (Multi-Layer Plastics) at INR 2.4/kg, resulting in an EPR compliance cost of approximately INR 17.5 lakhs. Financially, this led to marginal increase in operating expenses impacting EBITDA in the short term, while mitigating future penalty risks and aligning with evolving sustainability-linked financing expectations. Operating cash outflows rose in line with compliance costs; however, no significant capital expenditure was required as existing budgets covered waste segregation, logistics, and reporting infrastructure. These measures ensured full compliance with CPCB mandates and strengthened the company's position in India's transition toward a circular economy framework.

(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

The evolving Extended Producer Responsibility (EPR) regulations in India are expected to create material financial impacts on TVS Motor Company's financial position, performance, and cash flows over the short, medium, and long term. In the short term (2025–2030), the enforcement of the Plastic Waste Management Rules (Amendments 2022) will require upfront investments in waste collection and segregation systems, digital data-tracking platforms, and partnerships with

CPCB/SPCB-certified recyclers. Direct compliance costs will rise with the sourcing of EPR-compliant materials, including recyclable and bio-based plastics, which may carry a 10–15% cost premium over conventional packaging materials. In the medium term (2030–2040), as India's EPR requirements become more stringent, TVSM will face higher producer responsibility fees, additional reporting and auditing expenses, and potential environmental levies linked to packaging waste reduction targets. Non-compliance could expose the company to penalties, environmental compensation, or restrictions on product approvals and market access, thereby elevating financial exposure. In the long term (2040–2050+), transitioning to a fully circular packaging model in India will necessitate sustained R&D spending on material innovation, investments in supply chain infrastructure for closed-loop material recovery, and the development of advanced digital compliance platforms to track and disclose packaging flows. These costs will initially increase operating expenses and cash outflows, but over time, efficiency gains, material recovery value, and alignment with India's Green Credit Programme are expected to stabilize margins and strengthen resilience against future regulatory and stakeholder pressures.

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Greater compliance with regulatory requirements

(3.1.1.29) Description of response

In FY 2024–25, TVSM disposed 1,160 metric tons of plastic packaging into the market, incurring an EPR compliance cost of ₹17.49 lakh. This included Category II (Flexible Plastics) and Category III (Multi-Layer Plastics), with 935 metric tons collected and recycled through CPCB-authorized partners, ensuring verified compliance under India's Plastic Waste Management Rules, 2016. Evolving Extended Producer Responsibility (EPR) regulations are considered a transitional risk under regulatory tightening scenarios in India, the UK, the EU, and Indonesia, with potential impacts including increased compliance costs, stricter reporting obligations, and mandatory recovery targets that could strain operational budgets. To address this, TVSM has ensured all three manufacturing sites in India are certified by CII as Zero Waste to Landfill facilities with a diversion rate of ~98%, and all TVS products are designed with 85–90% recyclability and 90–95% recoverability.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk4

(3.1.1.3) Risk types and primary environmental risk driver

Technology

☑ Transition to lower emissions technology and products

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

TVS Motor faces transition risks as governments accelerate the shift from internal combustion engines (ICE) to low-emission powertrains under NDC pathways. In India, nationwide E20 fuel rollout by 2025 and proposed Bharat Stage VII (BS VII) norms by 2026–27—aligned with Euro 7—will mandate real-world emissions monitoring, regulate non-tailpipe pollutants, and require advanced after-treatment systems. This necessitates major R&D, engine redesign, supplier requalification, and manufacturing capex, raising costs if not offset by efficiency gains. In the UK, the 2035 ban on petrol/diesel vehicles, Euro 6 standards, E10 fuels, and EV subsidies up to £2,500 accelerate EV adoption. Indonesia targets Euro 4 norms, E10 rollout, EV tax incentives, and a 2040 ICE ban. Delayed adaptation risks non-compliance, tech obsolescence, and market share loss, demanding investment in flex-fuel readiness, EV platforms, supplier alignment, and retooled manufacturing

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased production costs

(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

☑ Long-term

☑ The risk has already had a substantive effect on our organization in the reporting year

(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

(3.1.1.15) Effect of the risk on the financial position, financial performance and cash flows of the organization in the reporting year

Regulatory Landscape of ICEs and EVs (Ethanol fuel blends): In the reporting year, the organization's financial landscape was significantly influenced by the changing regulatory environment for internal combustion engines (ICEs) and electric vehicles (EVs). The Ministry of Petroleum and Natural Gas in India set forth a policy that necessitates the adoption of E20 fuel across the country by 2025, with select locations offering flex fuel options. As a result, the organization incurred substantial expenses in research and development to modify and ensure compatibility of vehicle components with E20 and E40 ethanol-blended fuels. This involved the redesign or replacement of specific engine parts and comprehensive vehicle testing to maintain performance standards with these cleaner fuels. These expenditures have already impacted the organization's financial position, performance, and cash flows. Nonetheless, these investments are poised to yield long-term benefits, including potential reductions in fuel costs and a move towards more environmentally friendly transportation alternatives

(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

Over the short term (1–3 years), the regulatory shift toward E20 fuel adoption by 2025 will require incremental R&D spending for vehicle testing, engine redesign, and fuel system compatibility upgrades. These costs will impact operating margins and cash flows as compliance with ethanol blending mandates becomes essential across India. In the medium term (3–7 years), as EV regulations, safety standards, and localization requirements evolve, capital allocation toward battery technology development, charging infrastructure integration, and supplier transition costs is expected to rise. This may temporarily affect profitability ratios and necessitate strategic financing structures for EV product launches. Over the long term (7–10 years), however, these regulatory-driven investments are anticipated to lower fuel-related operating expenses, reduce carbon compliance penalties, and unlock green financing opportunities. This is expected to strengthen financial resilience, stabilize cash flows, and enhance shareholder value as the company aligns with India’s clean mobility and decarbonization targets.

(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

Diversification

☑ Develop new products, services and/or markets

(3.1.1.27) Cost of response to risk

10250000000

(3.1.1.28) Explanation of cost calculation

In FY 2024–25, TVS Motor invested ₹612.27 Cr in R&D and ₹412.68 Cr in CapEx to address regulatory and transition risks linked to emissions, fuel transitions, and product compliance. Key initiatives included the launch of TVS King EV and development of EVs across segments, the Jupiter 125 CNG model, and the Raider 125 Flex Fuel variant. All IC engine products were made E20 ethanol-blended fuel compliant, and significant spending supported OBD II B emission norms and engine development for better fuel economy and reduced emissions. Additional investments of ₹423.27 Cr (R&D) and ₹221.39 Cr (CapEx) in prior years reflect a multi-year approach to regulatory alignment, environmental performance, and technology advancement. While these costs impacted near-term financials, they enhance resilience, compliance readiness, and long-term competitiveness under evolving mobility and emission regulations.

(3.1.1.29) Description of response

TVS Motor Company integrates climate and transition risk mitigation into its Business Planning Team and Risk Management Committee, aligning all strategies with ISO 22301 standards for business continuity. In FY 24–25, the company achieved ₹33,000+ Cr revenue with EV sales growing over 100% YoY, supported by R&D investments exceeding ₹1,000 Cr in EV launches, E20-compliant ICE variants, flex-fuel technologies, and emission control systems. Managing Director Sudarshan Venu highlights that while EVs anchor future growth, ICE vehicles with cleaner fuels remain critical for global and Indian markets. The company also engages with industry associations, regulators, and policymakers to shape low-carbon mobility policies, ensuring long-term competitiveness, regulatory compliance, and financial resilience.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk5

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Carbon pricing mechanisms

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

The emergence of carbon pricing mechanisms across key geographies where TVS Motor operates presents a high transition risk under evolving Nationally Determined Contributions (NDC) and Net Zero pathways. • India: In July 2024, the Indian government adopted regulations for the Carbon Credit Trading Scheme (CCTS) under the amended Energy Conservation Act, 2022. The scheme will operationalize India's first compliance carbon market by 2026, with the Bureau of Energy Efficiency (BEE) and Central Electricity Regulatory Commission (CERC) finalizing operational rules. Mandatory emissions intensity targets for energy-intensive sectors are expected, potentially increasing energy and compliance costs for manufacturing operations. • United Kingdom & European Union: The EU's Carbon Border Adjustment Mechanism (CBAM) entered its transitional phase in October 2023 and will become fully operational in January 2026, imposing carbon costs on imports based on embedded emissions. The UK CBAM consultation concluded in June 2024, and draft legislation published in April 2025 confirms implementation from January 2027 for carbon-intensive imports. While initial phases cover steel, aluminium, and cement, automotive components remain under review, raising the risk of trade exposure for TVS Motor's exports. • Indonesia: Presidential Regulation No. 98/2021 established Indonesia's carbon pricing framework, including a carbon tax of IDR 30 per kg CO_2e (~USD 2 per tonne) effective April 2022 for coal-fired

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

(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

☑ Long-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

Emerging carbon tax regulations: Emerging carbon tax regulations could lead to increased indirect operating costs, affecting TVS Motor Company's financial position. To mitigate these costs, the company may need to invest in carbon-reducing technologies and processes, which would impact cash flows and capital allocation. Ineffective reduction of carbon inventory will increase indirect costs of operations due to high carbon taxes.

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

Select from:

☑ Yes

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

23600000

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

69100000

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

68800000

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

224400000

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

116000000

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

230000000

(3.1.1.25) Explanation of financial effect figure

The anticipated financial impact of emerging carbon pricing across India, Indonesia, and the UK was calculated using FY 2024–25 Scope 1 and 2 emissions (India 26,007.5 tCO_2e; UK 251.6 tCO_2e; Indonesia 2,027.3 tCO_2e) multiplied by country-specific carbon price trajectories for short term (2025–27), medium term (2028–35), and long term (post-2035) under minimum and maximum price scenarios. Minimum values assume low carbon prices (e.g., India ₹833/t, Indonesia ₹167/t, UK ₹6,250/t) with planned decarbonization, while maximum values reflect higher prices (e.g., India ₹8,333/t, Indonesia ₹5,000/t, UK ₹12,400/t) and delayed mitigation. Based on this, the anticipated cost exposure is estimated at ₹2.36–6.91 Cr in the short term, ₹6.88–22.44 Cr in the medium term, and ₹11.60–23.00 Cr in the long term, highlighting potential escalation under high-price scenarios if emissions reduction measures are not implemented effectively.

(3.1.1.26) Primary response to risk

Pricing and credits

☑ Increase internal price on carbon

(3.1.1.27) Cost of response to risk

800000

(3.1.1.28) Explanation of cost calculation

In FY 2024–25, TVS Motor Company incurred a cost of approximately ₹8 lakhs to engage the Confederation of Indian Industry (CII) for estimating the embodied carbon of the Jupiter 125 model. The expenditure covered data collection across the value chain, application of recognized methodologies (ISO 14040/44 and GHG Protocol Product Standard), and preparation of a cradle-to-grave carbon footprint assessment. This baseline study supports future GreenPro certification, eco-labelling, and alignment with emerging regulations such as India's Green Credit Programme and global CBAM requirements. The investment represents a capability-building cost to enhance disclosure quality, strengthen product sustainability, and manage climate-related transition risks.

(3.1.1.29) Description of response

TVS Motor Company has initiated the development of a baseline methodology for estimating embodied carbon impacts across its product portfolio, integrating life cycle assessment (LCA) principles aligned with ISO 14040/14044 standards. This methodology draws on the Indian supplier emissions database, capturing material-specific emission factors, recycled content data, and localized production footprints to ensure country-specific accuracy in carbon intensity estimates. As a pioneering step, TVS Jupiter 125cc has become the first two-wheeler in India to earn an Ecolabel (Type 1) certification, demonstrating a ~19% reduction in life-cycle environmental impacts through design optimization, increased use of recycled materials, and supplier-driven process efficiencies. By leveraging Indian supplier data, the baseline model provides granular visibility into upstream emissions, enabling TVS Motor to identify high-impact components and prioritize decarbonization interventions across its value chain. The impact of this approach extends beyond compliance, as it allows quantified embodied carbon reduction targets to be embedded into product design, procurement decisions, and internal carbon pricing mechanisms, aligning future product launches with global green product standards and emerging carbon disclosure frameworks such as CCTS, CBAM, and draft Net Zero Corporate SBTi guidelines.
[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:
☑ CAPEX

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

2900000000

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

Select from:

☑ 21-30%

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

2150000000

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

Select from:

☑ 11-20%

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

3200000000

(3.1.2.7) Explanation of financial figures

Climate Change Amount vulnerable to transition risk: ₹658.657 crore % of total CAPEX: 59.9% Amount vulnerable to physical risk: ₹324.234 crore % of total CAPEX: 29.5% CAPEX deployed in reporting year toward climate-related infrastructure: ₹65.765 crore CAPEX aligned with climate-related opportunities: ₹412.68 crore (37.5%) Explanation: Transition risk exposure reflects strategic investments in E20 fuel compliance, EV platform development, and emission control technologies to meet evolving regulatory and market expectations. Physical risk exposure includes infrastructure upgrades for heatwave resilience, HVAC retrofits, and logistics adaptation across high-risk geographies such as Hosur, Mysuru, and Karawang. Opportunity-aligned CAPEX supports low-carbon product innovation and circular procurement.

Forests

(3.1.2.1) Financial metric

Select from:

☑ Liabilities

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

6600000

(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)

3200000

(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

Low CAPEX exposure reflects TVS's limited use of timber, confined to secondary packaging (pallets, crates). No direct sourcing from forest landscapes or deforestation-linked geographies. Transition risk may emerge if FSC certification or deforestation-free sourcing becomes mandatory under EU/UK regulations. Physical risk is minimal, with no operational dependency on forest ecosystems. No opportunity-aligned CAPEX was recorded, as forest-related initiatives (e.g. afforestation, biodiversity credits) are still under evaluation.

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)

850000000

(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)

1400000000

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

Select from:

☑ 11-20%

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

1650000000

(3.1.2.7) Explanation of financial figures

Transition Risk Exposure (₹85 Cr): This includes financial exposure to tightening water regulations, compliance with effluent norms, and potential penalties for non-compliance. It also covers costs associated with upgrading water treatment infrastructure to meet future standards. Physical Risk Exposure (₹140 Cr): Based on site-level water risk assessments, this figure reflects operational vulnerability to water stress, droughts, and flooding. It includes potential production losses and asset impairment in high water-risk zones. CapEx Deployment (₹165 Cr): Represents proactive investment in water stewardship, including installation of water recycling systems, rainwater harvesting structures, and process redesigns to reduce freshwater dependency. These initiatives support TVS Motor's water neutrality goals and long-term resilience.
[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

Zimbabwe

☑ Other, please specify :Upper Ponnaiyar River Basin

(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:

☑ 51-75%

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

Select from:

☑ 61-70%

(3.2.11) Please explain

TVS Motor Company has identified its Hosur manufacturing complex in Tamil Nadu, India, located within the South Pennar River basin, as the only facility exposed to water-related risks in the long term. Hosur contributes over 75% of TVS Motor's total two-wheeler and three-wheeler production volume, making its risk exposure highly material to business continuity. Risk is likely to include high baseline water stress, regulatory constraints on freshwater withdrawal, and potential operational disruptions during droughts. To address these risks, TVS Motor has implemented 100% rainwater harvesting, zero-liquid discharge systems, and advanced water recycling infrastructure at Hosur, ensuring long-term water resilience.

Row 2

(3.2.1) Country/Area & River basin

Zimbabwe

☑ Other, please specify :Citarum River basin

(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

TVS Motor Company has identified its PT TVS Indonesia facility in Karawang, located within the Citarum River basin, as exposed to water-related risks in the reporting year. This facility contributes around 10% of overall production, with risks including high baseline water stress, periodic flooding, and potential regulatory restrictions on freshwater withdrawals impacting operations. To mitigate these risks, the facility has adopted rainwater harvesting systems, stormwater drainage upgrades, and water recycling measures, strengthening operational resilience and aligning with Indonesia's National Water Resources Policy
[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?

(3.3.1) Water-related regulatory violations

Select from:

☑ No

(3.3.3) Comment

For the reporting year FY 2024–25, TVS Motor Company had no instances of fines, enforcement orders, or penalties related to water withdrawal, consumption, discharge, or quality compliance across any of its manufacturing facilities. The company continues to operate with 100% adherence to local water regulations, supported by: Real-time water monitoring systems to ensure consumption within approved limits. Water quality assurance mechanisms to meet discharge norms consistently. Periodic internal audits for compliance verification and early risk identification. This proactive approach reflects TVS Motor's commitment to regulatory compliance, water stewardship, and operational excellence, ensuring zero non-conformance in water-related regulatory requirements for the entire reporting period. [Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ No, but we anticipate being regulated in the next three years

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

TVS Motor Company is not currently regulated under any carbon pricing system; however, the company has developed a comprehensive strategy to comply with India's upcoming Carbon Credit Trading Scheme (CCTS), Indonesia's planned carbon tax expansion, and potential exposure to the UK Emissions Trading Scheme (ETS) and the EU Carbon Border Adjustment Mechanism (CBAM). The current approach is built on five pillars: governance and oversight via the Board Sustainability Committee and ERM integration; adoption of an internal carbon price of USD 32/tCO_2e, reflecting a mid-range level aligned with the High-Level Commission on Carbon Prices recommendation of USD 50–100/tCO_2e by 2030 (source: carbonpricingdashboard.worldbank.org), with full implementation planned by FY 2026–27 to guide investment decisions under USD 30–100/tCO_2e scenarios; an emissions reduction roadmap targeting 100% renewable energy by 2030 and 95% by FY 2050; alignment of the company's Net Zero Roadmap with ISO Net Zero Guidelines alongside execution of a Life Cycle Assessment (LCA) for product-level embodied carbon to assess CBAM-related cost exposure; financial risk mitigation through carbon credit generation and green financing instruments; and ongoing regulatory scenario planning in India, Indonesia, and the UK to ensure readiness for evolving carbon pricing regulations.

(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?

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☑ Yes, we have identified opportunities, and some/all are being realized

Forests

(3.6.1) Environmental opportunities identified

Select from:

☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☑ Evaluation in progress

(3.6.3) Please explain

TVS Motor Company, through its internal analysis has evaluated environmental opportunities associated with forests, focusing on timber (used in limited packaging applications) and natural rubber (sourced as a finished product for tyres and components). The primary factor is that TVSM does not directly source raw timber or raw natural rubber from forest landscapes. These materials are introduced into the supply chain as processed or finished products, limiting the company's ability to influence upstream deforestation-free sourcing practices or capture direct benefits from initiatives such as FSC-certified packaging or sustainable natural rubber programs. As a result, such initiatives have not yet yielded material financial returns, cost efficiencies, or competitive differentiation for the organization. Furthermore, the current policy and market landscape for the two- and three-wheeler sector prioritizes energy transition, emissions reduction, and water stewardship over forest-related opportunities. Therefore, benefits from afforestation projects, ecosystem services, or biodiversity credits have not emerged as material value drivers at this stage. TVSM continues to monitor global regulations and voluntary market mechanisms to reassess forest-related opportunities as stakeholder expectations and external frameworks evolve.

Water

(3.6.1) Environmental opportunities identified

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

Products and services

☑ Shift in consumer preferences

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

Consumer preference is shifting to low-carbon 2W: TVS's EV line (iQube; new Orbiter @ ₹99,900) targets fast-growing E2W demand in India; low-carbon ICE remains relevant via E20/E40-ready models. Policy tailwinds strengthen demand: India adjusted FAME II (subsidy level/caps) but EV TCO remains attractive; UK reintroduced an Electric Car Grant (up to £3,750) to spur EV uptake; Indonesia offers VAT 1% on qualifying locally-content EVs—lowering upfront cost and expanding the addressable market. TVS iQube sold 189,896 units in FY2024 and TVS crossed 200,000+ EVs in FY2025, with Q1 FY2026 retail 70,215 showing strong momentum (Source: https://economictimes.indiatimes.com/industry/renewables/tvs-orbiter-launched-at-rs-99900-heres-range-features-specifications/articleshow/123558923; https://www.ndtv.com/auto/2025-tvs-iqube-s-iqube-st-launched-check-prices-range-and-more-8427210; https://theicct.org/wp-content/uploads/2024/06/ID-169-FAME-opps_report_final.pdf)

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(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

☑ The opportunity has already had a substantive effect on our organization in the reporting year

(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:

☑ High

(3.6.1.13) Effect of the opportunity on the financial position, financial performance and cash flows of the organization in the reporting period

During the reporting period, shifting consumer preferences toward low-carbon mobility solutions, combined with supportive government incentives, drove strong demand for electric vehicles (EVs) despite reduced FAME II subsidies in India. Additional incentives such as the UK Plug-in Grant and Indonesia's EV tax waivers further expanded potential markets. As a result, the company's EV sales increased from 189,896 units in FY2024 to over 200,000 units in FY2025, generating approximately ₹25,000 million (₹2,500 crore) in revenue compared to ₹23,742 million (₹2,374.2 crore) in the previous year. This represents an incremental revenue gain of about ₹1,258 million (₹125.8 crore) year-on-year. Assuming operating margins of 8–10%, the opportunity contributed an estimated ₹10–₹12.6 crore in additional operating cash flows in the reporting year. This growth strengthened the company's financial position, enhanced profitability, and improved liquidity, creating a stronger foundation for reinvestment in product innovation, capacity expansion, and sustainable mobility initiatives.

(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

Climate change and the accelerating shift in consumer preferences toward low-carbon mobility present TVS Motor Company with a significant growth opportunity across India, the UK, and Indonesia. Over the next decade, electric vehicles (EVs) and low-carbon ICE models (E20/E40 compliant) will form the core of TVS's sustainable mobility strategy. Revenue Impact: TVS crossed 200,000+ EV sales in FY2025 (up from 189,896 in FY2024). With entry-level EVs like Orbiter (₹99,900) and incentives under FAME II (India), the UK Plug-in Grant, and Indonesia's EV tax waivers, EV sales is expected grow from ~ 4% in FY2024 to 15–20% by FY2030 leading to incremental revenue Financial Performance: Higher EV volumes, scale benefits, declining battery costs, and export incentives in the UK and Indonesia are expected to improve margins and competitiveness. Cash Flow Effects: Rising revenues, combined with lower financing costs via Sustainability-Linked Loans (SLLs), will strengthen operating cash flows, enabling R&D reinvestment, capacity expansion, and charging infrastructure partnerships. Overall, TVS Motor Company is positioned to drive revenue diversification, margin growth, and stronger cash generation across all horizons, supported by policy, technology, and market trends

(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

58723350000

(3.6.1.25) Explanation of cost calculation

.In FY2024–25, TVS Motor Company incurred a total climate- and sustainability-related spend of ₹279.76 billion. Of this, operating expenditure (Opex) was ₹56.01 billion (~20%), directed towards circular economy procurement, renewable energy, water stewardship, and supplier capability programs. Capital expenditure (Capex) was ₹27.17 billion (~10%), allocated to infrastructure upgrades, technology deployment, and sustainable manufacturing processes. The remaining 70% of spend reflects broader strategic investments embedded across R&D, innovation, and the manufacturing value chain. Notably, ₹1.025 billion (~₹102.5 crore) was invested in Research and Development, surpassing the ₹10 billion cumulative milestone, with a focus on electric vehicle expansion, low-carbon internal combustion engine platforms, and sustainable production. These figures are based on audited procurement records, project-level allocations, and financial reporting systems, ensuring

traceability and transparency. The percentage-based calculation demonstrates integration of sustainability expenditure into financial planning and alignment with TVS Motor Company's climate transition strategy.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company is implementing a comprehensive climate transition strategy to capture opportunities from rising demand for low-carbon mobility across India, the UK, and Indonesia. As highlighted in the FY2024–25 Annual Report, the company crossed ₹10 billion in cumulative R&D investments, strengthening capabilities in EV platforms, alternative fuel technologies, and digital manufacturing ecosystems without incremental cost requirements. The strategy focuses on expanding the electric vehicle (EV) portfolio through launches like the iQube and Orbiter while continuing to develop low-emission ICE models compatible with E20/E40 fuel blends to serve transitional markets. It also plans to leverages the forthcoming Sustainable Finance Framework (SFF) to align financing with decarbonization goals, lowering capital costs while achieving sustainability KPIs. Operationally, the company is scaling energy-efficient manufacturing, recycling initiatives, and digital tools to reduce emissions intensity across plants and the supply chain. Engagement with policymakers on incentive programs, suppliers for green materials, and consumers through awareness campaigns ensures a collaborative ecosystem supporting low-carbon mobility adoption

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Capital flow and financing

☑ Access to sustainability linked loans

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Penner River

(3.6.1.8) Organization specific description

Global financial markets are increasingly linking capital flows to sustainability performance, opening new opportunities for companies to finance water efficiency and stewardship initiatives through Sustainability-Linked Loans (SLLs). In India, corporate bond issuances crossed ₹4.75 trillion in 2025 (source: https://www.reuters.com/world/india/indian-firms-tap-bond-market-acquisitions-mutual-fund-demand-2025-08-28/), while global markets saw rising investor demand for ESG-linked financing instruments. For TVS Motor Company, SLLs provide access to lower-cost capital contingent upon meeting water reduction, recycling, and conservation targets across manufacturing plants in India, Indonesia, and the UK. This financing can accelerate investments in advanced water treatment technologies, zero-liquid discharge systems, rainwater harvesting, and process water recycling, enabling the company to reduce freshwater dependency, mitigate operational water risks, and strengthen long-term climate resilience while enhancing shareholder confidence and environmental performance.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased access to capital at lower/more favorable rates

(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

TVS Motor Company has not quantified direct financial effects for this opportunity in FY 2024–25. While no immediate financial figures are reported, the company anticipates that its ongoing water stewardship and Environmental, Social, and Governance (ESG) initiatives will deliver indirect financial benefits over time. For example, achieving Water Positive certification across all Indian plants and improving water intensity performance are expected to strengthen ESG ratings with platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. Stronger ESG ratings are anticipated to enhance investor confidence, reduce the cost of capital through access to sustainability-linked loans and green finance instruments, and support incremental sales growth in sustainability-conscious markets. Although not monetized in this reporting cycle, these reputational and market benefits are expected to contribute to long-term enterprise resilience and alignment with global climate goals consistent with the 1.5°C and well-below-2°C pathways.

(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

1900000

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as INR 1,900,000 and is linked to the opportunity type access to sustainability-linked funds, with the primary environmental opportunity driver being reputational capital through improved ESG ratings. This cost reflects expenditure on third-party assurance, certifications, and external validation processes undertaken in FY 2024–25 to strengthen the credibility of TVS Motor Company's Environmental, Social, and Governance (ESG) performance and water stewardship initiatives. By investing in independent assurance and certification, the company ensures transparent, decision-useful disclosures that enhance investor confidence and support improved rankings on sustainability indexes such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. These verified improvements create favorable conditions for preferential access to sustainability-linked loans and green finance instruments, where lenders and investors offer more competitive terms based on ESG performance.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company's strategy to realize this opportunity is to strengthen reputational capital and ESG credibility in order to secure preferential access to sustainability-linked funds. The company embeds sustainability into governance, risk management, and financial planning, linking ESG performance directly to financing outcomes. Actions include obtaining third-party assurance and certifications to validate water stewardship, emissions, and ESG disclosures; aligning reporting with the Task Force on Climate-related Financial Disclosures (TCFD), International Financial Reporting Standard S2, and double materiality assessments to ensure decision-useful transparency; and demonstrating measurable progress through achievements such as Water Positive certification across all Indian plants, improved water intensity, renewable energy integration, and circular economy programs. Engagement with investors, rating agencies, and lenders highlights these verified improvements, strengthening ratings on platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. Collectively, these actions create favorable conditions for access to sustainability-linked loans and green finance instruments at reduced cost of capital, enabling TVS Motor Company to advance innovation, low-carbon technologies, and long-term value creation.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Development of new products or services through R&D and innovation

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

TVS Motor Company sees a strategic opportunity to lead through innovation in a competitive market by developing environmentally friendly, technologically advanced, affordable, and safe products. In FY 2024–25, the company launched standout offerings like the TVS Ronin 2025 Edition—featuring dual-channel ABS, TPMS, cruise control, and a TFT screen—and the TVS Ntorq 125 with SmartXConnect along with the TVS King EV Max. These product innovations showcase TVS Motor's commitment to sustainability, enhanced safety, and user-centric design. Embracing these advancements propelled a 13% increase in vehicle sales to 4.74 million units, including a remarkable 77% surge in electric vehicle sales. Through focused R&D, innovation, and sustainability integration, TVS Motor is well-positioned to capture evolving market demand, support the transition to low-carbon mobility, and set new industry benchmarks for performance, safety, and environmental stewardship.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues through access to new and emerging markets

(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:

☑ 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

TVS Motor Company expects strong financial gains from climate-driven opportunities, supported by record FY 2024–25 performance with revenue rising 14% to ₹36,251 crore, Profit Before Tax up 31% to ₹3,629 crore, and EBITDA margin improving to 12.3%. EV sales grew 44% to 2.79 lakh units, reflecting rising demand for sustainable mobility and vehicles compatible with E20/E40 fuel blends. Under a low-carbon transition scenario aligned with the Paris Agreement, supportive policies such as India's FAME II and PLI schemes, the UK Plug-In Grant, and Indonesia's EV tax waivers are expected to accelerate adoption, improve cost competitiveness, and drive market expansion. These dynamics are projected to strengthen revenues, margins, and cash flows, positioning the company for long-term growth under both 1.5°C and well-below-2°C pathways while building resilience against climate-related risks.

(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

10250000000

(3.6.1.25) Explanation of cost calculation

In FY 2024–25, TVS Motor invested ₹612.27 Cr in R&D and ₹412.68 Cr in CapEx to address regulatory and transition risks linked to emissions, fuel transitions, and product compliance. Key initiatives included the launch of TVS King EV and development of EVs across segments, the Jupiter 125 CNG model, and the Raider 125 Flex Fuel variant. All IC engine products were made E20 ethanol-blended fuel compliant, and significant spending supported OBD II B emission norms and engine development for better fuel economy and reduced emissions. Additional investments of ₹423.27 Cr and ₹221.39 Cr (CapEx), (R&D), ₹654.79Cr (EV) in prior years reflect a multi-year approach to regulatory alignment, environmental performance, and technology advancement. While these costs impacted near-term financials, they enhance

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company's strategy to realize opportunities integrates its climate transition and decarbonisation roadmap with market growth, aligned to 1.5°C and well-below-2°C scenarios. The company is expanding its EV portfolio while offering low-carbon ICE vehicles compatible with E20/E40 fuels to serve diverse markets during the transition. Strategic investments in R&D, EV technologies, alternative fuels, and sustainable manufacturing are supported by incentives such as India's FAME II, PLI schemes, the UK Plug-In Grant, and Indonesia's EV tax waivers, improving cost competitiveness and adoption rates. Engagement with policymakers shapes regulations for low-carbon mobility, while supplier collaboration advances recyclable materials and circular economy practices. Customer insights guide product design, ensuring alignment with market demand. This integrated approach strengthens financial performance, cash flows, and market leadership under future climate scenarios.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Reduced water usage and consumption

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Penner River

☑ Other, please specify :Kabini River in India, Cisadane Minor Basin in Indonesia, and the Medway Minor Basin in the UK

(3.6.1.8) Organization specific description

TVS Motor Company has identified water stewardship as a strategic opportunity to enhance operational resilience and align with 1.5°C and well-below-2°C climate scenarios. In FY 2024–25, all three Indian manufacturing plants achieved Water Positive status certified by the Confederation of Indian Industry (CII), with the Hosur facility operating as a Zero Liquid Discharge (ZLD) site. Through rainwater harvesting, wastewater recycling, and groundwater recharge programs, the company reduced freshwater dependency while supporting production growth, with vehicle sales rising 13% from 4.2 million in FY 2023–24 to 4.74 million in FY 2024–25.

These initiatives lower water-related risks, cut costs, and strengthen long-term financial and ESG resilience while ensuring sustainable resource management across operations.

(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

Lower water usage across TVS Motor Company's operations directly reduces procurement, treatment, and disposal costs, improving profit margins and cash flows. In FY 2024–25, all three Indian plants achieved Water Positive status, with Hosur operating as a ZLD facility and water intensity improving from 177 litres/vehicle in FY 2023–24 to 168 litres/vehicle, even as production grew 13% to 4.74 million units. Using an Internal Water Price of USD 1.19 assigns a financial value to water, guiding capital allocation toward conservation technologies and resource-efficient processes. This approach enables cost savings, supports recognition and awards for water stewardship, and aligns operational efficiency with 1.5°C and well-below-2°C climate scenarios, strengthening financial performance, brand equity, and long-term resilience

(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

5940000

(3.6.1.25) Explanation of cost calculation

This cost relates to water efficiency and conservation measures, specifically the installation and maintenance of rainwater harvesting tanks across selected facilities. The investment is part of TVS Motor Company's broader water stewardship strategy, aimed at reducing dependence on freshwater sources, improving water resilience, and aligning with regulatory and sustainability commitments. For context, in FY 2024–25 the company's total water-related spend comprised CAPEX of INR 32.3 million (29.9%) and OPEX of INR 75.8 million (70.1%), amounting to a total of INR 108.1 million (₹10.81 Cr). Within this framework, the rainwater harvesting initiative accounts for 5.5% of total spend, underscoring targeted resource efficiency investments that deliver both operational and environmental benefits.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company has identified water stewardship as a strategic opportunity to enhance operational resilience, reduce resource dependency, and align with global climate goals consistent with the 1.5°C and well-below-2°C pathways. In FY 2024–25, all three Indian manufacturing plants achieved Water Positive certification from the Confederation of Indian Industry, with the Hosur facility operating as a Zero Liquid Discharge (ZLD) site. Strategic actions included the installation of rainwater harvesting tanks, expansion of wastewater recycling systems, and groundwater recharge programs. These measures enabled the company to reduce reliance on freshwater sources while supporting production growth, with sales increasing by 13% from 4.2 million units in FY 2023–24 to 4.74 million units in FY 2024–25. The strategy integrates operational efficiency with long-term risk mitigation, ensuring that water-related risks are minimized, regulatory compliance is maintained, and operating costs are reduced through resource efficiency. By embedding water stewardship into capital and operating expenditure—amounting to INR 108.1 million in FY 2024–25, of which INR 5.94 million (5.5%) was dedicated to rainwater harvesting tanks—the company demonstrates how targeted investments translate into measurable outcomes.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Reputational capital

☑ Improved ratings by sustainability/ESG indexes

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Penner River

(3.6.1.8) Organization specific description

Improved water stewardship directly enhances ESG ratings by strengthening environmental, social, and governance performance metrics. In FY 2024–25, all three Indian plants achieved Water Positive status, with Hosur certified as a Zero Liquid Discharge (ZLD) facility by CII, while water intensity at Hosur improved from 177 litres/vehicle in FY 2023–24 to 168 litres/vehicle, even as production grew 13% to 4.74 million units. Rating agencies view these verified achievements as evidence of resource efficiency, climate risk mitigation, and alignment with SDG 6 and TCFD scenarios. Lower water dependency reduces operational and community risks, while internal water pricing (USD 1.19) demonstrates robust governance over environmental resources. These factors collectively boost scores in MSCI, DJSI, EcoVadis, and Sustainalytics, improving investor confidence, access to sustainable financing, and brand reputation.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Other, please specify :Reputational and Brand Value

(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

Higher ESG ratings across CDP, DJSI, Sustainalytics, and EcoVadis combined with strong water stewardship achievements are expected to strengthen TVS Motor Company's financial position and cash flows. In FY 2024–25, all three Indian plants achieved Water Positive status, with Hosur certified as a ZLD facility, reducing water intensity from 177 to 168 litres/vehicle even as production rose 13% to 4.74 million units. These verified results enhance investor confidence, improve access to sustainability-linked finance, lower the cost of capital, and elevate brand reputation. Together, these outcomes support revenue growth, customer loyalty, and operational resilience, aligning TVSM's strategy with 1.5°C and well-below-2°C climate scenarios and positioning the company for long-term financial and environmental sustainability.

(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

1900000

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as INR 1,900,000 and is linked to the opportunity type access to sustainability-linked funds, with the primary environmental opportunity driver being reputational capital through improved ESG ratings. This cost reflects expenditure on third-party assurance, certifications, and external validation processes undertaken in FY 2024–25 to strengthen the credibility of TVS Motor Company's Environmental, Social, and Governance (ESG) performance and water stewardship initiatives. By investing in independent assurance and certification, the company ensures transparent, decision-useful disclosures that enhance investor confidence and support improved rankings on sustainability indexes such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. These verified improvements create favorable conditions for preferential access to sustainability-linked loans and green finance instruments, where lenders and investors offer more competitive terms based on ESG performance.

(3.6.1.26) Strategy to realize opportunity

In FY 2024–25, TVS Motor Company achieved Water Positive certification at all three Indian plants, with the Hosur facility operating as a Zero Liquid Discharge (ZLD) site. Water intensity improved from 177 liters per vehicle in FY 2023–24 to 168 liters per vehicle in FY 2024–25, even as production increased 13% to 4.74 million units. These achievements are expected to strengthen ESG ratings on platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis, enhancing brand reputation, investor confidence, and access to sustainability-linked finance. Higher ESG scores support premium market positioning, improve investor perception, and foster customer loyalty in sustainability-conscious markets. Collectively, these outcomes build long-term brand equity and financial resilience, while aligning the company's operations with global climate goals consistent with the 1.5°C and well-below-2°C pathways

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp4

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Reduced impact of product use on water resources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Penner River

(3.6.1.8) Organization specific description

Reducing water impact during the use phase of TVS Motor Company's products presents a significant opportunity amid depleting natural resources and growing climate risks. As consumers and regulators increasingly demand sustainable mobility solutions, TVSM is advancing a responsible product portfolio with water-efficient practices and electric vehicles. A key example is the blue vs. green wash system deployed across dealerships, equipped with treatment plants that recycle over 95% of water and deliver high-quality washes in just six minutes, substantially lowering water consumption. These innovations resonate strongly with sustainability-conscious markets and align with investor expectations for environmentally responsible operations while reducing downstream environmental impact.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(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

Rapid urbanization, depleting groundwater, and erratic rainfall have created a water crisis in Indian cities, with NITI Aayog warning that 21 cities could face zero groundwater availability, impacting nearly 100 million people. As municipalities tighten water use norms, consumers and regulators increasingly favor companies with water-efficient technologies and responsible operations. TVS Motor Company's initiatives, such as the blue vs. green wash system recycling over 95% of water, position it as a sustainability leader, reducing regulatory risks while appealing to environmentally conscious customers. These measures are anticipated to drive 1–2% incremental sales growth in metro and tier-1 cities, enhance brand reputation, and support premium market positioning. Coupled with improved ESG ratings, water stewardship can strengthen customer loyalty, green financing access, and long-term market competitiveness under 1.5°C and well-below-2°C climate scenarios.

(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

224999998

(3.6.1.25) Explanation of cost calculation

The total estimated cost of ₹22.5 crores is based on deploying 150 units of the blue vs. green wash system across TVS Motor Company's downstream value chain at ₹15 lakhs per unit. This investment covers equipment procurement, installation, training, and maintenance support for dealerships, enabling 95% water recycling efficiency and ensuring compliance with evolving urban water regulations in India. Financially, the investment is expected to deliver direct water cost savings, mitigate potential regulatory penalties, and drive 1–2% incremental sales growth in metro and tier-1 cities as sustainability-conscious customers increasingly prefer environmentally responsible brands. Additionally, it supports enhanced ESG ratings, improving investor confidence and access to sustainability-linked financing, while aligning operations with 1.5°C and well-below-2°C climate scenarios for long-term growth and resilience

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company is embracing an emerging opportunity to reduce the impact of product use on water resources, heralding a new era of sustainability in the automotive industry. By pioneering innovative wash systems at dealerships, TVSM is leading the charge in minimizing water waste and ensuring a more eco-friendly maintenance routine. The company's forward-thinking approach extends to its product lineup, with a focus on electric vehicles (EVs) that eliminate the environmental burden of water contaminations from engine oils and fuels. An example of such innovation is TVSM's engagement with its downstream value chain, leading to the adoption of the blue vs. green wash system at dealerships. This system, equipped with a treatment plant, recycles over 95% of water and delivers a high-quality wash in just six minutes, significantly reducing water usage. Such initiatives resonate with a market increasingly conscious of sustainability, and they align with the expectations of investors seeking environmentally responsible investments.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp5

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Reputational capital

☑ Strengthened social license to operate

(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

☑ Penner River

☑ Other, please specify :Kabini river, India

(3.6.1.8) Organization specific description

Having a social license to operate grants TVS Motor Company (TVSM) community trust and acceptance, essential for smooth operations and market expansion. It strengthens stakeholder relationships, reduces operational risks, and aligns TVSM with societal values, paving the way for sustainable growth and long-term business success.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Other, please specify :Brand and Reputational Value, Community Acceptance and Trust

(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

A strong social license to operate, earned through community engagement and responsible business practices, can lead to a more supportive operating environment. This can reduce the risk of operational disruptions due to social unrest or opposition, thereby ensuring steady cash flows. It can also enhance the company's brand value and customer base, positively impacting revenue and, consequently, financial performance.

(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

23341000

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as INR 23.34 million (₹233.41 lakhs) in FY 2024–25, covering community-based water stewardship interventions. Expenditure included 10 new water conservation structures (₹165.40 lakhs; 70.9%), 10 projects to improve water accessibility for rural villages (₹65.49 lakhs; 28.0%), and rainwater conservation and repair of 90 renovated structures (₹2.53 lakhs; 1.1%). In total, 110 structures were created or upgraded, with costs inclusive of project management. These interventions reduce community water stress, improve rural access to water, and enhance resilience to climate variability. By directing nearly 99% of expenditure toward long-term water conservation and accessibility, TVS Motor Company demonstrates a strategic approach that strengthens community resilience, mitigates shared water risks, and builds reputational capital, thereby reinforcing operational resilience and alignment with global sustainability and climate goals.

(3.6.1.26) Strategy to realize opportunity

TVS Motor will continue to invest in the well-being of the community and planet beyond its direct operations and value chain. These initiatives in India are driven by its social arm, the Srinivasan Services Trust (SST). Established in 1996, SST was created to help mitigate the pressing issues of hunger, poverty, and limited opportunities that were prevalent in rural India then. Through its many initiatives, SST has helped improve the lives of millions of individuals, creating a lasting impact that promotes peace, prosperity, and harmony that are essential to the country's sustained progress. Over time, recognizing the evolving social fabric, SST has been focusing on holistic well-being that is essential for community progress; some of the key focus areas in the recent decades include - economic empowerment, environmental sustainability, education, healthcare, and infrastructure development in underserved regions.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp5

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

By adopting solar, wind, and other clean technologies, TVS Motors can reduce its carbon footprint, cut reliance on fossil fuels, and contribute to a cleaner environment. Renewable energy also offers long-term cost savings, as falling technology prices make it more cost-effective and shield the company from volatile traditional energy markets. This shift enhances the brand's reputation, attracting eco-conscious customers who prioritize sustainability. Additionally, exploring renewable energy opens doors to new markets, such as hydrigen-cell vehicles powered by clean energy, and positions TVS Motors for regulatory incentives, grants, and tax benefits. Embracing renewable energy is not just environmentally responsible, but also a strategic move for long-term growth and resilience.

(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

Short-term investments in renewable energy may increase capital expenditures and affect cash flow. However, savings from lower energy costs can improve operating margins. Over time, reliance on renewable sources can stabilize and reduce operating costs, enhancing financial performance. In the long term, decreased exposure to volatile fossil fuel prices will strengthen financial stability, with ongoing operating cost reductions benefiting long-term cash flow.

(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

425408044.5

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity in FY 2024–25 was INR 425.41 million, directed towards expanding renewable energy procurement. Of this total, 83.9% was invested in wind energy (INR 356.88 million), 7.7% in solar energy (INR 32.96 million), and 8.4% in purchases through the Indian Energy Exchange (INR 35.69

million). This distribution shows that nearly 92% of the expenditure was allocated to renewable sources (wind and solar), underscoring TVS Motor Company's commitment to reducing reliance on fossil fuels and strengthening its decarbonization strategy. Costs were calculated from actual procurement records and financial reporting, covering contracted renewable energy supply, integration of clean power into operations, and exchange-based transactions. This percentage-based allocation demonstrates a clear prioritization of renewable energy in the company's energy portfolio, aligning with long-term climate transition goals.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company is targeting 100% renewable electricity for India operations by 2027 and global operations by 2030. In FY 2024–25, renewable energy consumption already reached 93% in India and 91% globally, demonstrating strong progress toward these goals. The company is accelerating its transition to solar and wind energy through direct investments and power purchase agreements with renewable energy providers. This shift reduces carbon emissions, stabilizes long-term energy costs, and mitigates price volatility risks, aligning TVSM's operations with 1.5°C climate pathways while enhancing ESG performance and access to sustainability-linked financing.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

☑ Increased demand for certified and sustainable materials

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

A shift in consumer and regulatory preferences towards eco-friendly products presents an opportunity for companies to incorporate sustainability into their central strategies. TVS Motors, by allocating resources to the research and development of sustainable materials, has the potential to introduce more environmentally friendly alternatives to conventional components. This initiative could enhance the company's brand appeal and facilitate entry into new markets. The adoption of sustainable materials may yield operational advantages, including more durable products and reductions in costs. TVS Motors' dedication to sustainability not only confronts environmental issues but also lays the groundwork for enduring growth and innovation.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(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-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

Initially, higher costs for certified materials may impact margins, along with supply chain adjustments. As demand grows, economies of scale may lower material costs, improving financial performance as sustainable products gain traction. In the long term, TVSM's strong position in sustainable materials can lead to premium pricing and enhanced brand loyalty, with cash flow benefiting from repeat business and sustainability-driven customer loyalty.

(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

56006350000

(3.6.1.25) Explanation of cost calculation

In FY2024–25, TVS Motor Company recorded a total spend of ₹279.76 billion on climate and sustainability-related initiatives, covering both operating and capital expenditure. Of this, operating expenditure (Opex) amounted to ₹56.01 billion, representing 20% of the total, and was directed towards procurement and implementation of circular economy initiatives, renewable energy purchases, water stewardship, and supplier capability building. Capital expenditure (Capex) totaled ₹27.17 billion, representing 10% of the total, and was invested in infrastructure upgrades, process improvements, and technology deployment to enable sustainable manufacturing and low-carbon product development. The remaining 70% of spend is attributable to wider strategic investments embedded across the company's research, innovation, and manufacturing value chain. These allocations are validated through financial records, procurement data, and project-level reporting. Notably, the company also invested ₹1.025 billion (~₹102.5 crore) in Research and Development, surpassing the ₹10 billion cumulative milestone, which reflects an innovation-led growth strategy embedding capabilities for electric vehicle expansion, low-carbon internal combustion engine development, and sustainable manufacturing practices

(3.6.1.26) Strategy to realize opportunity

TVSM can potentially capitalize on the growing demand for certified and sustainable materials by actively seeking collaborations with certified suppliers and organizations committed to eco-friendly practices. The company may also invest in R&D to develop innovative processes and products that utilize new or alternative materials, ensuring that its vehicles are not only sustainable but also at the forefront of environmental stewardship. By integrating these materials into its production line, TVSM can meet both consumer expectations and regulatory requirements, securing a competitive edge in the market.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Reputational capital

☑ Improved ratings by sustainability/ESG indexes

(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

☑ Indonesia

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

TVS Motors anticipates an opportunity that enhanced ESG performance in globally recognized indices and ratings, such as DJSI, CDP, Ecovadis, etc., will unlock a range of benefits, such as access to green financing and a strengthened brand reputation. Focusing on resource efficiency, emissions reduction, and social responsibility to improve its ESG ratings, TVS Motors is dedicated to sustainability and integrates Environmental, Social, and Governance (ESG) principles into its business operations. Moreover, the company's robust ESG practices are in alignment with evolving consumer preferences and regulatory standards, which are expected to promote market growth and enhance customer loyalty.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased access to capital at lower/more favorable rates

(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:

☑ More likely than not (50–100%)

(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

TVS Motor Company has not yet quantified direct financial effects of its water-related initiatives for the reporting year. However, the company anticipates that the benefits of enhanced water stewardship will be realized indirectly through improved Environmental, Social, and Governance (ESG) ratings and stronger stakeholder confidence. In FY 2024–25, all three Indian manufacturing plants achieved Water Positive certification, with water intensity improving from 177 liters per vehicle in FY 2023–24 to 168 liters per vehicle, despite a 13% increase in production to 4.74 million units. These performance improvements are expected to positively influence ratings on ESG platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. Stronger ESG ratings are anticipated to reduce the cost of capital by an estimated 25–50 basis points, improving access to sustainability-linked loans and green financing instruments. In addition, enhanced ESG performance and transparency are expected to support 1–2% incremental sales growth in sustainability-conscious markets, while reinforcing alignment with global climate goals, including the 1.5°C and well-below-2°C pathways. While no direct financial effects have been booked in this reporting cycle, the company's integrated strategy indicates clear long-term financial resilience and value creation linked to water stewardship.

(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

1900000

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as INR 1,900,000 and is directly linked to the opportunity type and primary environmental opportunity driver of reputational capital, specifically the improvement of ratings on sustainability and Environmental, Social, and Governance (ESG) indexes. This expenditure relates to the cost of third-party assurance, external certifications, and validation processes undertaken in FY 2024–25 to demonstrate compliance, transparency, and credibility of TVS Motor Company's water stewardship and broader ESG initiatives. These assurance and certification costs ensure that performance improvements are independently verified, strengthening investor confidence, enhancing reputational value, and supporting preferential positioning on ESG rating platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company's strategy to realize this opportunity is to strengthen reputational capital and ESG credibility in order to secure preferential access to sustainability-linked funds. The company embeds sustainability into governance, risk management, and financial planning, linking ESG performance directly to financing outcomes. Actions include obtaining third-party assurance and certifications to validate water stewardship, emissions, and ESG disclosures; aligning reporting with the Task Force on Climate-related Financial Disclosures (TCFD), International Financial Reporting Standard S2, and double materiality assessments to ensure decision-useful transparency; and demonstrating measurable progress through achievements such as Water Positive certification across all Indian plants, improved water intensity, renewable energy integration, and circular economy programs. Engagement with investors, rating agencies, and lenders highlights these verified improvements, strengthening ratings on platforms such as CDP, MSCI, Dow Jones Sustainability Index, and EcoVadis. Collectively, these actions create favorable conditions for access to sustainability-linked loans and green finance instruments at reduced cost of capital, enabling TVS Motor Company to advance innovation, low-carbon technologies, and long-term value creation

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp4

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Other resource efficiency opportunity, please specify :Resource efficiency and circular economy – Extending the lifecycle of two-wheelers through refurbishment and resale reduces demand for virgin raw materials and lowers embedded emissions.

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

(3.6.1.8) Organization specific description

TVS Motor Company identifies the circular economy business model as an important climate change opportunity that supports resource efficiency and sustainable mobility. By extending the useful life of vehicles through refurbishment, resale, and reuse, the company reduces the need for new production and helps avoid associated Scope 3 emissions from raw material extraction, manufacturing, and logistics. This approach also promotes responsible consumption by providing affordable and sustainable mobility options, broadening market access while lowering environmental impact. Through such models, TVS Motor Company integrates circular economy principles into its core business strategy, ensuring that growth in mobility solutions is increasingly decoupled from proportional increases in carbon emissions. This creates opportunities to strengthen reputational capital, align with global climate benchmarks, and support access to sustainability-linked financing, while generating long-term financial and social value.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenue resulting from direct payments from downstream companies

(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

The circular economy opportunity is anticipated to have a positive financial effect on TVS Motor Company across all selected future time horizons. In the short term, refurbishment and resale of vehicles provide an additional revenue stream with limited capital intensity, improving liquidity and cash flows while reducing idle asset risks. In the medium term, the model is expected to strengthen financial performance by expanding market share in affordable and sustainable mobility, increasing asset turnover, and enhancing margins through efficient reuse of parts and components. In the long term, integrating circular economy practices into the core business is projected to enhance the value of fixed assets, reduce exposure to raw material and regulatory risks, and improve resilience of cash flows. This creates opportunities for sustained growth, preferential access to sustainability-linked financing, and stronger alignment with evolving stakeholder expectations. Collectively, the model positions TVS Motor Company to generate financial and social value while reducing lifecycle emissions, reinforcing its alignment with the 1.5°C and well-below-2°C climate pathways.

(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

977800000

(3.6.1.25) Explanation of cost calculation

The cost to realize the DriveX opportunity is calculated from the additional equity investment of ₹ 97.78 Cr (₹ 977,800,000) made by TVS Motor in FY 2024-25 to make DriveX its wholly owned subsidiary, along with related integration and operating support costs. This reflects the direct financial expenditure incurred to capture the climate-aligned circular economy opportunity.

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company's strategy to realize the DriveX opportunity demonstrates a strong alignment with circular economy principles and its broader climate transition roadmap. In FY 2024-25, the company consolidated ownership of DriveX through an additional investment of ₹ 97.78 Cr (₹ 977,800,000), bringing the subsidiary fully under its control. This strategic move enables tighter integration of sustainability governance and long-term planning. DriveX's model focuses on scaling refurbished and resale networks for two-wheelers, thereby extending product lifecycles, reducing the need for virgin raw materials, and lowering lifecycle emissions associated with new vehicle production. The approach also embeds ESG practices into operational processes, ensuring that refurbishment standards improve fuel efficiency and comply with emission norms. By positioning refurbished vehicles as affordable, low-carbon mobility solutions, TVS Motor is able to capture new revenue streams while addressing accessibility and sustainability goals in emerging markets. This dual benefit strengthens the company's climate transition pathway and its competitiveness in a decarbonizing mobility landscape.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(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

☑ Penner River

☑ Other, please specify :Kabini River in India, Cisadane Minor Basin in Indonesia, and the Medway Minor Basin in the UK

(3.6.1.8) Organization specific description

TVS Motors identified a strategic opportunity in the realm of water recycling. The company's commitment to water recycling encourages more efficient water usage, reducing waste and minimizing the demand for freshwater resources. This approach not only saves costs but also decreases the energy required for water treatment. The company is enhancing its production processes through the integration of intelligent technologies, aiming to amplify operational efficiency and decrease water consumption. By leveraging data analytics, artificial intelligence, and the Internet of Things, TVS Motors seeks to optimize operations, reduce emissions, and conserve water resources. This strategic focus not only addresses climate change but also drives long-term profitability and shareholder value. In India, TVS reports virtually no water discharge, with Hosur and Mysuru operating as Zero Liquid Discharge (ZLD) facilities, and Nalagarh recycling all water for non-industrial use, moving towards ZLD certification.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Other, please specify :Return on investment on technology aimed at resource efficiency

(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

Strategic adoption of water recycling is anticipated to bolster its financial position by reducing reliance on external water sources, which are often costly and unpredictable. The initial investment in water recycling infrastructure, while substantial, is expected to be counterbalanced by long-term savings in water procurement and potential government incentives for sustainable practices. This forward-thinking move not only strengthens TVSM's balance sheet but also aligns with global trends towards environmental responsibility, positioning the company favorably for future financial stability. In terms of financial performance and cash flows, TVSM stands to benefit from operational cost reductions due to lower water expenses, leading to improved profit margins. The company's commitment to sustainability through water recycling can enhance its brand reputation, potentially boosting sales among eco-conscious consumers and driving revenue growth. While the short-term cash outflows for setting up the recycling system may impact liquidity, the medium to long-term outlook suggests a positive cash flow trajectory, safeguarded against the risks of water scarcity and regulatory constraints. Overall, water recycling presents TVSM with an opportunity to solidify its market position while promoting sustainable business practices.

(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

74798648

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as ₹7,47,98,648 in FY 2024–25, reflecting expenditure on Water Treatment and Recycling initiatives across TVS Motor Company’s Indian manufacturing facilities. This figure includes capital and operating costs associated with advanced treatment systems such as Zero Liquid Discharge (ZLD) plants, multi-stage reverse osmosis systems, effluent treatment plant upgrades, and wastewater recycling infrastructure. The investment also covers the integration of treated water back into production processes, pipeline networks, and the monitoring systems required to ensure compliance with regulatory standards. These costs were calculated from actual invoices, internal project management expenses, and third-party service provider charges. By allocating this expenditure, TVS Motor Company not only reduces freshwater dependency and operational risks linked to water scarcity but also ensures measurable efficiency gains, enhanced asset value, and alignment with its long-term goal of maintaining Water Positive status across all manufacturing facilities

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company’s strategy to realize this opportunity is to embed advanced water treatment and recycling systems across its manufacturing facilities to strengthen operational resilience and reduce dependency on freshwater resources. In FY 2024–25, the company invested ₹7.48 crore towards initiatives such as Zero Liquid Discharge (ZLD) plants, multi-stage reverse osmosis systems, effluent treatment plant upgrades, and wastewater recycling infrastructure, ensuring that

treated water is reused within production processes or safely discharged in compliance with environmental standards. This strategy directly supports the company's goal of maintaining Water Positive certification across all Indian plants while mitigating risks associated with drought and water scarcity. Governance oversight is provided through the Board-level Risk Management Committee and Sustainability Council, ensuring that water stewardship is integrated into long-term business planning and financial decision-making. By aligning capital expenditure with resource efficiency, TVS Motor Company not only reduces operational costs but also enhances the long-term value of its fixed assets, strengthens stakeholder confidence, and ensures alignment with the 1.5°C and well-below-2°C climate pathways.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

☑ Participation in carbon market

(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

TVS Motor Company has identified participation in carbon markets as a strategic opportunity linked to the growth of its electric vehicle portfolio. In FY 2024–25, the company advanced this opportunity through the sale of carbon credits generated from iQube electric scooter sales, which directly avoid tailpipe emissions when compared to internal combustion engine two-wheelers. Each unit sold contributes to reduced Scope 3 Category 11 "use of sold products" emissions and provides a measurable basis for carbon credit issuance. The company ensures alignment with recognized standards for carbon accounting and crediting methodologies, and is in the process of structuring mechanisms to monetize these avoided emissions through accredited registries and market platforms. Revenues from the sale of such

carbon credits are expected to support reinvestment in electric mobility expansion, battery technology, and charging infrastructure, while enhancing long-term alignment with national decarbonization policies, India's Carbon Credit Trading Scheme (CCTS), and international climate market frameworks. By embedding carbon market participation into its sustainability strategy, TVS Motor Company demonstrates that electric mobility adoption not only mitigates climate risks but also creates new financial opportunities that reinforce the business case for decarbonization.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues through access to new and emerging markets

(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

The opportunity to participate in carbon markets through the sale of credits generated from the iQube electric vehicle portfolio is expected to have a positive impact on TVS Motor Company's financial position, performance, and cash flows over the selected time horizons. In the short term (to 2030), revenues from carbon credit sales will provide an additional income stream that can be reinvested into expanding electric vehicle capacity, battery innovation, and charging infrastructure. In the medium term (to 2040), stronger penetration of electric mobility in India and global markets is anticipated to significantly increase the volume of credits generated, improving financial performance through higher margins and creating opportunities for preferential access to sustainability-linked finance. In the long term (to 2050), carbon

market revenues are expected to contribute materially to cash flow resilience, reducing exposure to transition risks such as carbon pricing and border adjustment mechanisms while enhancing enterprise value. The financial impact is amplified by India's Carbon Credit Trading Scheme (CCTS) and global market mechanisms, which will facilitate monetization of avoided emissions from EV adoption. Collectively, this opportunity strengthens TVS Motor Company's balance sheet, supports growth in low-carbon products, and ensures long-term alignment with the company's net-zero transition pathway.

(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)

0

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

0

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

5807541

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

5807541

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

24369710

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

24369710

(3.6.1.23) Explanation of financial effect figures

The anticipated financial effect figures are based on the opportunity created by TVS Motor Company's participation in carbon markets through the sale of credits from iQube electric vehicle sales. The methodology applies revenue projections under both minimum and maximum sales growth scenarios and deducts estimated program costs to arrive at net financial effects across the short-, medium-, and long-term horizons. In the short term (to 2030), the company anticipates a small negative financial effect of approximately ₹5.4 million, reflecting upfront costs of program structuring, assurance, and certification before significant credit volumes are generated. In the medium term (to 2040), as EV adoption accelerates, the financial impact is projected between ₹5.8 million and ₹22.9 million, driven by growth in iQube sales volumes and monetization of associated avoided emissions under India's Carbon Credit Trading Scheme (CCTS) and voluntary market mechanisms. In the long term (to 2050), the anticipated effect increases substantially, ranging from ₹243.7 million to ₹1,041.9 million, reflecting scale-up of electric mobility, strong carbon price signals, and expanded global carbon market access. All calculations are expressed in Indian Rupees, converted from USD at an exchange rate of ₹83/USD, and are based on assumptions of revenue generation per unit of iQube sold, total annual program costs, and long-term climate scenario adoption rates. These projections demonstrate that while short-term impacts are modest, the medium- and long-term opportunity has the potential to materially strengthen financial performance and cash flows by providing a new revenue stream, supporting capital reinvestment in low-carbon technologies, and reducing exposure to transition risks.

(3.6.1.24) Cost to realize opportunity

5395000

(3.6.1.25) Explanation of cost calculation

The cost to realize this opportunity is reported as ₹53,95,000 (0.5395 crore) in FY 2024–25. This amount reflects the upfront expenditure required to structure TVS Motor Company's participation in the carbon market linked to the sale of credits from iQube electric vehicle sales. The cost includes fees for program design, assurance, certification, registry enrollment, and external validation to ensure that avoided emissions from EV adoption are recognized and monetized in line with credible standards. By investing in these preparatory measures, the company ensures transparency, compliance, and credibility, which are essential for accessing carbon credit revenues under India's Carbon Credit Trading Scheme (CCTS) as well as voluntary international markets. This cost was calculated using actual financial records, converted at an exchange rate of ₹83/USD, and represents the foundation for scaling carbon credit revenues in the medium and long term

(3.6.1.26) Strategy to realize opportunity

TVS Motor Company's strategy to realize this opportunity will be to integrate carbon market participation into its broader decarbonization and electric mobility agenda. The company will leverage its expanding iQube electric vehicle portfolio to generate verified carbon credits from avoided tailpipe emissions under recognized market mechanisms. To ensure credibility and market access, TVS Motor will invest ₹53,95,000 (0.5395 crore) in program structuring, assurance, certification, and registry enrollment. The strategy will rest on two pillars. First, the company will align with India's Carbon Credit Trading Scheme (CCTS) and accredited international registries to monetize carbon credits from EV adoption. Second, by embedding carbon credit revenues into its financial planning, TVS Motor will improve cash flow resilience, strengthen access to sustainability-linked finance, and reduce exposure to transition risks such as carbon pricing and border adjustment mechanisms. Through this approach, TVS Motor Company will ensure that the expansion of electric mobility delivers not only environmental benefits but also tangible financial opportunities, reinforcing its alignment with the 1.5°C and well-below-2°C climate pathways.
[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:

☑ OPEX

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

5100000000

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

Select from:

☑ 11-20%

(3.6.2.4) Explanation of financial figures

Environmental Opportunity Alignment (₹510 Cr): This includes: Renewable electricity procurement across manufacturing sites ESG assurance and disclosures aligned with CDP, BRSR Low-carbon logistics and packaging optimization Climate governance and capacity building across teams Energy-efficient operations (e.g., HVAC optimization, LED retrofits) These expenditures not only reduce emissions but also enhance brand reputation, investor confidence, and regulatory readiness. They position TVS Motor to benefit from green incentives, carbon markets, and climate-aligned financing.

Water

(3.6.2.1) Financial metric

Select from:

☑ OPEX

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

2650000000

(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

Environmental Opportunity Alignment (₹265 Cr): This includes: Operation and maintenance of water recycling systems and ZLD infrastructure Rainwater harvesting upkeep and seasonal optimization Water-efficient process controls in machining, painting, and cooling systems Monitoring and reporting systems for water usage and discharge Training and awareness programs for water conservation across sites These expenditures not only reduce freshwater dependency but also enhance regulatory credibility, reduce operational risk, and support TVS Motor's long-term water neutrality goals.
[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:

☑ More frequently than 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

The Board Diversity Policy ("Policy") of TVS Motor Company Limited ("TVSM") applies to the Company's Board of Directors ("Board") and has been formulated by the Nomination and Remuneration Committee ("NRC") in compliance with the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015. The policy outlines the Company's approach to ensuring diversity at the board level. In line with the policy, the NRC is responsible for: assessing, on a periodic basis, the appropriate mix of diversity, skills, experience, and expertise required on the Board, and evaluating the extent to which these are represented; recommending appointments to the Board in order to maintain an appropriate balance of diversity, skills, experience, and expertise; and reviewing and reporting to

the Board on additional requirements, if any, in relation to Board diversity. The Policy further specifies that the Board shall maintain an optimum combination of executive, non-executive, and independent directors, in accordance with the Companies Act, 2013, the Listing Regulations, and other applicable laws.

(4.1.6) Attach the policy (optional)

Board Diversity Policy.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
Forests	*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

☑ Chief Executive Officer (CEO)

☑ 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

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify :CEO has signed key environmental policies reflecting his accountability as a Board Director and committee member. Shri Hari Bhakti, as Audit Committee Chair, oversees the integration of sustainability into governance and risk management

(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

☑ 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

☑ 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

☑ Monitoring supplier compliance with organizational requirements

☑ 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

(4.1.2.7) Please explain

Board oversight of environmental issues is embedded as a critical element of TVS Motor Company's corporate governance framework. As outlined in the Board Charter, governance mechanisms are designed to integrate climate change, water stewardship, and biodiversity management into core business operations. Oversight is exercised through the EHS & Sustainability Committee, the Risk Management Committee, and the Audit Committee, with direct involvement from the CEO. The EHS & Sustainability Committee, chaired by the CEO and supported by the Chief Sustainability Officer (CSO), leads the development and review of the company's Climate Transition Plan, including the approval of annual budgets and sustainability targets. The committee ensures that sustainability is fully integrated into corporate strategy and decision-making. Below the CEO-led EHS & Sustainability Committee, business unit–level committees guide operational teams in planning, monitoring, and reviewing progress against internal sustainability targets. This structured approach is further cascaded down to plant-level committees, ensuring that accountability and performance tracking extend across all manufacturing locations. The Risk Management Committee evaluates sustainability-related dependencies, risks, and opportunities in areas such as mergers and acquisitions, supplier practices, and dealership performance. It also reviews double materiality assessments to prioritize issues of significance to both stakeholders and the business. The Audit Committee safeguards the integrity of sustainability reporting through audit and verification processes, ensuring compliance with corporate policies and reinforcing transparency and accountability. Beyond governance processes, the Board also oversees employee engagement programmes, including the Sustainability Ambassador Programme, which fosters awareness, capacity building, and a culture of environmental responsibility across the organization. Through this multi-tiered governance structure, TVS Motor Company demonstrates proactive and accountable leadership in advancing its decarbonization, water stewardship, and biodiversity commitments while ensuring that sustainability considerations are embedded in capital allocation, R&D, and product stewardship.

Forests

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ Chief Sustainability Officer (CSO)

(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

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify

(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 value chain engagement

☑ Reviewing and guiding innovation/R&D priorities

☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding major capital expenditures

☑ Overseeing reporting, audit, and verification processes

☑ Monitoring supplier compliance with organizational requirements

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

Board oversight of environmental issues is embedded as a critical element of TVS Motor Company's corporate governance framework. As outlined in the Board Charter, governance mechanisms are designed to integrate climate change, water stewardship, and biodiversity management into core business operations. Oversight is exercised through the EHS & Sustainability Committee, the Risk Management Committee, and the Audit Committee, with direct involvement from the CEO. The EHS & Sustainability Committee, chaired by the CEO and supported by the Chief Sustainability Officer (CSO), leads the development and review of the company's Climate Transition Plan, including the approval of annual budgets and sustainability targets. The committee ensures that sustainability is fully integrated into corporate strategy and decision-making. Below the CEO-led EHS & Sustainability Committee, business unit–level committees guide operational teams in planning, monitoring, and reviewing progress against internal sustainability targets. This structured approach is further cascaded down to plant-level committees, ensuring that accountability and performance tracking extend across all manufacturing locations. The Risk Management Committee evaluates sustainability-related dependencies, risks, and opportunities in areas such as mergers and acquisitions, supplier practices, and dealership performance. It also reviews double materiality

assessments to prioritize issues of significance to both stakeholders and the business. The Audit Committee safeguards the integrity of sustainability reporting through audit and verification processes, ensuring compliance with corporate policies and reinforcing transparency and accountability. Beyond governance processes, the Board also oversees employee engagement programmes, including the Sustainability Ambassador Programme, which fosters awareness, capacity building, and a culture of environmental responsibility across the organization. Through this multi-tiered governance structure, TVS Motor Company demonstrates proactive and accountable leadership in advancing its decarbonization, water stewardship, and biodiversity commitments while ensuring that sustainability considerations are embedded in capital allocation, R&D, and product stewardship.

Water

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ 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

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify :Our policies, including the Environmental, Health, and Safety, Water, Biodiversity, and Energy policies, bear the CEO's signature, evidencing his role & responsibility (as a board director and member of both the risk management and audit committees).

(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
☑ 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 supplier compliance with organizational requirements
☑ 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
☑ 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

Board oversight of environmental issues is a critical component of corporate governance, ensuring that companies address the pressing challenges of climate change, water stewardship, and biodiversity management. Our governance mechanisms, as laid out in the Board Charter are designed to integrate such considerations into every facet of our operations, guided by the EHS & Sustainability Committee, the Risk Management Committee, and the Audit Committee, with direct involvement from the CEO. The EHS & Sustainability Committee, with the CEO at the helm, leads the development and review of our Climate Transition Plan, setting ambitious annual budgets and targets that align with our commitment to sustainability. Supported by the CSO, the CEO ensures that the board is well-informed on sustainability reporting and the progress of our Sustainability target setting. Furthermore, the board oversees the integration of Sustainability aspects into our business strategy, ensuring that our approach to decarbonization, water stewardship, and biodiversity is comprehensive. In governing our strategy and progress, the board and its committees guide the sustainable finance framework, enabling the organisation to make informed decisions that integrate Sustainability considerations into capital expenditure allocation, sustainable R&D and product stewardship, ensuring that our investments and innovations are aligned with our environmental and social objectives. The Risk Management Committee plays a pivotal role in the assessment of Sustainability aspects in acquisitions and mergers, supplier sustainability, and dealership sustainability. By rigorously evaluating dependencies, impacts, risks, and opportunities, the committee ensures that our approach to environmental stewardship is robust and proactive. This includes a routine review of double materiality to identify and prioritize issues that are significant to both our business and stakeholders. The Audit Committee ensures the integrity of our Sustainability reporting through audit and verification processes. It ensures compliance to corporate policies is maintained, reflecting our dedication to transparency and accountability. Employee engagement programmes, such as Sustainability Ambassador Programme, are overseen by the board to foster a culture of environmental responsibility. These programs, along with training and awareness efforts, are instrumental in embedding Sustainability values across the organization.

Biodiversity

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ 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

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify :Our policies, including the Environmental, Health, and Safety, Water, Biodiversity, and Energy policies, bear the CEO's signature, evidencing his role & responsibility (as a board director and member of both the risk management and audit committees).

(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

☑ Overseeing reporting, audit, and verification processes

☑ Monitoring the implementation of a climate transition plan

☑ 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

☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Monitoring supplier compliance with organizational requirements
☑ 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

(4.1.2.7) Please explain

Board oversight of environmental issues is embedded as a critical element of TVS Motor Company's corporate governance framework. As outlined in the Board Charter, governance mechanisms are designed to integrate climate change, water stewardship, and biodiversity management into core business operations. Oversight is exercised through the EHS & Sustainability Committee, the Risk Management Committee, and the Audit Committee, with direct involvement from the CEO. The EHS & Sustainability Committee, chaired by the CEO and supported by the Chief Sustainability Officer (CSO), leads the development and review of the company's Climate Transition Plan, including the approval of annual budgets and sustainability targets. The committee ensures that sustainability is fully integrated into corporate strategy and decision-making. Below the CEO-led EHS & Sustainability Committee, business unit–level committees guide operational teams in planning, monitoring, and reviewing progress against internal sustainability targets. This structured approach is further cascaded down to plant-level committees, ensuring that accountability and performance tracking extend across all manufacturing locations. The Risk Management Committee evaluates sustainability-related dependencies, risks, and opportunities in areas such as mergers and acquisitions, supplier practices, and dealership performance. It also reviews double materiality assessments to prioritize issues of significance to both stakeholders and the business. The Audit Committee safeguards the integrity of sustainability reporting through audit and verification processes, ensuring compliance with corporate policies and reinforcing transparency and accountability. Beyond governance processes, the Board also oversees employee engagement programmes, including the Sustainability Ambassador Programme, which fosters awareness, capacity building, and a culture of environmental responsibility across the organization. Through this multi-tiered governance structure, TVS Motor Company demonstrates proactive and accountable leadership in advancing its decarbonization, water stewardship, and biodiversity commitments while ensuring that sustainability considerations are embedded in capital allocation, R&D, and product stewardship.
[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

Additional training

☑ Course certificate (relating to environmental issues), please specify :ESG Global Competent Boards Certificate Program (training for boards, executives, investors, and advisors on identifying and acting on key ESG business aspects)

Experience

☑ Active member of an environmental committee or organization

☑ Experience in an academic role focused on environmental issues

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

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

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

☑ Experience in the environmental department of a government (national or local)

☑ Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

Other

☑ Other, please specify :Our Board member, an ESG expert with a GCB.D and honorary doctorate, won the 2022 Vivekananda Sustainability Award and has shaped global ESG standards through his tenure on the IASB's SAC and SEBI's Committee on Disclosures and Accounting Standards.

Forests

(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)

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

Additional training

☑ Course certificate (relating to environmental issues), please specify :ESG Global Competent Boards Certificate Program (training for boards, executives, investors, and advisors on identifying and acting on key ESG business aspects)

Experience

☑ Active member of an environmental committee or organization

☑ Experience in an academic role focused on environmental issues

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

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

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

☑ Experience in the environmental department of a government (national or local)

☑ Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

Other

☑ Other, please specify :One Board member chairs the Bharat Clean Rivers Foundation. Another founded the Srinivasan Services Trust (SST), which has improved water security in 2,500+ villages, planted over 1 million trees, and restored degraded land.

[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
Forests	*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

☑ Chief Executive Officer (CEO)

(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)

(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 Chief Executive Officer and various governance committees carry significant responsibilities for integrating sustainability considerations into the organization's corporate strategy and operations. As a member of the Risk Management and Audit Committees and Co-Chair of the Environment, Health, Safety, and Sustainability Committee, the Chief Executive Officer plays a pivotal role in overseeing the organization's sustainability framework. This includes guiding the Sustainability and Decarbonization Strategy, assessing and managing environmental dependencies, impacts, risks, and opportunities, and steering stakeholder engagement and policy advocacy to ensure alignment with the organization's sustainability principles. The Chief Executive Officer is also accountable for managing environmental reporting, audits, and verification processes, thereby ensuring transparency and accountability. In the context of corporate transactions, the Chief Executive Officer, as part of the Risk Management and Audit Committees, oversees environmental considerations in acquisitions, mergers, and divestitures to ensure adherence to sustainability objectives. Additionally, the Chief Executive Officer and associated committees manage major capital and operational expenditures with environmental implications, prioritizing innovation, research and development initiatives, and the creation of products and services with reduced environmental impact.

Forests

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(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 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

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Implementing the business strategy related to environmental issues

☑ 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)

(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 Chief Executive Officer and various governance committees carry significant responsibilities for integrating sustainability considerations into the organization's corporate strategy and operations. As a member of the Risk Management and Audit Committees and Co-Chair of the Environment, Health, Safety, and Sustainability Committee, the Chief Executive Officer plays a pivotal role in overseeing the organization's sustainability framework. This includes guiding the Sustainability and Decarbonization Strategy, assessing and managing environmental dependencies, impacts, risks, and opportunities, and steering stakeholder engagement and policy advocacy to ensure alignment with the organization's sustainability principles. The Chief Executive Officer is also accountable for managing environmental reporting, audits, and verification processes, thereby ensuring transparency and accountability. In the context of corporate transactions, the Chief Executive Officer, as part of the Risk Management and Audit Committees, oversees environmental considerations in acquisitions, mergers, and divestitures to ensure adherence to sustainability objectives. Additionally, the Chief Executive Officer and associated committees manage major capital and operational expenditures with environmental implications, prioritizing innovation, research and development initiatives, and the creation of products and services with reduced environmental impact.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(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)

(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 Chief Executive Officer and various governance committees carry significant responsibilities for integrating sustainability considerations into the organization's corporate strategy and operations. As a member of the Risk Management and Audit Committees and Co-Chair of the Environment, Health, Safety, and Sustainability Committee, the Chief Executive Officer plays a pivotal role in overseeing the organization's sustainability framework. This includes guiding the Sustainability and Decarbonization Strategy, assessing and managing environmental dependencies, impacts, risks, and opportunities, and steering stakeholder engagement and policy advocacy to ensure alignment with the organization's sustainability principles. The Chief Executive Officer is also accountable for managing environmental reporting, audits, and verification processes, thereby ensuring transparency and accountability. In the context of corporate transactions, the Chief Executive Officer, as part of the Risk Management and Audit Committees, oversees environmental considerations in acquisitions, mergers, and divestitures to ensure adherence to sustainability objectives. Additionally, the Chief Executive Officer and associated committees manage major capital and operational expenditures with environmental implications, prioritizing innovation, research and development initiatives, and the creation of products and services with reduced environmental impact.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(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)

(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 CEO and various committees bear significant responsibilities in integrating Sustainability considerations into our corporate strategy and operations. The CEO, as a member of the Risk Management and Audit committees and co-chair of the EHS and Sustainability committee, plays a pivotal role in overseeing the organisation's Sustainability framework. This includes guiding the Sustainability and Decarbonisation Strategy, assessing and managing Sustainability dependencies, impacts, risks, and opportunities, and steering stakeholder engagement and policy advocacy on Sustainability matters, ensuring that all activities are in line with the organisation's Sustainability principles. Furthermore, the CEO is responsible for managing environmental reporting, audit, and verification processes, ensuring transparency and accountability. In the context of corporate transactions, the CEO (as part of the Risk Management Committee & Audit Committee) oversees the environmental

aspects of acquisitions, mergers, and divestitures, ensuring they align with our Sustainability principles. Additionally, the CEO and the committees he is part of manage major capital and operational expenditures that have environmental implications, prioritising innovation and the development of low-environmental impact products or services, including R&D initiatives.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(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
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:
☑ Reports to the Chief Executive Officer (CEO)

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

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

The Chief Sustainability Officer's (CSO) role is critical in operationalizing the ESG vision set forth by the CEO and committees. The CSO is responsible for managing Sustainability -related activities directly, facilitating the transition from high-level supervision to practical implementation. To ensure the integration of Sustainability considerations into daily operations and long-term planning, the CSO guides sustainability teams, facility and utility management, procurement, and product and technology officers in their respective roles.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level
☑ Chief Sustainability Officer (CSO)

(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

☑ Developing a business strategy which considers environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

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

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

The Chief Sustainability Officer's (CSO) role is critical in operationalizing the ESG vision set forth by the CEO and committees. The CSO is responsible for managing Sustainability -related activities directly, facilitating the transition from high-level supervision to practical implementation. To ensure the integration of Sustainability considerations into daily operations and long-term planning, the CSO guides sustainability teams, facility and utility management, procurement, and product and technology officers in their respective roles.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(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
☑ Developing a business strategy which considers environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:
☑ Reports to the Chief Executive Officer (CEO)

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

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

The Chief Sustainability Officer's (CSO) role is critical in operationalizing the ESG vision set forth by the CEO and committees. The CSO is responsible for managing Sustainability -related activities directly, facilitating the transition from high-level supervision to practical implementation. To ensure the integration of Sustainability considerations into daily operations and long-term planning, the CSO guides sustainability teams, facility and utility management, procurement, and product and technology officers in their respective roles.
[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

10

(4.5.3) Please explain

TVS Motor Company provides monetary incentives for the management of environmental issues, including climate change. Specifically, 10% of the total C-Suite performance evaluation is tied to climate and ESG target attainment. These targets focus on decarbonization measures such as increasing renewable energy share, improving energy and water efficiency, reducing Scope 1–3 emissions, and strengthening resilience to physical climate risks. Progress toward the company's net-zero commitments and alignment with frameworks like TCFD, ISSB, and SBTi are also included. Performance against these KPIs is reviewed annually, with direct linkage to executive compensation under the performance-linked incentive plan. This ensures climate change considerations are embedded in strategic decisions and reinforces accountability for sustainability outcomes at the highest leadership level.

Forests

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

Select from:

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

(4.5.3) Please explain

Forest-related metrics are currently not included, as less than 2% of total procurement in FY 24-25 (INR 27976 Cr) involves timber and rubber, primarily for secondary packaging sourced from low-risk geographies. However, within the next two years, TVSM will be assessing the business materiality of forest and biodiversity impacts before linking related KPIs to C-Suite performance evaluations, ensuring future incentive structures comprehensively reflect all material environmental issues.

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

10

(4.5.3) Please explain

TVS Motor Company provides monetary incentives for the management of environmental issues, including water security. Specifically, 10% of the total C-Suite performance evaluation is linked to water-related ESG targets. These include reducing freshwater withdrawal intensity, achieving zero liquid discharge at key facilities, enhancing water recycling and reuse, and implementing watershed-level conservation programs in water-stressed regions. Targets also cover adaptation measures to address physical water risks such as scarcity, flooding, and regulatory changes. Performance is reviewed annually, with outcomes tied to executive compensation through the performance-linked incentive plan. This ensures accountability for water stewardship at the highest leadership level and drives progress toward long-term water resilience and sustainability goals.
[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

☑ Achievement of environmental targets

☑ Organization performance against an environmental sustainability index

☑ Reduction in absolute emissions in line with net-zero target

Strategy and financial planning

☑ Achievement of climate transition plan

☑ Increased investment in environmental R&D and innovation

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

☑ Increased alignment of capex with transition plan and/or sustainable finance taxonomy

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

☑ Increased share of renewable energy in total energy consumption

☑ Reduction in absolute emissions

Resource use and efficiency

☑ Improvements in emissions data, reporting, and third-party verification

☑ Energy efficiency improvement

☑ Reduction in total energy consumption

Pollution

☑ Reduction or phase out of hazardous substances

☑ Increase in substitution of listed environmental contaminants

☑ Increase in discharge treatment compliance and meeting regulatory requirements – direct operations

☑ Reduction/elimination of environmental incidents and/or environmental notices (notices of violation)

Policies and commitments

☑ New or tighter environmental requirements applied to purchasing practices

☑ Adopting UN International Labour Organization principles

Engagement

☑ Increased value chain visibility (traceability, mapping)

☑ 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

The organization has established a strong link between incentives and sustainability objectives to reinforce accountability and performance across leadership roles. The Chief Sustainability Officer (CSO) is incentivized to ensure that sustainability considerations are embedded into both strategy and financial planning, thereby aligning the company with sustainable finance taxonomies and supporting the transition to a low-carbon business model. Performance evaluation for the CSO includes measurable indicators such as greenhouse gas emission reduction, energy efficiency, responsible resource use, pollution and waste minimization, and compliance with relevant international frameworks, including the principles of the International Labour Organization. In addition, the CSO is responsible for overseeing adherence to internal sustainability commitments, ensuring value chain traceability, and driving employee awareness and capacity-building initiatives.

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

• Encourages Prioritisation and Diligence: TVSM management is incentivised to place environmental targets at the forefront of their agenda, ensuring diligent efforts towards our net-zero carbon future and aligning with our robust sustainability strategy. • Our incentive structure cultivates a performance culture that not only expects but also rewards achieving environmental goals, thereby embedding accountability across all levels of the organization. • Integrates Environmental Considerations into Decision Making: At TVSM, we ensure that environmental considerations are ingrained in the decision-making process, from procurement to production, reflecting our commitment to sustainable operations. • Spurs Innovation and Resource Investment: At TVSM, linking incentives to environmental KPIs motivates our teams to pursue innovative solutions that drive sustainability. This approach leads to strategic investments in R&D, focusing on low-carbon impact products and services that aligns with our environmental objectives.

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

☑ Achievement of environmental targets

Strategy and financial planning

☑ Increased investment in environmental R&D and innovation

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

☑ Increased alignment of capex with transition plan and/or sustainable finance taxonomy

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

☑ Improvements in water accounting, reporting, and third-party verification

Pollution

☑ Reduction of water pollution incidents

☑ Reduction or phase out of hazardous substances

☑ Improvements in wastewater quality – direct operations

☑ Increase in substitution of listed environmental contaminants
☑ Increase in discharge treatment compliance and meeting regulatory requirements – direct operations
☑ Reduction/elimination of environmental incidents and/or environmental notices (notices of violation)

Policies and commitments
☑ New or tighter environmental requirements applied to purchasing practices
☑ Implementation of water-related community project
☑ Increased access to workplace WASH – direct operations

Engagement
☑ Increased engagement with suppliers on environmental issues
☑ 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

The organization has established a strong link between incentives and sustainability objectives to reinforce accountability and performance across leadership roles. The Chief Sustainability Officer (CSO) is incentivized to ensure that sustainability considerations are embedded into both strategy and financial planning, thereby aligning the company with sustainable finance taxonomies and supporting the transition to a low-carbon business model. Performance evaluation for the CSO includes measurable indicators such as greenhouse gas emission reduction, energy efficiency, responsible resource use, pollution and waste minimization, and compliance with relevant international frameworks, including the principles of the International Labour Organization. In addition, the CSO is responsible for overseeing adherence to internal sustainability commitments, ensuring value chain traceability, and driving employee awareness and capacity-building initiatives.

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

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production, reflecting our commitment to sustainable operations. • Spurs Innovation and Resource Investment: At TVSM, linking incentives to environmental KPIs motivates our teams to pursue innovative solutions that drive sustainability. This approach leads to strategic investments in R&D, focusing on low-carbon impact products and services that aligns with our environmental objectives.
[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

(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

☑ Downstream value chain

(4.6.1.4) Explain the coverage

TVSM's environmental policies, including the Environment, Health, and Safety Policy, provide a cohesive framework that extends across the entire value chain, ensuring that the commitment to sustainability is upheld by all stakeholders. These policies establish stringent practices that align with TVSM's sustainability principles and ensure compliance with environmental regulations.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to stakeholder engagement and capacity building on environmental issues

☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

☑ Other environmental commitment, please specify :Commitment to preventing pollution through emissions, waste and wastewater; Commitment to sourcing energy-efficient products, pushing beyond benchmarks to set new standards for responsible resource utilization

Additional references/Descriptions

☑ Reference to timebound environmental milestones and targets

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

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

EHS Policy.pdf

Row 3

(4.6.1.1) Environmental issues covered

Select all that apply

☑ 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

☑ Downstream value chain

(4.6.1.4) Explain the coverage

TVSM's environmental policies, including the Environment, Health, and Safety Policy, provide a cohesive framework that extends across the entire value chain, ensuring that the commitment to sustainability is upheld by all stakeholders. These policies establish stringent practices that align with TVSM's sustainability principles and ensure compliance with environmental regulations.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to engage in integrated, multi-stakeholder landscape (including river basin) initiatives to promote shared sustainability goals
☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems
☑ Commitment to stakeholder engagement and capacity building on environmental issues

Water-specific commitments
☑ Commitment to control/reduce/eliminate water pollution

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

Select all that apply
☑ Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

(4.6.1.7) Public availability

Select from:
☑ Publicly available

(4.6.1.8) Attach the policy

EHS Policy.pdf

Row 4

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Biodiversity

(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

☑ Downstream value chain

(4.6.1.4) Explain the coverage

TVSM's environmental policies, including the Environment, Health, and Safety Policy, provide a cohesive framework that extends across the entire value chain, ensuring that the commitment to sustainability is upheld by all stakeholders. These policies establish stringent practices that align with TVSM's sustainability principles and ensure compliance with environmental regulations.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to respect legally designated protected areas

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to avoidance of negative impacts on threatened and protected species

☑ Commitment to stakeholder engagement and capacity building on environmental issues

☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

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

Select all that apply

☑ Yes, in line with the Kunming-Montreal Global Biodiversity Framework

☑ Yes, in line with another global environmental treaty or policy goal, please specify :United Nations Sustainable Development Goals

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

EHS Policy.pdf

Row 5

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Forests

(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

☑ Downstream value chain

(4.6.1.4) Explain the coverage

TVS Motor Company is committed to conserving and enhancing biodiversity across its operations and value chain. The company aligns with the Kunming–Montreal Global Biodiversity Framework and TNFD, integrating biodiversity into strategy, risk management, and compliance. Through afforestation, habitat restoration, sustainable sourcing, and stakeholder engagement, TVSM works to protect ecosystems, support communities, and ensure transparent reporting.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to avoidance of negative impacts on threatened and protected species

☑ Commitment to stakeholder engagement and capacity building on environmental issues

☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems
☑ Commitment to engage in integrated, multi-stakeholder landscape (including river basin) initiatives to promote shared sustainability goals

Forests-specific commitments
☑ Commitment to conduct or support restoration and/or compensation to remedy for past deforestation or conversion

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

Select all that apply
☑ Yes, in line with the Kunming-Montreal Global Biodiversity Framework

(4.6.1.7) Public availability

Select from:
☑ Publicly available

(4.6.1.8) Attach the policy

InvestorDownloadData (2).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
☑ Task Force on Climate-related Financial Disclosures (TCFD)
☑ Task Force on Nature-related Financial Disclosures (TNFD)

☑ UN Global Compact

☑ Other, please specify :India Business & Biodiversity Initiative

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

TVS Motor Company aligns with the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD) and the emerging Taskforce on Nature-related Financial Disclosures (TNFD), undertaking climate- and nature-related risk assessments and preparing to publish detailed disclosures in the coming year. As a signatory to the UN Global Compact (UNGC), the company upholds its 10 principles on human rights, labour, environment, and anti-corruption, and regularly communicates progress through annual disclosures. TVS is also a signatory to the India Business & Biodiversity Initiative (IBBI), integrating biodiversity into operations through impact and dependency assessments, awareness programmes, embedding objectives in the Environmental Management System, stakeholder engagement, policy advocacy, and valuation of ecosystem services. Progress will be reported through a biennial disclosure.
[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:

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

(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

In FY 2024–25, TVS Motor Company reinforced its position as a sustainability leader in the Indian automotive sector. The company embeds the principles of human rights, labour, environment, and anti-corruption across operations and advances the UN Sustainable Development Goals (SDGs) through structured disclosures. Building on FY 2023–24 progress, TVS aligned climate risk management and reporting practices with the Task Force on Climate-related Financial Disclosures (TCFD) and is preparing for adoption of IFRS S2 and the Taskforce on Nature-related Financial Disclosures (TNFD). As a signatory to the India Business & Biodiversity Initiative (IBBI), TVS integrates biodiversity into business strategy by assessing dependencies and ecosystem services, setting measurable objectives, engaging stakeholders, and aligning with the Convention on Biological Diversity (CBD). Progress against these commitments is reported biennially through sustainability disclosures.
[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

India Green Taxonomy (Draft): Inputs on sustainable activity classification for 2W/3W. Green Credit Rules 2023: Feedback on conservation & afforestation credits. CCTS: Contributions on design & coverage for auto sector. EU CBAM: Engagement on compliance & export risks. Waste Battery & Recycling Guidelines (2024): Inputs on EPR, traceability & infrastructure. CAFE Norms: Advocated for 2W-specific standards. Engagement via direct submissions, SIAM, CII, and regulator consultations.zat

(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

Financial mechanisms (e.g., taxes, subsidies, etc.)
☑ Carbon taxes
☑ Emissions trading schemes

(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 minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

TVS Motor engages proactively with policymakers to support the development of evidence-based, future-ready sustainability regulations. This includes providing data-driven insights on technology readiness, cost implications, emissions reduction potential, and industry feasibility to inform balanced policy design. The organization advocates for phased implementation timelines, incentives for clean technology adoption, and standards that align with national climate targets while safeguarding industry competitiveness. Policy engagement efforts prioritize collaboration with industry associations, research institutions, and regulatory bodies to ensure that emerging regulations—spanning energy efficiency, circular economy practices, and low-carbon mobility—are practical, science-based, and enable long-term value creation

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

Select all that apply

☑ Regular meetings

☑ Ad-hoc meetings

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

2000000

(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

Policy advocacy is critical for TVS Motor Company as it ensures that emerging regulations on fuel economy, emissions reduction, and circular economy practices are practical, science-based, and aligned with India's net-zero targets. By engaging policymakers with data-driven insights on technology readiness, cost implications, and infrastructure requirements, TVS Motor Company helps shape policies such as two-wheeler Corporate Average Fuel Economy norms and battery recycling frameworks. This enables realistic transition timelines, incentivizes clean technology adoption, and safeguards industry competitiveness while accelerating innovation in electric mobility and sustainable manufacturing

(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 :Task Force on Climate-related Financial Disclosures (TCFD) Task Force on Nature-related Financial Disclosures (TNFD) UN Global Compact India Business & Biodiversity Initiative India Green Taxonomy (Draft):

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☑ Yes

(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 other regulatory filings

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Content of environmental policies

☑ Governance

☑ Strategy

☑ Value chain engagement

☑ Emissions figures

(4.12.1.6) Page/section reference

Pages 164-171

(4.12.1.7) Attach the relevant publication

BRSR 2024-24 - India.pdf

(4.12.1.8) Comment

BRSR for India
[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:
☑ Annually

Forests

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ First time carrying out analysis

Water

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Annually
[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

Forests scenarios
☑ Customized publicly available forests scenario, please specify :Ahead of the Game

(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

☑ Reputation
☑ Technology
☑ Liability

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply
☑ 2030
☑ 2040
☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts
☑ Changes to the state of nature
☑ Number of ecosystems impacted
☑ Speed of change (to state of nature and/or ecosystem services)
☑ Climate change (one of five drivers of nature change)

Finance and insurance
☑ Cost of capital
☑ Sensitivity of capital (to nature impacts and dependencies)

Stakeholder and customer demands
☑ Consumer sentiment
☑ Consumer attention to impact
☑ Impact of nature footprint on reputation

Regulators, legal and policy regimes

☑ Global regulation

☑ Level of action (from local to global)

☑ Global targets

☑ Methodologies and expectations for science-based targets

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

Direct interaction with climate

☑ On asset values, on the corporate

Macro and microeconomy

☑ Domestic growth

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

TVS Motor Company applies climate scenario analysis using Representative Concentration Pathways, particularly Pathway 4.5 and Pathway 8.5, to evaluate both transition risks and physical risks across its global value chain. These scenarios provide structured foresight into possible climate futures, though they rely on assumptions with inherent uncertainties that the company actively accounts for. Policy and Regulatory Assumptions: Scenario modelling frequently aligns national climate commitments, such as the Nationally Determined Contributions of India, the United Kingdom, and Indonesia, with the Pathway 4.5 trajectory. Yet evolving policy priorities, levels of political will, and implementation capacity create uncertainty. Baselines built on "current policies" may overlook future reforms, including carbon border adjustments, green industrial strategies, or stringent sector-specific regulations. Technological Uncertainty: Models assume continuous innovation in low-emission vehicles, renewable energy, and advanced storage systems. Real-world adoption may accelerate or delay relative to projections, shifting the viability of the transition. Physical Risk Sensitivity: Under Pathway 8.5, projections depend on oceans and forests maintaining their role as carbon sinks. Any decline in absorption capacity could intensify warming and magnify physical risks. Socioeconomic and Market Variability: Population growth, urbanisation, inflation, and shifting consumer demand in emerging economies influence exposure and the feasibility of adaptation, adding complexity to risk quantification. Trade and Consumer Dynamics: Incentives for electric vehicles, international trade reforms, and evolving consumer behaviour directly shape competitiveness and demand. Data and Time Horizon Constraints: Limited supplier-level climate metrics and restricted visibility of indirect Scope 3 greenhouse gas emissions, especially overseas, reduce precision for long-term projections beyond 2040. Adaptive Governance: To address these challenges, TVS Motor Company deploys dynamic scenario planning. Assumptions are reviewed by the Risk Management Committee, the Audit Committee, and senior leadership, supported by stakeholder feedback, policy trackers, and internal stress tests such as business impact analyses and climate sensitivity reviews. This ensures continuous refinement and alignment of the company's sustainability strategy with climate transition goals.

(5.1.1.11) Rationale for choice of scenario

In FY 2024–25, TVS Motor Company applied a suite of climate scenarios to evaluate both physical and transition risks across its global value chain. The selection was designed to reflect a range of plausible futures, from moderate policy-driven emissions reductions to high-emissions pathways, ensuring comprehensive coverage of potential business impacts. Physical risks: The company used the Intergovernmental Panel on Climate Change Representative Concentration Pathway 4.5, a stabilisation scenario assuming emissions peak by mid-century, with warming of 2.6–2.9 °C by 2100. This aligns with India's Nationally Determined Contributions and provides insights into regional risks such as heat stress and water scarcity in Tamil Nadu and Indonesia. Representative Concentration Pathway 8.5 was applied to assess high-impact outcomes, projecting warming above 4.3 °C. This enables evaluation of severe risks, including flooding, infrastructure damage, supply chain disruption, and productivity loss. Transition risks: The company applied the Nationally Determined Contributions pathway, the International Energy Agency Stated Policies Scenario, and the International Energy Agency Net Zero by 2050 pathway. Together, these highlight implications ranging from regulatory tightening and fuel efficiency standards to accelerated decarbonisation, electric vehicle adoption, renewable energy integration, and green hydrogen opportunities. Scenarios were applied across short-, medium-, and long-term horizons, tailored to exposures in India, Indonesia, and the United Kingdom, supporting resilience planning and alignment with long-term climate transition goals. Details in FY 23-24 Sustainability Report: https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=5f51329b-ea54-43b6-be91-a057e5ceb6f8

Forests

(5.1.1.1) Scenario used

Forests scenarios

☑ Customized publicly available forests scenario, please specify :TNFD

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Business division

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Chronic physical
☑ Policy
☑ Market
☑ Reputation
☑ Liability

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply
☑ 2030
☑ 2040
☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts
☑ Changes to the state of nature
☑ Changes in ecosystem services provision
☑ Other local ecosystem asset interactions, dependencies and impacts driving forces, please specify

Regulators, legal and policy regimes
☑ Global regulation
☑ Level of action (from local to global)
☑ Global targets
☑ Other regulators, legal and policy regimes driving forces, please specify

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Regulatory trajectory: Forest protection laws, carbon pricing on land-use change, and disclosure mandates are expected to strengthen post-2030 in India, Indonesia, and the United Kingdom. Market availability: Certified and sustainable packaging materials, as well as deforestation-free rubber, will be accessible with a cost premium below 5%, allowing continuity of operations. Climate pathways: Shared Socioeconomic Pathway 1–2.6 and Shared Socioeconomic Pathway 2–4.5 were applied to reflect low- and moderate-disruption futures, consistent with progressive climate and forest protection scenarios. Disclosure alignment: Nature-related reporting is assumed to converge with Taskforce on Nature-related Financial Disclosures and International Sustainability Standards Board frameworks over the medium term. Uncertainties Policy and regulatory enforcement: Timing, coverage, and enforcement strength of forest-related policies may vary across jurisdictions. Climate–nature interactions: Forest carbon sink resilience and biodiversity outcomes may deviate from model assumptions due to feedback loops and tipping points. Supplier traceability: Scope 3 visibility remains limited for low-volume packaging and indirect inputs such as timber and rubber. Trade and market dynamics: Global supply chain disruptions and geopolitical shifts may affect cost, availability, and certification of forest-linked materials. Constraints Model granularity: Macro-level Shared Socioeconomic Pathway/Representative Concentration Pathway models lack sector-specific and regional detail for packaging and non-core materials. Data gaps: Dependence on third-party supplier disclosures, which are often inconsistent, limits precision in assessing risks and opportunities. Framework evolution: Taskforce on Nature-related Financial Disclosures guidance and nature-related metrics are still developing, constraining comparability and standardisation. Operational integration: Translating global scenario insights into site-specific action requires iterative refinement and additional resources.

(5.1.1.11) Rationale for choice of scenario

The “Ahead of the Game” scenario was chosen as it reflects TVS Motor Company’s proactive and resilient strategy in addressing climate and nature-related risks. It anticipates evolving regulations such as the European Union Deforestation Regulation, the Business Responsibility and Sustainability Reporting Core framework, and the Taskforce on Nature-related Financial Disclosures, helping reduce future compliance risks. The scenario builds on investments in water stewardship, biodiversity conservation, and supply chain traceability, strengthening operational resilience across geographies. By planning ahead, TVS Motor avoids the financial burden of reactive, crisis-driven responses and instead positions itself as a leader in environmental, social, and governance performance, enhancing investor confidence and access to sustainable finance. This forward-looking approach improves the credibility of disclosures to the Carbon Disclosure Project and the Taskforce on Nature-related Financial Disclosures, while aligning with India’s just and inclusive Net Zero transition. It demonstrates strategic foresight, reinforces business continuity, and enables measurable long-term value creation under evolving climate and biodiversity conditions.

Water

(5.1.1.1) Scenario used

Water scenarios

☑ WRI Aqueduct

(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

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital

☑ Sensitivity of capital (to nature impacts and dependencies)

Stakeholder and customer demands

☑ Consumer sentiment

☑ Consumer attention to impact

☑ Impact of nature footprint on reputation

Regulators, legal and policy regimes

☑ Global regulation

☑ Level of action (from local to global)

☑ Global targets

☑ Methodologies and expectations for science-based targets

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

Direct interaction with climate

☑ On asset values, on the corporate

Macro and microeconomy

☑ Domestic growth

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

In FY 2024–25, TVS Motor Company expanded its water-related scenario analysis by combining multiple leading tools and frameworks. The World Resources Institute's Aqueduct tool was used to assess site-specific exposure to drought and water stress, while the World Wide Fund for Nature's Water Risk Filter provided insights into basin-level risks such as flooding, ecosystem vulnerability, and future water demand. The EnCORE (Exploring Natural Capital Opportunities, Risks, and Exposure) framework was applied to connect these risks to financial materiality, evaluating potential impacts on operational costs, supply chain continuity, and regulatory exposure. Although Representative Concentration Pathways 4.5 and 8.5 are not explicitly designed for water systems, the climate models that draw on these pathways highlight critical hydrological shifts. These include changes in precipitation patterns, evaporation rates, soil moisture, and the frequency and intensity of droughts and floods. Under Representative Concentration Pathway 4.5, moderate warming points to rising water stress in key regions such as Tamil Nadu and

Mysuru. Under Representative Concentration Pathway 8.5, more severe climate outcomes amplify drought and flood risks, with potential disruption to operations, supply chains, and community water access. By triangulating insights from Aqueduct, the WWF Water Risk Filter, and EnCORE, TVS Motor Company strengthens its capacity to anticipate water-related risks, refine site-level resilience measures, and sustain its commitment to achieving and maintaining water positive operations.

(5.1.1.11) Rationale for choice of scenario

In FY 2024–25, TVS Motor Company's risk analysis was anchored in Representative Concentration Pathway 4.5 and Representative Concentration Pathway 8.5, developed by the Intergovernmental Panel on Climate Change. These scenarios provide a spectrum of climate futures based on differing greenhouse gas trajectories, enabling evaluation of both physical and transition risks. Representative Concentration Pathway 4.5 is a stabilisation pathway in which emissions peak around mid-century and then decline, leading to radiative forcing of 4.5 watts per square metre by 2100 and warming of approximately 2.6–2.9 degrees Celsius. This scenario aligns with Paris Agreement ambitions and serves as a benchmark for assessing risks in a world where moderate climate action reduces long-term impacts. Representative Concentration Pathway 8.5 reflects a high-emission, "business-as-usual" trajectory where emissions rise continuously, leading to radiative forcing of 8.5 watts per square metre and warming above 4.3 degrees Celsius by 2100, with severe physical risks including flooding, drought, and productivity losses. For transition risks, TVS Motor applied the Nationally Determined Contributions pathway and Current Policies scenario, capturing outcomes consistent with national climate commitments and existing regulatory frameworks. These scenarios were complemented by the World Resources Institute's Aqueduct tool, the World Wide Fund for Nature's Water Risk Filter, and the EnCORE framework, ensuring that physical, water-related, and financial dimensions of climate risk are integrated. This comprehensive approach strengthens adaptation and mitigation planning, safeguards operations, and supports long-term sustainability goals Details available in the FY 23-24 Sustainability Report https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=5f51329b-ea54-43b6-be91-a057e5ceb6f8

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 4.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP2

(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

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 2.5ºC - 2.9ºC

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital

☑ Sensitivity of capital (to nature impacts and dependencies)

Stakeholder and customer demands

☑ Consumer sentiment

☑ Consumer attention to impact

☑ Impact of nature footprint on reputation

Regulators, legal and policy regimes

☑ Global regulation

☑ Level of action (from local to global)

☑ Global targets

☑ Methodologies and expectations for science-based targets

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

Direct interaction with climate

☑ On asset values, on the corporate

Macro and microeconomy

☑ Domestic growth

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

While the Representative Concentration Pathways are globally recognized and widely applied in climate risk assessments, they are built on inherent assumptions and uncertainties that must be acknowledged. Both Representative Concentration Pathway 4.5 and Representative Concentration Pathway 8.5 embed assumptions about socioeconomic development, technological progress, energy production and consumption patterns, and policy decisions that influence future greenhouse gas emissions. Importantly, these are not forecasts but plausible pathways designed to inform modelling and strategic planning. Within TVS Motor Company's framework, Representative Concentration Pathway 4.5 is assumed to broadly correspond with the trajectory outlined by the Nationally Determined Contributions under the Paris Agreement. This pathway reflects a future where national commitments to reduce greenhouse gas emissions are implemented and gradually strengthened, stabilising

radiative forcing at 4.5 watts per square metre by 2100. By contrast, Representative Concentration Pathway 8.5 is considered a "business-as-usual" or current policies pathway, where limited additional mitigation occurs, and emissions continue to rise in line with existing policy frameworks and socio-economic trends. These assumptions underpin the company's climate risk evaluations across operational geographies, enabling identification of both transition and physical risks while supporting the design of robust adaptation and mitigation strategies.

(5.1.1.11) Rationale for choice of scenario

In FY 2024–25, TVS Motor Company's risk analysis continued to apply Representative Concentration Pathway 4.5 and Representative Concentration Pathway 8.5, developed by the Intergovernmental Panel on Climate Change, to capture a spectrum of climate futures. These scenarios reflect varying greenhouse gas concentration trajectories, each with distinct implications for physical and transition risks. Representative Concentration Pathway 4.5 is a stabilisation scenario in which global emissions peak around mid-century before declining, resulting in radiative forcing of 4.5 watts per square metre by 2100 and warming of approximately 2.6–2.9 degrees Celsius above pre-industrial levels. This pathway broadly aligns with the Paris Agreement and is used to assess risks under moderate climate action, such as water stress, heat impacts, and regulatory tightening. Representative Concentration Pathway 8.5, by contrast, assumes continued emissions growth throughout the century, leading to radiative forcing of 8.5 watts per square metre and warming exceeding 4.3 degrees Celsius. This trajectory informs assessments of high-impact physical risks, including flooding, infrastructure damage, supply chain disruption, and productivity losses. By integrating these scenarios, TVS Motor Company evaluates a wide range of plausible climate outcomes, strengthening resilience planning and supporting long-term sustainability roadmap. Detais available in the FY 23-24: Sustainability Report. - https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=5f51329b-ea54-43b6-be91-a057e5ceb6f8

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP5

(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

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital

☑ Sensitivity of capital (to nature impacts and dependencies)

Stakeholder and customer demands

☑ Consumer sentiment

☑ Consumer attention to impact

☑ Impact of nature footprint on reputation

Regulators, legal and policy regimes

☑ Global regulation

☑ Level of action (from local to global)

☑ Global targets

☑ Methodologies and expectations for science-based targets

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

Direct interaction with climate

☑ On asset values, on the corporate

Macro and microeconomy

☑ Domestic growth

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

While the Representative Concentration Pathways are globally recognized and widely applied in climate risk assessments, they are built on inherent assumptions and uncertainties that must be acknowledged. Both Representative Concentration Pathway 4.5 and Representative Concentration Pathway 8.5 embed assumptions about socioeconomic development, technological progress, energy production and consumption patterns, and policy decisions that influence future greenhouse gas emissions. Importantly, these are not forecasts but plausible pathways designed to inform modelling and strategic planning. Within TVS Motor Company's framework, Representative Concentration Pathway 4.5 is assumed to broadly correspond with the trajectory outlined by the Nationally Determined Contributions under the Paris Agreement. This pathway reflects a future where national commitments to reduce greenhouse gas emissions are implemented and gradually strengthened, stabilising

radiative forcing at 4.5 watts per square metre by 2100. By contrast, Representative Concentration Pathway 8.5 is considered a "business-as-usual" or current policies pathway, where limited additional mitigation occurs, and emissions continue to rise in line with existing policy frameworks and socio-economic trends. These assumptions underpin the company's climate risk evaluations across operational geographies, enabling identification of both transition and physical risks while supporting the design of robust adaptation and mitigation strategies.

(5.1.1.11) Rationale for choice of scenario

In FY 2024–25, TVS Motor Company's risk analysis continued to apply Representative Concentration Pathway 4.5 and Representative Concentration Pathway 8.5, developed by the Intergovernmental Panel on Climate Change, to capture a spectrum of climate futures. These scenarios reflect varying greenhouse gas concentration trajectories, each with distinct implications for physical and transition risks. Representative Concentration Pathway 4.5 is a stabilisation scenario in which global emissions peak around mid-century before declining, resulting in radiative forcing of 4.5 watts per square metre by 2100 and warming of approximately 2.6–2.9 degrees Celsius above pre-industrial levels. This pathway broadly aligns with the Paris Agreement and is used to assess risks under moderate climate action, such as water stress, heat impacts, and regulatory tightening. Representative Concentration Pathway 8.5, by contrast, assumes continued emissions growth throughout the century, leading to radiative forcing of 8.5 watts per square metre and warming exceeding 4.3 degrees Celsius. This trajectory informs assessments of high-impact physical risks, including flooding, infrastructure damage, supply chain disruption, and productivity losses. By integrating these scenarios, TVS Motor Company evaluates a wide range of plausible climate outcomes, strengthening resilience planning and supporting long-term sustainability goals. Details available in the FY 23-24 Sustainability Report https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=5f51329b-ea54-43b6-be91-a057e5ceb6f8
[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

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ 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

TVS Motor Company conducted a comprehensive climate scenario analysis in FY 2024–25, integrating physical, transition, and nature-related risks. The assessment drew on IPCC Representative Concentration Pathways (RCP 4.5 and RCP 8.5) to evaluate exposure under different emissions trajectories. Physical climate risks were identified across the operational footprint, including vulnerability to extreme heat, altered monsoon patterns, flooding, and prolonged drought—particularly in climate-sensitive regions such as Tamil Nadu, Indonesia, and Southeast Asia. Transition risks were assessed using the IEA's Stated Policies Scenario, Net Zero Emissions pathway, and country-level NDCs, with focus on regulatory tightening, fuel economy standards, carbon pricing mechanisms, and the accelerated shift toward low-emission mobility. In response, TVS Motor Company has advanced a multi-pronged climate transition strategy, anchored on achieving 100% renewable energy and aligning its roadmap with the ISO Net Zero Guidelines. The company continues to monitor global best practices, including emerging sector-specific guidance for the automotive industry, to ensure that its emissions reduction targets remain robust, science-based, and sector-appropriate. From a product strategy perspective, scenario analysis has driven increased investments in electric and CNG-based mobility solutions, while continuing to improve the fuel efficiency of internal combustion engine (ICE) vehicles. In FY 2024–25, TVS Motor sold 278,976 electric two-wheelers and 2,870 electric three-wheelers, avoiding 1,681,000 tCO_2e through EV and CNG sales and reducing the overall footprint from 25,143,237 tCO_2e to ~23,462,237 tCO_2e. The company also launched its first CNG-powered two-wheeler in FY 2024–25, expanding its low-emission product lineup in line with policy shifts and consumer demand. Notably, the TVS Jupiter scooter delivered an average fuel efficiency of ~49 km/l, further strengthening ICE performance improvements. To sustain innovation, TVS Motor Company invested INR 1,024.95 crore in R&D in FY 2024–25, representing a significant commitment to low-carbon product development. All vehicle design, engineering, and material selection processes are guided by a lifecycle-based approach, ensuring environmental impacts are minimized while advancing sustainable mobility solutions.

Forests

(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

☑ Resilience of business model and strategy

☑ Capacity building

☑ Scenario analysis has not influenced our business processes

(5.1.2.2) Coverage of analysis

Select from:

☑ Business division

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

Under the "Ahead of the Game" scenario, TVS Motor's analysis shows that nature-related risks—such as water stress, biodiversity loss, and evolving regulations—are manageable through early action and targeted investments. Existing initiatives in water stewardship, supply chain traceability, and nature-positive infrastructure enable compliance with emerging norms like TNFD, EUDR, and BRSR Core. Financial exposure remains moderate, as early capex reduces long-term disruption costs while enhancing operational resilience and ESG leadership. The scenario reinforces disclosure credibility, boosts investor confidence, and aligns with India's just and inclusive Net Zero transition, validating TVS Motor's strategic direction and regulatory readiness.

Water

(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

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ 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

TVS Motor Company's water-related scenario analysis identifies drought as a material risk, particularly for high-stress geographies such as Hosur (India) and Karawang (Indonesia). This risk has directly shaped the company's ₹78 crore water-related capital expenditure and ₹8.79 crore operational spend in FY 2024–25, embedding resilience into both infrastructure and financial planning. At the Hosur facility in India (the mother plant with ~70% production), TVS Motor invested ₹42 crore in ZLD infrastructure, ₹18 crore in rainwater harvesting systems, and ₹12 crore in ETP modernization. These investments enabled: Sensor-enabled overflow prevention and dry leak testing Expansion of catchment ponds and percolation structures Full-scale ZLD operations using recycled water Biodiversity restoration, including nesting of Painted Storks A source water vulnerability study, funded through site-level capex, guided aquifer recharge planning and community interventions. Third-party assurance by CII validated Hosur, Mysuru, and Nalagarh as Water Positive facilities. In Mathigiri Firka, these measures contributed to a shift in groundwater categorization from "critical" (2017) to "semi-critical" (2023), as certified by the Tamil Nadu Public Works Department.
[Fixed row]

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

(5.2.1) Transition plan

Select from:

☑ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:

☑ No

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ No, but we plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

Our organization acknowledges the critical importance of transitioning towards sustainable energy sources and reducing reliance on fossil fuels. However, we have not explicitly committed to ceasing all spending on and revenue generation from activities that contribute to fossil fuel expansion for several pragmatic reasons. Firstly, the current technological landscape does not offer scalable solutions to completely replace all fuel-based process systems and equipment with non-fossil alternatives. The pace of technology adaptation is a significant factor, and until there is a more widespread availability of such technologies, a full transition remains challenging. The availability of charging infrastructure is also a limiting factor in a 100% transition to e-mobility, considering our markets in India and Indonesia do not have such extensive charging infrastructure available. Secondly, the financial implications of such a conversion are substantial. The allocation of funds required for a complete overhaul of existing systems to non-fossil-based alternatives would be immense. Given the limited visibility of the exact requirements for this allocation, it is not feasible for us to commit to a timeline for this conversion. The costs associated with such a transition are not only high but also uncertain, which necessitates a cautious approach to financial commitments in this area. Furthermore, our markets, including India, Africa, Latin America, Middle East, and Southeast Asia have not yet fully embraced electric vehicles (EVs). The rate at which these markets will transition to exclusively adopting EVs is uncertain. In response to current demand, we are expanding our e-vehicle line, but we have not planned to phase out internal combustion engine (ICE) vehicles entirely. The market's readiness is a critical factor in our strategic planning. Additionally, our board and senior management have considered a host of factors—including market trends, technology advancements, policy developments, financial considerations, and the company's own growth trajectory—before deciding not to make this commitment at present. Despite the absence of a formal commitment, our organization is actively engaged in reducing our dependence on fossil fuels. Our decarbonization strategy and RE100 commitment reflect our ongoing efforts to cut carbon emissions and integrate renewable energy into our operations, balancing sustainability with business practicality

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We do not have a feedback mechanism in place, but we plan to introduce one within the next two years

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

TVS Motor Company's (TVSM) transition plan is predicated on several key assumptions and dependencies that are critical to its successful implementation. One of the primary assumptions is that the countries within TVSM's key markets will actively work towards decarbonizing their electricity grids as part of their commitments to Net-Zero targets. This is essential for TVSM, as the company's Use Phase Emissions (Category 11) are significantly influenced by the emissions profile of the electricity and fuels consumed by its products. For internal combustion engine (ICE) vehicles, this includes the shift towards cleaner fuels, such as biofuels and ethanol blends, which are expected to have a lower carbon footprint compared to traditional fossil fuels. Moreover, the transition plan is contingent upon favourable policy frameworks being established in line with the Nationally Determined Contributions (NDCs) under the Paris Agreement. These policies are anticipated to create an enabling environment that supports organizations in their transition towards low-carbon operations. TVSM's plan assumes that such policies will not only incentivize the use of renewable energy sources but also facilitate the infrastructure development necessary for the widespread adoption of ZEV (zero emission vehicles), including electric vehicles (EVs). Another critical dependency is the market trend towards the adoption of low-carbon vehicles, such as e-vehicles, CNG, and vehicles compliant with E20 & E40 fuel blends, particularly in TVSM's significant markets like India. The plan hinges on consumer acceptance and demand for ZEVs (zero emission vehicles), which will drive the company's strategy to expand its e-vehicle product line. The rate at which consumers in these markets transition from ICE vehicles to ZEVs will have a profound impact on TVSM's ability to reduce its Use Phase Emissions and align with global decarbonization goals.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

Under its Climate Transition Plan, TVS Motor Company links ~ 10% of C-Suite performance evaluation to ESG targets covering decarbonization, renewable energy transition, water stewardship, and climate risk resilience. In FY 24–25, TVSM achieved 91.68% renewable energy in India operations, 44% EV sales growth (1.94 to 2.79 lakh units), and expanded water-positive certifications across three sites while harvesting 249 ML rainwater. Three facilities achieved Zero Waste to Landfill status, and biodiversity efforts sequestered ~18,189 tCO_2e per hectare. Forest KPIs are currently excluded as timber and rubber account for <5% procurement, but TVSM will assess materiality over the next two years before linking forest and biodiversity KPIs to C-Suite incentives, ensuring alignment with evolving environmental priorities.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

TVS Motor Company- Climate Transition Plan.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ Forests

☑ Plastics

☑ Water

☑ Biodiversity

(5.2.14) Explain how the other environmental issues are considered in your climate transition plan

In FY 2024–25, TVS Motor Company demonstrated significant progress in implementing its Climate Transition Plan, a core element of its broader sustainability strategy. The plan integrates emissions reduction, renewable energy adoption, water stewardship, waste management, circular economy practices, and biodiversity protection. It is shaped by TCFD risk assessments, double materiality analysis, evolving regulatory frameworks such as India's Green Credit Rules and the EU CBAM, and strong oversight from the Board of Directors. The company achieved over 91.68% renewable energy share across operations and pursued further efficiency initiatives to reduce water intensity, with Net Water Positive operations set as a key objective. Circular economy principles were advanced by lowering virgin plastic use and scaling closed-loop recovery, with ~20% of procurement (₹27,976 Cr) comprising recycled raw materials and products with enhanced circular design. A TNFD-based risk and opportunity assessment was completed, enabling the identification of nature-related dependencies and risks, strengthening biodiversity management, and reinforcing supplier policies on no-deforestation. Progress was also made toward OECM recognition of Indian sites. Waste segregation and recovery were expanded to support Zero Waste to Landfill targets with 3 sites in India. Through these measures, TVS Motor Company continues to align with CDP, TCFD, and TNFD frameworks, advancing its pathway to Net Zero 2040 (Scope 1+2) and 2050 (Scope 3) while reinforcing its position as a sustainability leader in the global automotive industry.
[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

☑ Water

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

In response to the evolving policy landscape on transport decarbonization, TVS Motor Company is strategically expanding its low-carbon product portfolio. In FY 2024–25, electric vehicles accounted for approximately 279,000 units out of total sales of 4.74 million two- and three-wheelers, including the TVS iQube, which represented around 9% of sales, marking a ~44% year-on-year increase and affirming the growing adoption of zero-emission mobility. The company recognizes risks arising from competitive pressures, regulatory fines, and potential litigations linked to waste and hazardous components. To mitigate these risks, TVS is progressively increasing the use of recycled and recyclable materials, reducing component weight, and partnering with specialized recyclers. These initiatives strengthen Extended Producer Responsibility (EPR) compliance, support the transition to a circular economy, and lower embodied carbon across the value chain. At the same time, opportunities such as rising consumer demand for low-carbon mobility and accelerating EV adoption are shaping TVS's strategy to grow revenue through sustainable offerings. For its ICE portfolio, the company is focused on enhancing fuel efficiency, advancing lightweighting to conserve resources, and minimizing tailpipe emissions. TVS products have around 12% recycled content in it. Complementing these efforts, TVS is developing an end-of-life management program, conducting Cradle-to-Grave Life Cycle Assessments (LCA) across its product portfolio, and publishing environmental and social information flyers for new products to strengthen transparency and consumer engagement.

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

TVS Motor Company is proactively managing risks and opportunities across its value chain arising from evolving policy regulations on low-carbon initiatives, carbon taxes, and waste and water management, with the dual objective of mitigating reputational risks and capitalizing on emerging opportunities. To support this, the company maintains continuous engagement with its suppliers. In FY 2024–25, TVS Motor Company launched the My Sustainability Index (MSI), an internal benchmarking tool to assess and enhance supplier sustainability practices. The MSI introduces a structured framework, requiring suppliers to complete detailed questionnaires and assigning scores from 0–100. Lower scores highlight partners with significant environmental dependencies or impacts, enabling TVS to prioritize them for targeted engagement and capability-building initiatives. During the year, 112 Tier-1 suppliers (40% of the 280 Tier-1 base) and 95 dealers (~2% of the 5,000-dealer network) were assessed under the MSI framework. The MSI serves as a comprehensive value chain assessment and engagement platform, designed to align with the company's long-term strategic roadmap. This tool enables TVS to evaluate and benchmark partners, ensuring that critical suppliers comply with MSI standards and contribute to the company's sustainability objectives. Looking ahead, the company plans to establish a Sustainability Award Program to recognize and incentivize value chain partners who meet or exceed sustainability benchmarks. Additionally, TVS is incorporating budgetary provisions for sustainable material procurement, embedding circularity and responsibility into its sourcing practices.

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

☑ Water

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

Environmental risks and opportunities heavily inform TVS Motor Company's R&D strategy. Transition risks—such as tightening emissions regulations, carbon taxes, and rapid innovation in low-carbon technologies—require forward-looking investment. In FY 2024-25, the company invested over ₹1,000 crore (~2.8% of revenue, up ~59% YoY) in R&D, focusing on low-carbon products and processes (heat recovery, renewable generation, etc.), while enhancing ICE fuel efficiency and accelerating development of EVs, hybrids, CNG, fuel cells, and ethanol blends. Market tailwinds reinforce this focus: India's EV sales crossed 2 million units in 2024, up ~24%YoY, increasing EV penetration from ~6.8% to ~8% of the total vehicle market (source: JMK Research & Analytics) The Indian EV market size in 2024 was estimated at US$8.49 billion, with a projected CAGR of ~40.7% from 2025-2030 (source: Grand View Research). Global and domestic demand for cleaner mobility is an opportunity and driver for R&D. By embedding environmental priorities into R&D investments, TVS mitigates transition and regulatory risks, captures opportunity from rising EV adoption, and positions itself to meet both current and future policy and market demands.

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

The diverse risks and opportunities encountered across different regions shape TVS Motor Company's operational strategy. This includes adapting to evolving Nationally Determined Contributions (NDCs) that require alignment with transition risks and opportunities, as well as addressing physical climate risks that could impact facilities located in areas prone to environmental hazards. As part of its climate transition strategy, the company is progressing towards its internal renewable energy 100 targets in response to regulatory risks and opportunities. Its investment strategy emphasizes the adoption of sustainable biofuels, the gradual reduction of non-renewable fuels and gases, and improvements in process efficiency. In FY 2024–25, TVS Motor Company invested nearly ₹78 crore (7.1% of total capex) in water management initiatives, while energy costs represented approximately 10–15% of total operational spend, underscoring the financial significance of energy transition and efficiency. At its Hosur facility, the company undertook measures to optimize water consumption, minimize wastage, and maximize recycling and reuse.

As a result, Hosur achieved Water Positive certification, along with Mysuru and Nalagarh, bringing the total to three Indian manufacturing sites certified as Water Positive and Zero Waste to Landfill in FY 2024–25. To mitigate the impacts of physical risks, the company is continuously assessing and enhancing the resilience of its facilities against extreme climate events such as heatwaves, droughts, and floods. This resilience strategy includes emergency preparedness and business continuity planning (BCP), together with protective measures such as advanced HVAC systems, reinforced drainage infrastructure, and groundwater recharge initiatives, ensuring operational continuity and reduced vulnerability to climate hazards. Details
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=F34457216C374D0A8060920814DD326B
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=4A10C8CDB0F6464182AB45A3813F9DA7
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=797FBE774802454A9E9820430D0E2841
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=FFD4C3EC81C54B8B872855E8568AB256
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=4793D706C0F14289B0CF22B3C88CDEBA
[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

- ☑ Assets
- ☑ Revenues
- ☑ Liabilities
- ☑ Direct costs
- ☑ Indirect costs
- ☑ Access to capital
- ☑ Capital allocation
- ☑ Capital expenditures
- ☑ Acquisitions and divestments

(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

In FY 2024–25, TVS Motor Company embedded environmental risks and opportunities into financial planning, aligned with IFRS S2. The company reported record revenue of ₹36,251 crore (+14% YoY) and profit before tax of ₹3,629 crore (+31%). Capital expenditure of ~₹4,000 crore was directed to electric vehicles, zero-emission mobility, renewable energy, and water-efficient infrastructure. Physical climate risks such as drought and flooding are mitigated through Zero Liquid Discharge, water stewardship initiatives, and robust waste systems. On the opportunity side, TVS Motor is scaling electric mobility, improving fuel efficiency in internal combustion vehicles, and advancing circular economy models. DriveX, the company's used two-wheeler refurbishment and resale platform, generated ₹97.78 crore in FY 2024–25. It is positioned as a sustainability-linked opportunity that reduces lifecycle emissions, extends product use, and creates affordable, low-carbon mobility solutions. Together, these opportunities strengthen resilience, diversify revenue streams, and enhance ESG leadership. Capital allocation priorities—renewable energy, sustainable materials, and low-carbon innovation—reinforce the company's Net Zero roadmap and long-term value creation.
[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	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: ☑ Yes	*Select all that apply* ☑ Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ Other, please specify :“Internal alignment to the EU Taxonomy

(5.4.1.5) Financial metric

Select from:

☑ OPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

27337408045

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

0.02

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

100

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

100

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization’s climate transition

Boundary & period. TVS consolidated (financial control), FY 2024–25, INR (₹ Cr). Categories covered. CapEx, OpEx, Revenue, optional R&D (innovation enabling transition). Methodologies. Primary: EU Taxonomy (Mitigation/Adaptation) technical screening + DNSH + minimum safeguards. Secondary: India Green Taxonomy (draft) where applicable; SBTi CapEx guidance for transition-enabling spend; internal framework for activities not yet codified. Data & calculation. Each line item is recorded in Activity_Detail with: Category, Methodology, Total amount, and Alignment share (0–1). Aligned amount = Total × Alignment share. Financial_Summary auto-aggregates totals and aligned amounts by category; Alignment_By_Methodology aggregates by methodology. Determining alignment. Eligible when activity matches taxonomy definition (e.g., EV manufacturing, RE PPAs, energy efficiency, circular/refurbishment, water reuse/ZLD). Aligned only if it meets technical screening criteria, passes DNSH to other objectives, and minimum safeguards. Where only part qualifies (e.g., mixed programs), Alignment share reflects the qualifying fraction (e.g., 0.4). Double counting controls. Unique line IDs; CapEx vs OpEx vs Revenue recorded once; QA checks flag: negative values, share>1/<0,

Aligned>Total, missing methodology. Assurance/evidence. Contracts, tech packs, RECs, M&V reports, policies logged in Evidence_Register. Limitations. For non-codified/novel items we apply conservative internal criteria; alignment shares are reviewed annually.
[Add row]

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

(5.5.1) Investment in low-carbon R&D

Select from:
☑ Yes

(5.5.2) Comment

In FY 2024-25, TVS Motor Company's climate commitments and the objectives of its climate transition plan remained strategically aligned with sustained investment in research and development (R&D). The company invested approximately ₹1,025 crore in R&D during FY 24-25—an increase of 59% year-on-year, representing 2.8% of its revenue. Its R&D efforts focused on advancing technologies that reduce the environmental footprint of its products and foster a sustainable transportation ecosystem. These include developments in electric mobility, alternate fuels, internal combustion engines, flex fuels, advanced safety systems, and sustainability-oriented components. By doing so, TVS aims not only to mitigate transition risks arising from regulatory, market, and competitive pressures but also to seize new opportunities in low-carbon mobility.
[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:

☑ Other, please specify :Our R&D investments are directed towards a broad spectrum of technology and infrastructure, encompassing lower-emission vehicles such as CNGs, EVs, engines compatible with cleaner-burning fuels, flex-fuel technology, and charging infrastructure, etc.

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

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

59

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

10249500000

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

75

(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

TVS Motor Company focuses its R&D investments on technologies that support our climate goals and transition plan, aiming for sustainable transportation solutions. In India, 70% of our R&D budget supports low-carbon operations and product development. Our R&D initiatives in India are provided below. Flex Fuel Technology: By developing and showcasing Flex Fuel Technology (https://www.carbike360.com/news/tvs-flex-fuel-version-of-raider-125-unveiled), TVS Motor Company is preparing for a future where vehicles can run on a blend of gasoline and ethanol, reducing reliance on pure fossil fuels. This supports our commitment in reducing greenhouse gas emissions and is in line with global trends towards cleaner, alternative fuels. E20 Compliance: Our investment in ensuring that all ICE products are compliant with E20 (20% ethanol blended fuel) standards demonstrates our proactive approach to adopting cleaner fuel options. This reduces the carbon intensity of our products, but also aligns us with national policies that promote ethanol blending. On-Board Diagnostics (OBD II): By improving tailpipe emissions in line with regulatory norms, our investments in OBD II technology contribute to our goal of reducing the environmental impact of our ICE vehicles during their use phase supporting our climate transition objectives. CNG Products: The investment in compressed natural gas (CNG) products, particularly in the three-wheeler segment, reflects our strategy to diversify our product portfolio with lower-emission alternatives. CNG vehicles emit fewer pollutants compared to their gasoline counterparts, aligning with our

commitment to reduce emissions across our product range. Electric Vehicles: The launch of the TVS X, our new smart electric scooters, marked a significant milestone in our transition to electrification. This aligns with our climate transition plan by providing consumers with zero-emission transport options while contributing to the reduction of use-phase emissions. Charging Infrastructure: Partnerships with Tata Power and Jio BP to develop charging infrastructure for the EV segment are critical to facilitate the adoption of electric vehicles. This investment guarantees a robust and sustainable charging network for our EVs, which is crucial for the widespread adoption of e-mobility. The International Material Data System (IMDS): Using the IMDS tool to identify, track, and quantify hazardous substances to comply with domestic and global regulations.
[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)

1

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

60

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

9

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

10

(5.9.5) Please explain

During the reporting year, TVS Motor Company invested approximately ₹3.2 Crores in water-related CAPEX and approximately ₹7.6 Crores in OPEX. CAPEX increased by approximately 1% compared to the previous year, mainly for recycling and treatment infrastructure. Looking ahead, CAPEX is expected to rise by approximately 60%, with projects such as rainwater harvesting tanks, repurposing RO reject, alternate water sources, and upgrades to drinking RO plants. These initiatives will reduce groundwater dependency and strengthen long-term resilience. OPEX increased by approximately 9% due to higher operating costs of recycling

and treatment systems and is anticipated to grow by approximately 10% year-on-year, covering maintenance, monitoring, and efficiency programs. These investments reinforce TVS Motor Company's commitment to sustaining water positive operations in India and extending this to overseas facilities.
[Fixed row]

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

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: ☑ Yes	*Select all that apply* ☑ Carbon ☑ Water

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:
☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply
☑ Navigate regulations
☑ Drive energy efficiency
☑ Identify and seize low-carbon opportunities
☑ Influence strategy and/or financial planning
☑ Incentivize consideration of climate-related issues in decision making
☑ Other, please specify **:Meeting Stakeholder expectations**

☑ Setting and/or achieving of climate-related policies and targets

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Cost of required measures to achieve climate-related targets

(5.10.1.4) Calculation methodology and assumptions made in determining the price

TVS Motor Company has adopted a structured approach to calculate its Internal Carbon Price (ICP) for Scope 1 and Scope 2 emissions, applying the shadow pricing method as the foundation. The shadow pricing method evaluates each GHG emission reduction initiative by analyzing the financial investment required and the carbon abatement potential delivered. This ensures that the ICP reflects the true cost of decarbonization within operations and provides a benchmark for evaluating low-carbon investment decisions. In addition, TVS Motor Company references methodologies recommended by CDP to strengthen its ICP framework. This includes identifying risks linked to different approaches and prioritizing them based on their business relevance and potential impact. By aligning with CDP guidelines and global best practices, the company ensures that its ICP calculation in FY 2024–25 remains robust, credible, and integrated into strategic planning, supporting informed decisions on capital allocation and environmental performance.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

☑ Scope 2

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

(5.10.1.9) Indicate how you expect the price to change over time

TVS Motor Company has implemented a structured approach to calculate its Internal Carbon Price (ICP) - USD 25/tCo2e - USD 32/tCo2 for Scope 1 and Scope 2 emissions, with the shadow pricing method serving as the foundation. Under this approach, each GHG emission reduction initiative is assessed by analyzing both the financial investment required and the carbon abatement potential achieved. This ensures that the ICP captures the true cost of decarbonization within operations and provides a consistent benchmark for evaluating low-carbon investment opportunities. To further strengthen the framework, TVS Motor Company also incorporates methodologies recommended by CDP. This involves identifying the risks associated with different calculation approaches and prioritizing them based on business relevance and potential impact. By aligning with CDP guidelines and recognized global practices, the company ensures that its ICP calculation remains robust, credible, and strategically integrated into capital allocation and long-term environmental performance planning.

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

2193.35

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

2807.45

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Operations
☑ Procurement
☑ Product and R&D
☑ Risk management
☑ Impact management
☑ Capital expenditure
☑ Opportunity management

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for some decision-making processes, please specify :Our Internal Carbon Pricing (ICP) is expected to be integrated into business decision-making processes that encompass substantial investment decisions and are expected to have a considerable impact on our carbon inventory.

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

1

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

We meticulously monitor and evaluate our Internal Carbon Pricing (ICP) approach to ensure it effectively supports our climate objectives. In this process, the Chief Sustainability Officer (CSO), the finance team under the Chief Financial Officer (CFO), business planning, and the utilities teams play a pivotal role. They work collaboratively to assess the implications of the carbon price on our operations, taking into account the evolving costs of investments required for decarbonisation in line with our climate transition plan. The monitoring process involves analysing the impact of the ICP on decision-making across the business, ensuring that it incentivises emissions reduction and aligns with our sustainability targets. This includes evaluating the effectiveness of the ICP in directing capital towards low-carbon technologies and processes, as well as its role in achieving our RE100 and SBTi-aligned Net Zero targets. We regularly inform the board about the results of this monitoring, maintain high-level oversight, and ensure that the ICP remains a central component of our strategic financial planning. The board's engagement is crucial for the ongoing refinement and adaptation of the ICP to meet our long-term sustainability goals. The ICP's evaluations take into account the dynamic regulatory landscape, technological advancements, and market trends that influence the cost of carbon and the financial viability of decarbonisation initiatives. TVS Motor Company's evaluation process adapts to these external factors, guaranteeing the relevance and effectiveness of our ICP.
[Add row]

(5.10.2) Provide details of your organization’s internal price on water.

Row 1

(5.10.2.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.2.2) Objectives for implementing internal price

Select all that apply

☑ Navigate regulations

☑ Drive water efficiency

☑ Conduct cost-benefit analysis

☑ Identify and seize low-water impact opportunities

☑ Setting and/or achieving of water-related policies and targets

☑ Incentivize consideration of water-related issues in decision making

☑ Drive water-related investment
☑ Influence strategy and/or financial planning
☑ Incentivize consideration of water-related issues in risk assessment

(5.10.2.3) Factors beyond current market price are considered in the price

Select from:
☑ Yes

(5.10.2.4) Factors considered when determining the price

Select all that apply
☑ Existing water tariffs
☑ Costs of treating water
☑ Costs of disposing water
☑ Anticipated water tariffs
☑ Benchmarking against peers
☑ Costs of transporting water
☑ Existing or pending legislation
☑ Price with substantive impact on business decisions
☑ Cost of required measures to achieve water-related targets

(5.10.2.5) Calculation methodology and assumptions made in determining the price

TVS Motor Company has established a structured methodology to calculate its internal water price through a comprehensive cost analysis. This approach factors in not only the direct costs of procurement and withdrawal but also the indirect expenses associated with water management, including infrastructure investments (such as borewells), operational costs (energy, maintenance, and treatment), and regulatory compliance fees. To ensure robustness and alignment with industry practices, the company also reviewed peer methodologies for internal water pricing. By considering the full spectrum of costs, TVS Motor Company ensures that its internal water price is fair, representative, and reflective of true water stewardship costs, thereby strengthening decision-making in capital allocation and resource efficiency planning.

(5.10.2.6) Stages of the value chain covered

Select all that apply
☑ Direct operations
☑ Project/site specific coverage

(5.10.2.7) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.2.9) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

(5.10.2.10) Indicate how you expect the price to change over time

The internal water price is expected to be dynamic, influenced by factors such as infrastructure investments, technological advancements, water procurement costs, energy prices, and regulatory changes.

(5.10.2.11) Minimum actual price used (currency per cubic meter)

0

(5.10.2.12) Maximum actual price used (currency per cubic meter)

100

(5.10.2.13) Business decision-making processes the internal water price is applied to

Select all that apply

☑ Operations
☑ Procurement
☑ Product and R&D
☑ Risk management
☑ Impact management
☑ Capital expenditure
☑ Opportunity management
☑ Value chain engagement
☑ Public policy engagement

(5.10.2.14) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for some decision-making processes, please specify :Our Internal Water Pricing (IWP) strategy is envisaged to be integrated into business decision-making processes that encompass substantial investment decisions and are expected to have a considerable impact on our water footprint.

(5.10.2.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.2.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

We monitor and evaluate our internal water pricing to ensure it aligns with our sustainability goals. A cross-functional team, led by our CSO, finance, civil department environment, and utilities, assesses the pricing's impact on operations, investments, and water conservation efforts. Regular evaluations ensure that pricing accurately reflects water costs, aligns with regulations, and adapts to changes in energy prices and technology. We keep management informed about these evaluations to ensure oversight and strategic alignment.
[Add row]

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

Suppliers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Plastics

Smallholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

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

(5.11.3) Primary reason for not engaging with this stakeholder on environmental issues

Select from:

☑ Other, please specify :TVS Motor has not engaged smallholders on environmental issues as procurement exposure is negligible (<2%) and primarily through established tier-1 suppliers, making direct engagement immaterial.

(5.11.4) Explain why you do not engage with this stakeholder on environmental issues

TVS Motor Company's supply chain exposure to smallholders is negligible, as the company primarily sources from tier-1 and tier-2 suppliers for components, materials, and packaging rather than directly procuring agricultural or forestry commodities. Less than 2% of procurement spend relates to materials like timber or natural rubber, and these are sourced through established vendors rather than smallholder networks. Given this low materiality and indirect exposure, formal engagement programs targeting smallholders on environmental issues have not yet been prioritized. Instead, TVS Motor focuses on supplier code of conduct compliance, ESG audits, and engagement with direct suppliers, ensuring environmental requirements are embedded at higher tiers of the supply chain where material risks and impacts are more significant.

Customers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

Investors and shareholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Plastics

Other value chain stakeholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

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?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 51-75%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

In FY 2024–25, TVS Motor Company introduced the My Sustainability Index (MSI), a 0–100 benchmarking tool with environmental criteria carrying over 40% weight, requiring suppliers to achieve a minimum 80% score. Covering 75% of Tier-1 spend, MSI assessed 98 unique suppliers across 112 locations (≈40% of 280 Tier-1 suppliers). Focus areas included energy transition, renewable adoption, efficiency, low-carbon roadmaps, building supply chain resilience.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ Less than 1%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

2

Water

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Basin/landscape condition
☑ Dependence on water
☑ Impact on water availability
☑ Impact on pollution levels

(5.11.1.3) % Tier 1 suppliers assessed

Select from:
☑ 51-75%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

In FY 2024–25, TVS Motor Company launched the My Sustainability Index (MSI), a 0–100 benchmarking tool with environmental criteria carrying over 40% weight, requiring suppliers to achieve a minimum 80% score and demonstrate mandatory compliance with regulatory and statutory requirements. Covering 75% of Tier-1 spend, MSI assessed 98 unique suppliers across 112 locations. Focus areas included water conservation & efficiency.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:
☑ 26-50%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

25

Plastics

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:
☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Dependence on commodities

☑ Dependence on ecosystem services/environmental assets

☑ Impact on plastic waste and pollution

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 51-75%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

In FY 2024–25, TVS Motor Company launched the My Sustainability Index (MSI), a 0–100 benchmarking tool with environmental criteria carrying over 40% weight, requiring suppliers to achieve a minimum 80% score and demonstrate mandatory compliance with regulatory and statutory requirements. Covering 75% of Tier-1 spend, MSI assessed 98 unique suppliers across 112 locations. Focus areas included water conservation & efficiency.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ Less than 1%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

2
[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

☑ Procurement spend

☑ Reputation management

☑ Business risk mitigation

☑ Strategic status of suppliers

☑ Supplier performance improvement

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

(5.11.2.4) Please explain

TVS Motor Company has developed an internal benchmarking tool – the My Sustainability Index (MSI) – drawing on global best practices in sustainable supply chain management. The MSI is designed to systematically assess and enhance supplier performance across key ESG dimensions, including climate change mitigation, water stewardship, waste reduction, and responsible sourcing. In FY 2024–25, the tool was deployed with 112 critical Tier-1 suppliers (75% spend basis), enabling structured assessments of their sustainability practices. Suppliers achieving scores below the defined threshold are required to work closely with TVSM on corrective actions and continuous improvement plans until they meet the benchmark. By combining the MSI framework with the Supplier Sustainability Code of Conduct, TVSM ensures a robust, transparent, and measurable approach to supplier engagement that strengthens the resilience of the value chain and aligns with international sustainability expectations (CDP, CSRD, EcoVadis, and DJSI)

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

☑ Procurement spend
☑ Product lifecycle
☑ Business risk mitigation
☑ Strategic status of suppliers
☑ Supplier performance improvement
☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to water

(5.11.2.4) Please explain

TVS Motor Company has developed an internal benchmarking tool – the My Sustainability Index (MSI) – drawing on global best practices in sustainable supply chain management. The MSI is designed to systematically assess and enhance supplier performance across key ESG dimensions, including climate change mitigation, water stewardship, waste reduction, and responsible sourcing. In FY 2024–25, the tool was deployed with 112 critical Tier-1 suppliers (75% spend basis), enabling structured assessments of their sustainability practices. Suppliers achieving scores below the defined threshold are required to work closely with TVSM on corrective actions and continuous improvement plans until they meet the benchmark. By combining the MSI framework with the Supplier Sustainability Code of Conduct, TVSM ensures a robust, transparent, and measurable approach to supplier engagement that strengthens the resilience of the value chain and aligns with international sustainability expectations (CDP, CSRD, EcoVadis, and DJSI)

Plastics

(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
☑ Procurement spend
☑ Regulatory compliance
☑ Reputation management
☑ Business risk mitigation
☑ Strategic status of suppliers
☑ Supplier performance improvement

(5.11.2.4) Please explain

TVS Motor Company has developed an internal benchmarking tool – the My Sustainability Index (MSI) – drawing on global best practices in sustainable supply chain management. The MSI is designed to systematically assess and enhance supplier performance across key ESG dimensions, including climate change mitigation, water stewardship, waste reduction, and responsible sourcing. In FY 2024–25, the tool was deployed with 112 critical Tier-1 suppliers (75% spend basis), enabling structured assessments of their sustainability practices. Suppliers achieving scores below the defined threshold are required to work closely with TVSM on corrective actions and continuous improvement plans until they meet the benchmark. By combining the MSI framework with the Supplier Sustainability Code of Conduct, TVSM ensures a robust, transparent, and measurable approach to supplier engagement that strengthens the resilience of the value chain and aligns with international sustainability expectations (CDP, CSRD, EcoVadis, and DJSI)
[Fixed row]

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

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:
☑ Yes, suppliers have to meet environmental requirements related to this environmental issue, but they are not included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:
☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

TVS Motor Company has developed an internal benchmarking tool – the My Sustainability Index (MSI) – drawing on global best practices in sustainable supply chain management. The MSI is designed to systematically assess and enhance supplier performance across key ESG dimensions, including climate change mitigation, water stewardship, waste reduction, and responsible sourcing. In FY 2024–25, the tool was deployed with 112 critical Tier-1 suppliers (75% spend basis), enabling structured assessments of their sustainability practices. Suppliers achieving scores below the defined threshold are required to work closely with TVSM on corrective actions and continuous improvement plans until they meet the benchmark. By combining the MSI framework with the Supplier Sustainability Code of Conduct, TVSM ensures a robust, transparent, and measurable approach to supplier engagement that strengthens the resilience of the value chain and aligns with international sustainability expectations (CDP, CSRD, EcoVadis, and DJSI)
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=46F5076C5AFE4AB39DEC50EEC811C847
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=AD142932B2BF46BCA95DB426D41269B3

Water

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, suppliers have to meet environmental requirements related to this environmental issue, but they are not included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

TVS Motor Company has developed an internal benchmarking tool – the My Sustainability Index (MSI) – drawing on global best practices in sustainable supply chain management. The MSI is designed to systematically assess and enhance supplier performance across key ESG dimensions, including climate change mitigation, water stewardship, waste reduction, and responsible sourcing. In FY 2024–25, the tool was deployed with 112 critical Tier-1 suppliers (75% of the spend basis), enabling structured assessments of their sustainability practices. Suppliers achieving scores below the defined threshold are required to work closely with TVSM on corrective actions and continuous improvement plans until they meet the benchmark. By combining the MSI framework with the Supplier Sustainability Code of Conduct, TVSM ensures a robust, transparent, and measurable approach to supplier engagement that strengthens the resilience of the value chain and aligns with international sustainability expectations (CDP, CSRD, EcoVadis, and DJSI)
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=46F5076C5AFE4AB39DEC50EEC811C847
https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=AD142932B2BF46BCA95DB426D41269B3
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Other, please specify :Adherence to the regulatory & statutory requirements

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Supplier scorecard or rating

☑ Supplier self-assessment

☑ Other, please specify :TVS's internal benchmarking - My Sustainability Index

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

(5.11.6.12) Comment

TVS Motor Company integrates environmental requirements into its supplier purchasing and onboarding processes. Suppliers are expected to comply with applicable environmental regulations, demonstrate adherence to the company's Supplier Code of Conduct, and adopt practices that reduce energy use, emissions, water consumption, and waste generation. Under the My Sustainability Index (MSI) framework, suppliers are assessed against defined sustainability criteria, including renewable energy adoption, emissions monitoring, water stewardship, waste management, and circularity measures. Compliance is monitored through self-assessment questionnaires, document reviews, and periodic audits. Non-compliance or low-scoring suppliers (below defined thresholds) are required to implement corrective action plans and participate in capacity-building programs. In FY 2024–25, approximately 112 Tier-1 suppliers (75% of spend base) were assessed through MSI, supported by 50 capacity-building sessions on renewable energy transition, water efficiency, and waste management. Continuous improvement is incentivized through recognition mechanisms such as the Performance-Based Supplier Sustainability Awards, ensuring alignment with TVS Motor Company's climate transition and supply chain decarbonization goals.

Water

(5.11.6.1) Environmental requirement

Select from:
☑ Other, please specify :Adherence to the regulatory & statutory requirements

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply
☑ Supplier scorecard or rating

☑ Supplier self-assessment

☑ Other, please specify :TVS's internal benchmarking - My Sustainability Index

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ Less than 1%

(5.11.6.5) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue required to comply with this environmental requirement

Select from:

☑ 26-50%

(5.11.6.6) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue that are in compliance with this environmental requirement

Select from:

☑ 26-50%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

(5.11.6.12) Comment

TVS Motor Company embeds water stewardship into its supplier engagement and purchasing processes. Suppliers are required to comply with local water regulations, ensure safe discharge practices, and adopt measures that reduce freshwater withdrawal and consumption. Under the My Sustainability Index (MSI) framework, suppliers are assessed on water use efficiency, wastewater treatment, rainwater harvesting, recycling, and zero-liquid-discharge (ZLD) practices where applicable. Compliance is tracked through supplier self-assessments, documentation reviews, and targeted audits. Suppliers with high water dependency or lower performance are required to implement corrective actions and participate in training programs. In FY 2024–25, water-related supplier capability building was advanced through 50 sessions covering efficient water use, wastewater management, and circular water solutions. Progress is monitored and incentivized through recognition mechanisms such as the Performance-Based Supplier Sustainability Awards, ensuring alignment with TVS Motor Company's commitment to sustainable water management and its long-term climate and nature transition goals.
[Add 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:

☑ Circular economy

(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 set their own environmental commitments across their operations

☑ Other capacity building activity, please specify :Sustainability Ambassador Program

Innovation and collaboration

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

☑ Collaborate with suppliers on innovative business models and corporate renewable energy sourcing mechanisms

☑ Collaborate with suppliers to develop reuse infrastructure and reuse models

(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:

☑ 51-75%

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

TVS Motor Company's Supplier Excellence Program plays a central role in strengthening the resilience of its supply chain by building the knowledge and capabilities of suppliers, with a particular emphasis on environmental stewardship. Key engagement mechanisms under the program include: Promoting sustainable practices: Suppliers are encouraged to adopt measures that reduce environmental impact, including efficient resource utilization, waste reduction, and the adoption of eco-friendly processes. Capacity building through training: Regular training sessions are conducted to ensure suppliers remain aligned with evolving environmental regulations and industry standards, while also adopting best practices that support long-term sustainability. In FY 2024–25, TVS Motor Company rolled out an internal benchmarking tool—My Sustainability Index (MSI)—aligned with industry best practices and frameworks. During the disclosure period, 112 Tier-1 suppliers, representing 75% of the spend base, were assessed for their sustainability practices. In parallel, the company conducted around 50 capacity-building sessions covering critical topics such as transition to renewable energy, effective water management, and waste reduction. These initiatives reinforce TVS's commitment to embedding sustainability across its supply chain while supporting its broader climate transition and decarbonization goals.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :~ 90% Suppliers are governed by our Supplier Code of Conduct which publicly available on the website

(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 set their own environmental commitments across their operations

Financial incentives

☑ Feature environmental performance in supplier awards scheme

Information collection

☑ Collect environmental risk and opportunity information at least annually from suppliers

☑ Collect targets information at least annually from suppliers

☑ Collect WASH information at least annually from suppliers

☑ Collect water quality information at least annually from suppliers (e.g., discharge quality, pollution incidents, hazardous substances)

☑ Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

(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:

☑ Less than 1%

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

TVS Motor Company's Supplier Excellence Program plays a central role in strengthening the resilience of its supply chain by building the knowledge and capabilities of suppliers, with a particular emphasis on environmental stewardship. Key engagement mechanisms under the program include: Promoting sustainable practices: Suppliers are encouraged to adopt measures that reduce environmental impact, including efficient resource utilization, waste reduction, and the adoption of eco-friendly processes. Capacity building through training: Regular training sessions are conducted to ensure suppliers remain aligned with evolving environmental regulations and industry standards, while also adopting best practices that support long-term sustainability. In FY 2024–25, TVS Motor Company rolled out an internal benchmarking tool—My Sustainability Index (MSI)—aligned with industry best practices and frameworks. During the disclosure period, 112 Tier-1 suppliers, representing 75% of the spend base, were assessed for their sustainability practices. In parallel, the company conducted around 50 capacity-building sessions covering critical topics such as transition to renewable energy, effective water management, and waste reduction. These initiatives reinforce TVS's commitment to embedding sustainability across its supply chain while supporting its broader climate transition and decarbonization goals.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :~ 90% Suppliers are governed by our Supplier Code of Conduct which publicly available on the website.

(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:

☑ Other, please specify :Capacity building towards relevant environmental regulations, considerations, and transition strategies.

(5.11.7.3) Type and details of engagement

Capacity building

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

(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%

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

TVS Motor Company's Supplier Excellence Program plays a central role in strengthening the resilience of its supply chain by building the knowledge and capabilities of suppliers, with a particular emphasis on environmental stewardship. Key engagement mechanisms under the program include: Promoting sustainable practices: Suppliers are encouraged to adopt measures that reduce environmental impact, including efficient resource utilization, waste reduction, and the adoption of eco-friendly processes. Capacity building through training: Regular training sessions are conducted to ensure suppliers remain aligned with evolving environmental regulations and industry standards, while also adopting best practices that support long-term sustainability. In FY 2024–25, TVS Motor Company rolled out an internal

benchmarking tool—My Sustainability Index (MSI)—aligned with industry best practices and frameworks. During the disclosure period, 112 Tier-1 suppliers, representing 75% of the spend base, were assessed for their sustainability practices. In parallel, the company conducted around 50 capacity-building sessions covering critical topics such as transition to renewable energy, effective water management, and waste reduction. These initiatives reinforce TVS's commitment to embedding sustainability across its supply chain while supporting its broader climate transition and decarbonization goals.

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

Select from:

☑ Yes

[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:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Align your organization's goals to support customers' targets and ambitions

☑ Collaborate with stakeholders in creation and review of your climate transition plan

☑ Engage with stakeholders to advocate for policy or regulatory change

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 51-75%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 51-75%

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

TTVS Motor Company is recognized for embedding sustainability into its customer engagement strategy, positioning itself as a responsible partner in India's low-carbon transition. Guided by its vision "to transform the quality of life of people across the world by providing mobility solutions that are exciting, responsible, sustainable, and safe", the company integrates Customer Obsession as a core value, ensuring that environmental stewardship is central to every customer interaction. The company's proactive communication strategy is highlighted as a best practice: customers are regularly informed about the environmental footprint of products, renewable energy adoption across manufacturing, and progress toward Net Zero commitments. These disclosures are explicitly aligned with India's Net Zero 2070 target, reinforcing TVS Motor's leadership role in supporting national climate objectives. By making sustainability milestones transparent, the company strengthens trust and builds long-term customer relationships rooted in shared eco-conscious values. Independent assessments also note the integration of double materiality analysis to identify and prioritize issues most relevant to stakeholders. This ensures that customer expectations around climate change mitigation, water stewardship, circular economy, and ESG performance are systematically addressed in both product development and reporting. Complementary mechanisms such as responsive grievance redressal systems further reflect the company's commitment to customer intimacy, accountability, and continuous improvement. From a disclosure perspective, TVS Motor demonstrates strong alignment with CDP and other global ESG frameworks, presenting quantifiable data, transparent methodologies, and evidence of climate action. By combining innovation, customer focus, and sustainability, the company is positioned not only as a leading two-wheeler manufacturer but also as a strategic contributor to India's journey toward Net Zero mobility

(5.11.9.6) Effect of engagement and measures of success

TVS Motor Company's customer engagement strategy is central to our sustainability journey, ensuring alignment with stakeholder expectations and environmental aspirations. We engage customers through structured surveys, consultations, and feedback mechanisms to capture insights that guide our sustainability initiatives. By integrating this feedback, we ensure our approach addresses financial priorities while advancing climate action, renewable energy, water stewardship, and circular economy practices, in line with India's Net Zero 2070 target. Stakeholder feedback helps us stay ahead of evolving customer sentiments and market trends, reinforcing our role as a partner in the transition to low-carbon mobility. Recognition such as the J.D. Power award for excellence in customer satisfaction and product quality validates our commitment to delivering superior vehicles, transparent communication, and responsible mobility solutions. These accolades reflect our dedication to building long-term trust and driving sustainable mobility, aligned with global frameworks such as CDP, DJSI, and CSRD.

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

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Engage with stakeholders to advocate for policy or regulatory change

(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

TVS Motor Company's customer engagement strategy is a cornerstone of its sustainability journey, ensuring that business priorities are consistently aligned with stakeholder expectations. Engagement is carried out through structured surveys, in-depth consultations, and feedback mechanisms that provide actionable insights into customer needs. By integrating customer perspectives, we ensure that our approach addresses not only financial and operational priorities but also the environmental concerns and aspirations of our customers. Stakeholder feedback is critical in keeping TVSM's products and brand aligned with emerging trends, evolving customer sentiments, and industry dynamics. This engagement lens allows us to track the immediate and long-term impact of our sustainability initiatives, reinforcing our role as a partner in our customers' transition to low-carbon mobility. Our Sustainability Strategy, guided by these insights, underpins projects in climate change mitigation, renewable energy, water stewardship, and circular economy practices, ensuring alignment with India's Net Zero 2070 target. The effectiveness of this engagement is reflected in how customers perceive TVS Motor Company: as a responsible brand leading in sustainability and innovation. Recognition such as the J.D. Power award for excellence in customer satisfaction and product quality validates our commitment to delivering superior vehicles, transparent communication, and responsible mobility solutions. These accolades underscore our dedication to building long-term trust and to advancing sustainable mobility in alignment with global frameworks.

(5.11.9.6) Effect of engagement and measures of success

TVS Motor Company's customer engagement strategy is central to our sustainability journey, ensuring alignment with stakeholder expectations and environmental aspirations. We engage customers through structured surveys, consultations, and feedback mechanisms to capture insights that guide our sustainability initiatives. By integrating this feedback, we ensure our approach addresses financial priorities while advancing climate action, renewable energy, water stewardship, and circular economy practices, in line with India's Net Zero 2070 target. Stakeholder feedback helps us stay ahead of evolving customer sentiments and market trends, reinforcing our role as a partner in the transition to low-carbon mobility. Recognition such as the J.D. Power award for excellence in customer satisfaction and product quality validates our commitment to delivering superior vehicles, transparent communication, and responsible mobility solutions. These accolades reflect our dedication to building long-term trust and driving sustainable mobility, aligned with global frameworks

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

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Collaborate with stakeholders in creation and review of your climate transition plan

☑ Engage with stakeholders to advocate for policy or regulatory change

(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

TVS Motor Company's customer engagement strategy is a cornerstone of its sustainability journey, ensuring that business priorities are consistently aligned with stakeholder expectations. Engagement is carried out through structured surveys, in-depth consultations, and feedback mechanisms that provide actionable insights into customer needs. These inputs directly inform our double materiality analysis, which shapes the Sustainability Strategy for FY 2024–25 and beyond. By integrating customer perspectives, we ensure that our approach addresses not only financial and operational priorities but also the environmental concerns and aspirations of our customers. Stakeholder feedback is critical in keeping TVSM's products and brand aligned with emerging trends, evolving customer sentiments, and industry dynamics. This engagement lens allows us to track the immediate and long-term impact of our sustainability initiatives, reinforcing our role as a partner in our customers' transition to low-carbon mobility. Our Sustainability Strategy, guided by these insights, underpins projects in climate change mitigation, renewable energy, water stewardship, and circular economy practices, ensuring alignment with India's Net Zero 2070 target. The effectiveness of this engagement is reflected in how customers perceive TVS Motor Company: as a responsible brand leading in sustainability and innovation. Recognition such as the J.D. Power award for excellence in customer satisfaction and product quality validates our commitment to delivering superior vehicles, transparent communication, and responsible mobility solutions. These accolades underscore our dedication to building long-term trust and to advancing sustainable mobility in alignment with global frameworks

(5.11.9.6) Effect of engagement and measures of success

TVS Motor Company's customer engagement strategy is central to our sustainability journey, ensuring alignment with stakeholder expectations and environmental aspirations. We engage customers through structured surveys, consultations, and feedback mechanisms to capture insights that guide our sustainability initiatives. By integrating this feedback, we ensure our approach addresses financial priorities while advancing climate action, renewable energy, water stewardship, and circular economy practices, in line with India's Net Zero 2070 target. Stakeholder feedback helps us stay ahead of evolving customer sentiments and market trends, reinforcing our role as a partner in the transition to low-carbon mobility. Recognition such as the J.D. Power award for excellence in customer satisfaction and product quality validates our commitment to delivering superior vehicles, transparent communication, and responsible mobility solutions. These accolades reflect our dedication to building long-term trust and driving sustainable mobility, aligned with global frameworks

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Downstream Dealership in value chain

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services
☑ Share information about your products and relevant certification schemes
☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration
☑ Collaborate with stakeholders in creation and review of your climate transition plan
☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 26-50%

(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

TVS Motor Company's climate change engagement strategy with its downstream value chain partners, particularly dealers, is integral to advancing its decarbonization journey. In FY 2024–25, the company introduced its internal ESG assessment tool, My Sustainability Index (MSI), for dealers to establish a baseline and an engagement platform. Insights generated from MSI feed into the company's double materiality analysis, directly shaping its Climate Transition Plan. By integrating perspectives from its dealer network, TVSM ensures that its approach promotes renewable energy adoption, low-carbon operations, and greater resilience across the value chain, thereby accelerating progress toward its long-term Net Zero commitments.

(5.11.9.6) Effect of engagement and measures of success

TVS Motor Company actively collaborates with its dealers to strengthen operational and service excellence, with a clear focus on environmental compliance and energy efficiency. As the direct interface with customers, dealers are encouraged to adopt responsible practices in energy management, reduce their carbon footprint, and align with the company's broader commitment to addressing climate change. To further this engagement, the company introduced the My Sustainability Index (MSI) in FY 2024–25. MSI acts as a structured benchmarking tool to assess and enhance dealer performance on climate-related and ESG parameters. The scoring framework is weighted as follows: 40% Environment, 40% Social, 15% Governance, and 5% 1S & 2S dealership performance. This strategic initiative enables TVSM to systematically identify improvement areas, drive targeted capability building, and ensure that its dealer network collectively progresses towards a more sustainable, climate-resilient future.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Downstream dealerships in value chain

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

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

☑ Run a campaign to encourage innovation to reduce environmental impacts

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 26-50%

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

TVS Motor Company's water stewardship engagement strategy with its downstream value chain partners, particularly dealers, is central to advancing sustainable operations. In FY 2024–25, the company introduced its internal ESG assessment tool, My Sustainability Index (MSI), for its dealers to create a baseline and an engagement platform. Insights from this tool feed into the company's double materiality analysis, directly shaping its Water Positive Roadmap. By integrating perspectives from its dealer network, TVSM ensures that its approach addresses operational water efficiency, local watershed conservation, and community needs, thereby strengthening long-term resilience across the value chain..

(5.11.9.6) Effect of engagement and measures of success

TVS Motor Company actively collaborates with its dealers to strengthen operational and service excellence, with a clear focus on environmental compliance and energy efficiency. As the direct interface with customers, dealers are encouraged to adopt responsible practices in energy management, reduce their carbon footprint, and align with the company's broader commitment to addressing climate change. To further this engagement, the company introduced the My Sustainability Index (MSI) in FY 2024–25. MSI acts as a structured benchmarking tool to assess and enhance dealer performance on climate-related and ESG parameters. The scoring framework is weighted as follows: 40% Environment, 40% Social, 15% Governance, and 5% 1S & 2S dealership performance. This strategic initiative enables TVSM to systematically identify improvement areas, drive targeted capability building, and ensure that its dealer network collectively progresses towards a more sustainable, climate-resilient future.
[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

TVS Motor Company employs the operational control consolidation approach for calculating environmental performance data to ensure precise responsibility and accountability for its activities and processes. This clarity is pivotal for the accurate reporting of environmental impacts and the execution of impactful management strategies. Simultaneously, it facilitates the management of environmental impacts by concentrating on areas where the company can influence improvements. This approach also underpins strategic decision-making, enabling the setting of pragmatic targets for emissions and waste reduction. Moreover, it allows for consistent environmental performance tracking and benchmarking, which is essential for continuous improvement. Lastly, understanding operational control aids in risk management and ensures that the company's efforts are focused on outcomes within its sphere of influence, thereby enhancing overall environmental management.

Forests

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

TVS Motor Company employs the operational control consolidation approach for calculating environmental performance data to ensure precise responsibility and accountability for its activities and processes. This clarity is pivotal for the accurate reporting of environmental impacts and the execution of impactful management strategies. Simultaneously, it facilitates the management of environmental impacts by concentrating on areas where the company can influence improvements. This approach also underpins strategic decision-making, enabling the setting of pragmatic targets for emissions and waste reduction. Moreover, it allows for consistent

environmental performance tracking and benchmarking, which is essential for continuous improvement. Lastly, understanding operational control aids in risk management and ensures that the company's efforts are focused on outcomes within its sphere of influence, thereby enhancing overall environmental management.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

TVS Motor Company employs the operational control consolidation approach for calculating environmental performance data to ensure precise responsibility and accountability for its activities and processes. This clarity is pivotal for the accurate reporting of environmental impacts and the execution of impactful management strategies. Simultaneously, it facilitates the management of environmental impacts by concentrating on areas where the company can influence improvements. This approach also underpins strategic decision-making, enabling the setting of pragmatic targets for emissions and waste reduction. Moreover, it allows for consistent environmental performance tracking and benchmarking, which is essential for continuous improvement. Lastly, understanding operational control aids in risk management and ensures that the company's efforts are focused on outcomes within its sphere of influence, thereby enhancing overall environmental management.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

TVS Motor Company employs the operational control consolidation approach for calculating environmental performance data to ensure precise responsibility and accountability for its activities and processes. This clarity is pivotal for the accurate reporting of environmental impacts and the execution of impactful management strategies. Simultaneously, it facilitates the management of environmental impacts by concentrating on areas where the company can influence improvements. This approach also underpins strategic decision-making, enabling the setting of pragmatic targets for emissions and waste reduction. Moreover, it allows for consistent environmental performance tracking and benchmarking, which is essential for continuous improvement. Lastly, understanding operational control aids in risk management and ensures that the company's efforts are focused on outcomes within its sphere of influence, thereby enhancing overall environmental management.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

TVS Motor Company employs the operational control consolidation approach for calculating environmental performance data to ensure precise responsibility and accountability for its activities and processes. This clarity is pivotal for the accurate reporting of environmental impacts and the execution of impactful management strategies. Simultaneously, it facilitates the management of environmental impacts by concentrating on areas where the company can influence improvements. This approach also underpins strategic decision-making, enabling the setting of pragmatic targets for emissions and waste reduction. Moreover, it allows for consistent environmental performance tracking and benchmarking, which is essential for continuous improvement. Lastly, understanding operational control aids in risk management and ensures that the company's efforts are focused on outcomes within its sphere of influence, thereby enhancing overall environmental management. [Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(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?

(7.1.1.1) Has there been a structural change?

Select all that apply
☑ Yes, other structural change, please specify

(7.1.1.2) Name of organization(s) acquired, divested from, or merged with

In the prior reporting year, Sundaram Auto Components Limited (SACL) was included within TVS Motor Company's CDP boundary. Following a review aligned with CDP's operational control methodology, SACL is excluded from Scopes 1 & 2 and water accounting from 2025, with impacts moved to Scope 3. The SACL demerger in Dec 2025 and increased equity in DriveX in Dec 2025 further align reporting boundaries.

(7.1.1.3) Details of structural change(s), including completion dates

In the prior reporting year, Sundaram Auto Components Limited (SACL) was included within the organizational boundary of TVS Motor Company's CDP disclosures. Following a detailed boundary assessment aligned with CDP's operational control methodology, it was determined that TVS Motor Company does not exercise financial or operational control over SACL, despite its 100% shareholding at the time. Effective from the 2025 reporting cycle, SACL has been excluded from Scope 1 and Scope 2 emissions as well as water accounting, with its environmental impacts now reflected under Scope 3, Category 1: Purchased Goods & Services, given its ongoing role as a critical supplier. This adjustment prevents double counting, ensures alignment with CDP's boundary principles, and enhances transparency in disclosure. In December 2025, the demerger of SACL was completed, further reinforcing the exclusion of its operations from TVS Motor Company's direct emissions boundary. Separately, in December 2025, TVS Motor Company increased its equity stake in DriveX from [18%] to [89%], strengthening its strategic investment position. The implications of this enhanced ownership on boundary-setting will be assessed based on operational control principles for future CDP disclosures [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

☑ Yes, a change in boundary

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

TVS Motor Company made the following updates in the 2025 reporting year: Boundary Revisions (Scopes 1 & 2): Sundaram Auto Components Limited (SACL): Previously included in the organizational boundary, SACL was excluded from Scopes 1 and 2 emissions and water accounting. This decision was based on CDP's operational control principle, as TVS Motor does not exercise operational or financial control over SACL despite holding 100% shareholding. The demerger of SACL in December 2025 further confirmed its exclusion from direct emissions reporting. Equity Stake Update: In December 2025, TVS Motor Company increased its equity stake in DriveX, triggering a boundary reassessment to determine inclusion in future disclosures based on operational control criteria. Methodology Revisions: Scope 1 – Ethanol Blending: Scope 1 fuel-related emissions were revised to account only for the fossil carbon fraction of blended fuels (E10, E20, E40), consistent with GHG Protocol and IPCC guidance. Biogenic CO_2 emissions from ethanol combustion are now reported as "out of scope," while CH_4 and N_2O remain in Scope 1. This adjustment ensures a more accurate representation of fossil GHG emissions and enhances alignment with international reporting practices. Scope 3, Category 11 – Use of Sold Products: Calculations updated to apply a 100,000 km lifetime usage assumption with region-specific emission factors, improving precision and comparability. Scope 3, Category 12 – End-of-Life Treatment: Methodology enhanced using internal recyclability and recovery data to better align with circularity goals and actual waste treatment performance.
[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 1

☑ Scope 2, location-based

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

TVS Motor Company recalculates its base year if structural or methodological changes result in a ≥5% change in total Scope 1, 2, or 3 emissions. Triggers include acquisitions/divestments (e.g., SACL demerger, DriveX equity increase in Dec 2025), operational control changes, new calculation methods (e.g., hybrid Category 1, region-specific Category 11 factors, revised Category 12 recyclability data), updated emission factors, or material error corrections. Recalculations ensure consistent, transparent trendlines and are disclosed in CDP submissions.

(7.1.3.4) Past years' recalculation

Select from:

☑ Yes

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ The Greenhouse Gas Protocol: Scope 2 Guidance

☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

☑ 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

☑ Other, please specify :Exiobase (Spend based emission factors)

(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 have no operations where we are able to access electricity supplier emission factors or residual emissions factors and are unable to report a Scope 2, market-based figure

(7.3.3) Comment

TVS Motor Company reports Scope 2 emissions in alignment with the GHG Protocol using the location-based approach, ensuring accuracy and transparency across all geographies where it operates. The methodology reflects the actual emission factors for the regions where electricity is generated and consumed, enabling region-specific precision. India: Emission factors from the Central Electricity Authority (CEA) are used to reflect the Indian grid’s carbon intensity. Indonesia, Switzerland, and Singapore: International Energy Agency (IEA) emission factors are applied for these regions. United Kingdom: DEFRA UK Grid factors are used, ensuring compliance with local reporting standards. TVS Motor recalculates Scope 2 emissions if structural or methodological changes cause a ≥5% variation in the base year inventory, consistent with its Base Year Recalculation Policy. For instance, the SACL demerger in Dec 2025 and the equity increase in DriveX in Dec 2025 triggered boundary assessments, ensuring Scope 2 reporting remains consistent with operational control principles. This approach guarantees comparability, transparency, and alignment with CDP and GHG Protocol requirements, while avoiding double counting across organizational boundaries.
[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:

☑ No

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

Scope 1

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

19605.42

(7.5.3) Methodological details

The company applies an operational-control boundary and a tank-to-wheel (TTW) basis consistent with the GHG Protocol to quantify direct (Scope 1) emissions from stationary combustion (diesel/HFO/PNG/LPG/propane, process heat, DG sets), mobile/non-road testing fuels (petrol), and refrigerant losses from HVAC/testing systems. Emission factors and GWPs Primary emission factors are sourced from DEFRA 2025 (CO_2, CH_4, N_2O, refrigerants) and CEA 2024 where India-specific factors are more representative; IPCC 2006 guidance is used to address any gaps. GWPs follow the factor set in use to maintain internal consistency and comparability for CDP reporting. Treatment of ethanol-blended petrol Country-mandated blends are applied (e.g., India E20, Indonesia E5, UK E10). Calculations distinguish the fossil and biogenic components: Fossil CO_2 is recognized only for the petrol fraction; ethanol CO_2 is treated as biogenic (out of scope). CH_4 and N_2O are included for the full blended fuel via weighted TTW factors. Illustrative logic: for blend share E%, tCO_2e = Litres × [(1−E%)×EF_petrol_CO_2 + (1−E%)×EF_petrol_(CH_4+N_2O) + E%×EF_ethanol_(CH_4+N_2O)] / 1000. Where a single DEFRA CO_2e factor is used for petrol, it is applied to the (1−E%) fossil share, with the ethanol CH_4+N_2O component added separately; ethanol CO_2 remains out of scope. Refrigerants Emissions are computed as mass leaked × GWP100 for each gas (e.g., R134a, R410A, R32, R407C) per DEFRA/IPCC mapping. Data integrity and assurance Activity data are captured from calibrated meters, invoices, and daily logs; where data gaps exist (e.g., overseas refrigerant losses), supplier-verified estimates are applied.

Scope 2 (location-based)

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

5128.69

(7.5.3) Methodological details

TVS Motor Company (“the Company”) quantifies purchased electricity emissions in line with the GHG Protocol Scope 2 Guidance and IPCC principles under an operational-control boundary. The Company reports location-based (LB) Scope 2 as its primary figure because there are no contractual instruments (e.g., bundled/traceable EACs, RECs, GOs, supplier-specific emission rates) that meet quality criteria across sites. Where contractual instruments are absent or ineligible, market-based (MB) equals LB or is disclosed as not applicable. Emission factors (updated annually where available): India: Central Electricity Authority (CEA) grid-average factors. Indonesia, Singapore, Switzerland: IEA country grid-average factors. United Kingdom: DEFRA grid factors. Accounting approach: Purchased electricity (kWh) is multiplied by the applicable grid-average EF for each country/region to derive tCO_2e (LB). On-site renewables (e.g., rooftop solar) are metered and netted from purchased electricity; those kWh are not assigned Scope 2 emissions under the LB method. Any transmission/distribution loss treatment follows the factor publisher’s conventions (i.e., if embedded in the EF, no separate adders). Changes to factor years or methodologies are documented to preserve comparability. Data capture and controls: Electricity consumption is sourced from calibrated meters, utility invoices, and site logbooks with monthly reconciliations. Variances are investigated through the Company’s ISO 50001 routines; corrections are documented with audit trails. Annual consolidation applies consistent units, factor vintages, and rounding rules to ensure accuracy, transparency, and CDP comparability, with figures subject to independent assurance as applicable.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

375648.66

(7.5.3) Methodological details

TVS Motor Company considers Purchased Goods and Services (Scope 3, Category 1) to be a material emissions source, as they represent upstream GHG emissions from the extraction, processing, and manufacturing of products and services acquired during business operations. These emissions are significant because they reflect the embedded carbon footprint of materials and services prior to entering the company’s value chain. For this reporting period, data was sourced from procurement and accounting systems, with expenditure categorized into material groups such as Casting–Aluminum, Electrical Components, Bearings, Food Supplies, and Miscellaneous Materials. Emission factors were applied from Exiobase (2025), expressed in $kgCO_2e$/USD, and converted using an expenditure-based methodology consistent with the GHG Protocol Scope 3 Standard and CDP disclosure requirements. The formula applied was: Emissions (tCO_2e) = Expenditure (USD) × Emission Factor ($kgCO_2e$/USD) ÷ 1000 Illustrative calculations confirm this approach, such as provisions procurement of USD 1,150.316 in April 2024 with an emission factor of 0.26438 $kgCO_2e$/USD, resulting in 0.30 tCO_2e, and Casting–Aluminum purchases of USD 5,046.92 in May 2024 with an emission factor of 0.8512 $kgCO_2e$/USD, resulting in 4.30 tCO_2e. Restatement rationale: For FY 2023–24, Category 1 emissions have been restated to factor in a 1% change arising from updated expenditure data. Importantly, the methodology, boundary, and emission factors remain unchanged, ensuring continuity and comparability. This adjustment aligns with CDP expectations for transparency, accuracy, and consistency when minor refinements occur

Scope 3 category 2: Capital goods

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

281.15

(7.5.3) Methodological details

Capital goods represent an important source of Scope 3 emissions, as they capture the embodied greenhouse gas (GHG) emissions associated with the production of machinery, equipment, tools, and other long-term assets used in the company's operations. These emissions occur upstream, during the extraction of raw materials and the manufacturing of capital items such as casting machinery, fixtures, and gauges, which are essential to the company's production processes. Accounting for these emissions is particularly relevant, as capital equipment generally has a high material and energy footprint, even though the emissions are amortized over their useful life. For the reporting period, procurement data related to capital expenditures was collected in U.S. dollars (USD) from the company's accounting records. Capital goods categories identified include fixtures, gauges, and other industrial machinery. To quantify emissions, emission factors were sourced from the Exiobase (2025) database for Purchased Goods and Services. These factors, expressed in kilograms of CO_2e per U.S. dollar ($kgCO_2e/USD$), are designed to reflect the average emissions intensity of specific product categories within the global supply chain. The sample dataset covers the period January to March 2025. The calculation of emissions was carried out using an expenditure-based approach consistent with the GHG Protocol Scope 3 Standard. The formula applied was: Emissions (tCO_2e) = Expenditure (USD) × Emission Factor ($kgCO_2e/USD$) ÷ 1000 For example, the procurement of capital goods in February 2025 amounted to USD 1,539,193.35. Applying the relevant emission factor of 0.038 $kgCO_2e/USD$ resulted in estimated emissions of 58.49 tCO_2e. Similarly, in January 2025, the purchase of gauges totaled USD 67,138.16, which, when multiplied by the emission factor of 0.06657 $kgCO_2e/USD$, produced 4.47 tCO_2e of emissions. These worked examples demonstrate how financial expenditure is translated into an estimate of embedded emissions by applying sector-specific intensities. The total Category 2 emissions were obtained by aggregating results across all identified capital goods categories. This ensures that the emissions associated with investments in long-lived production assets are fully captured, providing a more comprehensive picture of the company's upstream value chain impacts and supporting alignment with CDP disclosure requirements.

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

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

2775.31

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 3 emissions in line with CDP disclosure requirements, which call for transparency and accuracy when historical data is recalculated due to methodological changes or updates in emission factors. The restatement reflects the application of updated emission factors for well-to-tank fuel activities and transmission and distribution (T&D) electricity losses, ensuring consistency with the GHG Protocol Corporate Value Chain (Scope 3) Standard. The organizational boundary was maintained on an operational control basis. This category is material as it captures upstream emissions from the extraction, production, and transportation of fuels, as well as T&D losses from purchased electricity—key contributors given the company's reliance on multiple fuels and grid-supplied power alongside renewable sources. The restatement enhances comparability, completeness, and alignment with CDP's principles of transparency and accountability, thereby strengthening the credibility of the disclosure.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

11648.07

(7.5.3) Methodological details

At TVSM, Scope 3 Category 4 emissions are calculated using the spend-based method approach. An assumption of 2% as the transportation cost in the overall amount spent is considered in the calculation. This percentage reflects the estimated greenhouse gas emissions associated with the transportation of the goods acquired by the company. The calculation methodology and assumptions are as follows: • Emission Factor: Using the Exiobase emission factor for "Other Land Transportation Services," which is 0.2434 kg CO2e per USD of transportation costs. • Data Inputs: For each shipment, the mass, distance, and mode of transport are recorded, and the corresponding emission factor is applied to determine the emissions.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

123.33

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 5 (Waste generated in operations) emissions to reflect a significant methodological update and adoption of new emission factors. Under the GHG Protocol Scope 3 Standard, Category 5 is material as it captures upstream and downstream GHG emissions associated with the treatment and disposal of solid and hazardous waste generated during operations. In the prior disclosure cycle, DEFRA 2023 emission factors were applied. For this reporting period, TVSM has updated its methodology by recalculating emissions using the latest DEFRA 2024 emission factors, which provide refined, treatment-specific intensities for landfill, recycling, and incineration pathways. This change, coupled with more granular categorization of waste streams, has resulted in a 200% increase in reported emissions for FY 2023–24 compared to the earlier calculation. Rationale for restatement: Adoption of DEFRA 2024 emission factors, ensuring consistency with the most up-to-date, internationally recognized datasets. Methodological refinement to capture treatment-specific pathways, replacing aggregated factors applied in the previous cycle. Alignment with CDP disclosure principles of transparency, accuracy, and comparability, by restating prior-year data when methodological updates result in material changes (>5%). The organizational boundary (operational control) remains unchanged. The restatement strengthens data reliability and ensures that Category 5 emissions better reflect the actual climate impact of the company's waste management practices.

Scope 3 category 6: Business travel

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

4066.26

(7.5.3) Methodological details

At TVSM, Scope 3 Category 6 emissions are calculated using the Distance-based method. This involves determining the distance and mode of business travel (e.g., air, bus, or rail) and applying the appropriate emission factors based on the specifics of the journey. The key considerations for the calculation methodology are as follows: • Mode of Travel: Emissions are calculated based on whether the travel is conducted by air, bus, or rail. • Travel Details: For air travel, consider the type of trip (domestic or international) and cabin class (economy, business, or premium). • Emission Factors: Emission factors from the DEFRA UK database, tailored to the specific mode and class of travel. For calculating the emissions, Multiply the distance travelled by the appropriate emission factor for the mode of travel and cabin class. Sum the emissions from all individual trips to determine the total emissions for the reporting period.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

7103.16

(7.5.3) Methodological details

At TVSM, the approach to calculating Scope 3 category 7 emissions is by using the Distance-based method. This involves the collection of data on commuting patterns from employees through an online survey form, which includes the distance traveled and the mode of transportation used. Where data is limited, conservative assumptions are applied to ensure accuracy. • Emission Factors: Emission factors from the DEFRA UK database for various commuting modes. The total distance travelled by employees is multiplied by the corresponding emission factor to estimate the emissions. • UK Operations: Commute data is collected from 72 employees, calculated the emissions, and then extrapolated these results to cover 200 employees. • Indonesia Operations: Received responses from 140 employees, calculated their emissions, and extrapolated the results to represent 499 employees. • India Operations: An estimated 50-60 cars from visitors and suppliers arrive daily, while 1600-1700 material vehicles enter through Gate 3 and Gate 5 for deliveries. Additionally, between 170 and 180 vehicles, including trucks and containers, come to the factory daily for loading finished goods. The company's transportation data also includes information on the average distances travelled by employees using cars and bikes, as well as the frequency of shuttle usage. • It is assumed that all employees work on weekdays, and there are 40 days in a year when they work on Saturdays. Additionally, 25 days are excluded from the year due to public holidays and leave.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Scope 3 Category 8 (Upstream leased assets) is not applicable to TVS Motor Company. TVSM’s manufacturing operations and corporate offices are located in facilities that are either company-owned or operated under long-term arrangements where emissions are already accounted for in our Scope 1 (direct fuel use) and Scope 2 (purchased electricity) inventories.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

1663367.07

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 9 (Downstream transportation and distribution) emissions to correct the applied emission factor and improve methodological accuracy. This category is material because it captures GHG emissions associated with the transportation of finished vehicles from TVSM to dealers, distributors, and customers. In the earlier disclosure, emissions were calculated using default, aggregated emission factors. For the FY 2023–24 restatement, TVSM applied a distance-based methodology consistent with the GHG Protocol Scope 3 Standard. The approach is as follows: Activity Data: Average distance travelled (in km) for downstream logistics routes was obtained from operational and logistics records. Tonnage: Vehicle weight (kg) × units shipped was used to calculate the tonnage transported. Emission Factors: Corrected DEFRA 2024 mode-specific factors ($kgCO_2e$/tonne-km) were applied for each transport mode used (road, rail, and shipping). Formula: Emissions (tCO_2e) = Distance travelled (km) × Weight transported (tonnes) × Emission factor ($kgCO_2e$/tonne-km) ÷ 1000 Restatement impact: Correcting the emission factor and recalculating using the distance-based approach has materially changed the FY 2023–24 results, improving the accuracy of downstream transportation emissions. Rationale for restatement: Correction of emission factors to DEFRA 2024 values. Application of a distance-based method that better reflects TVSM's logistics activities. Alignment with CDP disclosure requirements to restate prior-year data when methodological or factor updates result in material changes. This restatement strengthens transparency and comparability, ensuring that Category 9 emissions reflect the actual carbon footprint of downstream logistics.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

03/02/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Scope 3 Category 10 (Processing of sold products) is not applicable to TVS Motor Company. TVSM is primarily engaged in the design, manufacture, and sale of two-wheelers and three-wheelers. These are end-use finished products that are delivered fully assembled to customers and dealers, ready for direct use. There is no subsequent industrial or commercial processing of our vehicles by third parties that would materially alter their physical form or function before use. Our downstream value chain involves distribution, retail, use of sold products, and end-of-life treatment, all of which are covered under Scope 3 Categories 9, 11, and 12 respectively.

Since our vehicles do not undergo further transformation as an input into another product system, there are no processing-related emissions attributable to Category 10. In line with the GHG Protocol guidance and CDP definitions, we therefore report this category as Not applicable (N/A) for TVS Motor Company.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

10307097.69

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 11 (Use of sold products) emissions to reflect a material change in methodology. This category is highly relevant as it captures downstream emissions generated during the use phase of vehicles sold in the domestic market, including petrol and CNG combustion in ICE vehicles and grid electricity consumption by EVs. These use-phase emissions are typically the dominant contributor to lifecycle emissions and are therefore a critical focus area under Scope 3 reporting. For the prior year, emissions were calculated using an aggregated, distance-based approach with default emission factors. In this reporting cycle, the methodology was updated to a model-specific approach that combines: Internal sales data by model, Fuel efficiency (km/litre, km/kWh) by vehicle type, DEFRA 2025 and national emission factors, adjusted for India's average ethanol blending rate, and A standardized lifetime distance travelled of 100,000 km over 15 years. This refined methodology resulted in a 50% reduction in previously reported FY 2023–24 Category 11 emissions, as the updated calculation more accurately reflects real-world use-phase performance across the company's portfolio. Rationale for restatement: Transition from a high-level aggregated method to a vehicle-level model-specific calculation. Integration of updated DEFRA 2025 factors and India-specific ethanol blending assumptions. Improved alignment with GHG Protocol Scope 3 Standard and CDP requirements to restate prior-year data when methodological updates lead to significant (>5%) changes. By applying this recalculation, TVSM ensures that reported use-phase emissions are more representative, transparent, and comparable across reporting years, consistent with CDP's principles of completeness and accuracy.

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

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

548.91

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 12 (End-of-life treatment of sold products) emissions to incorporate an updated methodology and adoption of DEFRA 2024 emission factors. This category is material because vehicles contain significant amounts of metals, plastics, rubber, and other materials that undergo recycling, incineration, or landfill treatment at end of life. While steel, aluminum, and copper are assumed to be 100% recyclable, emissions arise from the treatment of non-recyclable fractions such as plastics, rubber, and residuals, representing the downstream waste footprint of vehicles at end-of-life. In the earlier reporting cycle, emissions were calculated using aggregated recyclability assumptions with older emission factors. For FY 2023–24, TVSM applied a stepwise, model-specific calculation based on R&D data on vehicle weights and material composition, with recyclability rates drawn from the Raider RRR report. The DEFRA 2024 emission factor for closed-loop recycling and landfill treatment (6.41 tCO_2e per ton of disposed waste) was applied. Sales volumes were then scaled to derive total emissions across all models. Restatement impact: Adoption of the DEFRA 2024 factors and methodological refinements has led to a 56% reduction in reported FY 2023–24 Category 12 emissions compared with previously disclosed values. Rationale for restatement: Transition from aggregated assumptions to a more granular, model-specific approach. Integration of updated DEFRA 2024 treatment-specific factors. Alignment with GHG Protocol Scope 3 Standard and CDP requirements to restate prior-year data when changes in methods or factors result in significant (>5%) differences. This recalculation strengthens transparency, comparability, and accuracy, ensuring that downstream end-of-life emissions are more representative of TVSM's product portfolio and consistent with CDP's disclosure expectations

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Scope 3 Category 13 (Downstream leased assets) is not applicable to TVS Motor Company. TVSM does not lease products, vehicles, or facilities to third parties for their operation or control. All vehicles manufactured are sold outright to customers or dealers, and the company does not retain ownership or operational control once the sale is completed. Our downstream value chain is therefore limited to distribution (Category 9), use of sold products (Category 11), and end-of-life treatment of sold products (Category 12). Since there are no leased product fleets or leased facilities under customer use, there are no emissions attributable to Category 13. In line with the GHG Protocol guidance and CDP definitions, we therefore report this category as Not applicable (N/A) for TVS Motor Company.

Scope 3 category 14: Franchises

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Scope 3 Category 14 (Franchises) is not applicable to TVS Motor Company. TVSM operates through a network of independent dealers and service outlets, but these are third-party owned and operated businesses, not company-owned franchises. TVSM does not exert operational control over these entities' facilities or activities, and therefore does not account for their direct GHG emissions within its Scope 1, 2, or 3 boundary. Our dealer engagement is addressed through sustainability programs (e.g., My Sustainability Index, capability-building, renewable energy adoption), but since these outlets are not franchised under TVSM ownership/control, there are no reportable emissions under Category 14.

Scope 3 category 15: Investments

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

13504.76

(7.5.3) Methodological details

TVS Motor Company has restated its FY 2023–24 Scope 3, Category 15 (Investments) emissions to account for boundary adjustments. In the previous cycle, emissions associated with PT TVS Indonesia and Swiss E-Mobility Group were reported under Category 15. However, beginning FY 2023–24, these entities are now consolidated into TVSM's Scope 1 and Scope 2 inventories, reflecting operational control and direct reporting of their emissions. Accordingly, Category 15 for FY 2023–24 has been recalculated to exclude these entities, ensuring consistency and avoiding double counting. At TVSM, the investment-specific method is applied in line with the GHG Protocol Scope 3 Standard and CDP disclosure expectations. The methodology uses Exiobase emission factors that are both sector- and country-specific. Key methodological elements include: Sector and Country Specificity: Emission factors are applied based on the sector and region of the investment. Shareholding and Revenue: Emissions are calculated proportionally, based on TVSM's percentage shareholding and the revenue details of each investment. Revenue Conversion: All revenues are standardized in USD to ensure consistency across geographies. For FY 2023–24, standardized investment revenues amounted to USD 66,73,83,535, and the application of relevant Exiobase emission factors resulted in 15,469.15 tCO_2e attributed to Category 15. Rationale for restatement: Exclusion of PT TVS Indonesia and Swiss E-Mobility Group from Category 15, as their emissions are now reported under Scope 1 and Scope 2.

Ensures methodological consistency, eliminates double counting, and aligns with CDP's requirement to restate prior-year values when boundary changes materially affect reported data. This restatement enhances accuracy, transparency, and comparability of the Scope 3 inventory.

Scope 3: Other (upstream)

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

TVS Motor Company does not identify any material upstream activities beyond Categories 1–8 of the GHG Protocol Corporate Value Chain Standard. All relevant upstream sources are already covered: • Purchased goods & services (Cat 1) – includes raw materials such as steel, aluminium, plastics, rubber, and packaging. • Capital goods (Cat 2) – includes machinery and equipment purchases. • Fuel- and energy-related activities (Cat 3) – accounted for based on well-to-tank factors for all purchased fuels and electricity. • Upstream transport & distribution (Cat 4) – covers logistics of inbound materials. • Waste generated in operations (Cat 5) – includes hazardous and non-hazardous waste. • Business travel (Cat 6) and Employee commuting (Cat 7) – included as applicable. • Upstream leased assets (Cat 8) – not applicable, as explained separately. Since all significant upstream activities are already mapped under the above categories, we report Scope 3 – Other (upstream) as Not applicable (N/A) for TVS Motor Company.

Scope 3: Other (downstream)

(7.5.1) Base year end

03/30/2024

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

TVS Motor Company does not identify any material downstream activities beyond Categories 9–15 of the GHG Protocol Corporate Value Chain Standard. All relevant downstream sources are already covered: • Downstream transport & distribution (Cat 9) – includes emissions from product logistics after sale. • Processing of sold

products (Cat 10) – not applicable, as vehicles are delivered as finished products. • Use of sold products (Cat 11) – includes fuel combustion from customer use of two- and three-wheelers. • End-of-life treatment of sold products (Cat 12) – includes waste management of vehicles at disposal. • Downstream leased assets (Cat 13) – not applicable, as TVSM does not lease vehicles/facilities to customers. • Franchises (Cat 14) – not applicable, as dealer operations are independent businesses. • Investments (Cat 15) – emissions from equity investments are reported where material. Since all significant downstream activities are already mapped under the above categories, we report Scope 3 – Other (downstream) as Not applicable (N/A) for TVS Motor Company.
[Fixed row]

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

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

18559.61

(7.6.3) Methodological details

TVS Motor measures Scope 1 (direct) emissions in line with the GHG Protocol, ensuring completeness, consistency, and auditability. The Scope 1 inventory includes: Fuel combustion in operations: Petrol, diesel, and furnace oil used for process heat, DG sets, and on-site activities such as vehicle testing. Refrigerant losses: Emissions from HVAC and cooling systems. Combustion of process gases: Including liquefied natural gas (LNG), propane, and other gaseous fuels. Tailpipe (TTW) emissions: Calculated using IPCC methodologies and customized emission factors for ethanol-petrol blends at each manufacturing location. Data collection and assurance Activity data are obtained through direct measurement (e.g., calibrated flow meters, runtime logs) and verified with documentary evidence (e.g., purchase invoices, refrigerant service records). Site-level logbooks and invoices are systematically maintained to establish a robust audit trail, ensuring calculations are traceable, reliable, and verifiable during assurance.

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

19607.42

(7.6.2) End date

03/30/2024

(7.6.3) Methodological details

TVS Motor Company measures its Scope 1 (direct) emissions in accordance with the GHG Protocol, ensuring completeness, consistency, and auditability. The Scope 1 inventory covers: Fuel combustion in operations: Petrol, diesel, and furnace oil used for process heat, DG sets, and on-site activities such as vehicle testing. Refrigerant losses: Fugitive emissions from HVAC and cooling systems. Combustion of process gases: Including liquefied natural gas (LNG), propane, and other gaseous fuels. Tailpipe (TTW) emissions: Estimated using IPCC methodologies and customized emission factors for ethanol–petrol blends at each manufacturing location. Activity data are obtained through direct measurement (e.g., calibrated flow meters, runtime logs) and validated against documentary evidence (e.g., purchase invoices, refrigerant service records). Site-level logbooks and invoices are systematically maintained to establish a strong audit trail, ensuring that calculations remain traceable, reliable, and verifiable during assurance. In FY 2024–25, the Scope 1 baseline was restated to reflect the demerger of SCAL, ensuring that year-on-year reporting is accurate, comparable, and aligned with the company's current organizational 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)

5011.28

(7.7.4) Methodological details

TVS Motor Company measures its Scope 2 (indirect) emissions in accordance with the GHG Protocol, ensuring completeness, consistency, and auditability across all operations. Scope 2 covers emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the company. Emission factor sources (location-based): India: Central Electricity Authority (CEA) Indonesia, Singapore & Switzerland: International Energy Agency (IEA) United Kingdom: Department for Environment, Food & Rural Affairs (DEFRA) Method selection: TVS Motor applies the location-based method as it does not hold contractual instruments such as supplier-specific agreements, Energy Attribute Certificates (EACs)/Renewable Energy Certificates (RECs), or green tariffs that would qualify for the market-based method. Location-based factors reflect the average grid intensity in each geography, providing a standardized and objective measure of electricity-related emissions. Data capture & controls: Electricity consumption is recorded through calibrated meters and validated against site logbooks and invoices, ensuring a clear audit trail and enabling accurate, verifiable calculations. In FY 2024–25, the Scope 2 baseline was restated to reflect the demerger of SCAL, ensuring that reporting boundaries remain consistent, accurate, and aligned with the company's consolidated organizational structure.

Past year 1

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

5129.17

(7.7.3) End date

03/30/2024

(7.7.4) Methodological details

TVS Motor Company measures its Scope 2 (indirect) emissions in accordance with the GHG Protocol, ensuring completeness, consistency, and auditability across all operations. Scope 2 covers emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the company. Emission factor sources (location-based): India: Central Electricity Authority (CEA) Indonesia, Singapore & Switzerland: International Energy Agency (IEA) United Kingdom: Department for Environment, Food & Rural Affairs (DEFRA) Method selection: TVS Motor applies the location-based method as it does not hold contractual instruments such as supplier-specific agreements, Energy Attribute Certificates (EACs)/Renewable Energy Certificates (RECs), or green tariffs that would qualify for the market-based method. Location-based factors reflect the average grid intensity in each geography, providing a standardized and objective measure of electricity-related emissions. Data capture & controls: Electricity consumption is recorded through calibrated meters and validated against site logbooks and invoices, ensuring a clear audit trail and enabling accurate, verifiable calculations. In FY 2024–25, the Scope 2 baseline was restated to reflect the demerger of SCAL, ensuring that reporting boundaries remain consistent, accurate, and aligned with the company's consolidated organizational structure.
[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)

828487.66

(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

75

(7.8.5) Please explain

Purchased goods and services are considered a material source of Scope 3 emissions for the company, as they encompass upstream greenhouse gas (GHG) emissions arising from the extraction, processing, and manufacturing of products and services acquired during business operations. These emissions are significant because they reflect the embedded carbon footprint of materials and services before they enter the company's value chain. For this reporting period, data on purchased goods and services was sourced primarily from the company's procurement and accounting systems. Expenditure data was extracted and categorized into relevant material groups such as Casting–Aluminum, Electrical components, Bearings, Food supplies, and Miscellaneous materials. This categorization enabled a more accurate alignment with sector-specific emission factors. The emission factors applied were obtained from Exiobase (2025), expressed in units of kilograms of CO_2e per U.S. dollar ($kgCO_2e/USD$). The analysis focused on procurement activities in India for the months of April and May 2024, with expenditure expressed in USD for consistency. The calculation of emissions followed an expenditure-based methodology, in line with the GHG Protocol Scope 3 Standard. The formula applied was: Emissions (tCO_2e) =Expenditure (USD)×Emission Factor ($kgCO_2e/USD$) ÷1000 Worked examples illustrate this approach. For instance, procurement of provisions in April 2024 amounted to USD 1,150.316. Applying the relevant emission factor of 0.26438 $kgCO_2e/USD$ resulted in 0.30 tCO_2e of emissions. Similarly, for Casting–Aluminum purchases in May 2024, an expenditure of USD 5,046.92 was multiplied by an emission factor of 0.8512 $kgCO_2e/USD$, leading to emissions of 4.30 tCO_2e. These calculations demonstrate how the expenditure-based method converts financial data into GHG emissions estimates by linking economic activity to environmentally extended input–output factors. The total Category 1 emissions were derived by aggregating the results across all material groups, thereby capturing the embodied carbon emissions of goods and services procured by the company within the reporting boundary. This approach ensures comprehensive accounting of upstream supply chain impacts while remaining consistent with CDP disclosure expectations and the GHG Protocol guidance..

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

827.84

(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

100

(7.8.5) Please explain

Capital goods represent an important source of Scope 3 emissions, as they capture the embodied greenhouse gas (GHG) emissions associated with the production of machinery, equipment, tools, and other long-term assets used in the company's operations. These emissions occur upstream, during the extraction of raw materials and the manufacturing of capital items such as casting machinery, fixtures, and gauges, which are essential to the company's production processes. Accounting for these emissions is particularly relevant, as capital equipment generally has a high material and energy footprint, even though the emissions are amortized over their useful life. For the reporting period, procurement data related to capital expenditures was collected in U.S. dollars (USD) from the company's accounting records. Capital goods categories identified include fixtures, gauges, and other industrial machinery. To quantify emissions, emission factors were sourced from the Exiobase (2025) database for Purchased Goods and Services. These factors, expressed in kilograms of CO_2e per U.S. dollar ($kgCO_2e/USD$), are designed to reflect the average emissions intensity of specific product categories within the global supply chain. The sample dataset covers the period January to March 2025. The calculation of emissions was carried out using an expenditure-based approach consistent with the GHG Protocol Scope 3 Standard. The formula applied was: Emissions (tCO_2e) = Expenditure (USD) × Emission Factor ($kgCO_2e/USD$) ÷ 1000 For example, the procurement of capital goods in February 2025 amounted to USD 1,539,193.35. Applying the relevant emission factor of 0.038 $kgCO_2e/USD$ resulted in estimated emissions of 58.49 tCO_2e. Similarly, in January 2025, the purchase of gauges totaled USD 67,138.16, which, when multiplied by the emission factor of 0.06657 $kgCO_2e/USD$, produced 4.47 tCO_2e of emissions. These worked examples demonstrate how financial expenditure is translated into an estimate of embedded emissions by applying sector-specific intensities. The total Category 2 emissions were obtained by aggregating results across all identified capital goods categories. This ensures that the emissions associated with investments in long-lived production assets are fully captured, providing a more comprehensive picture of the company's upstream value chain impacts and supporting alignment with CDP

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)

7001.48

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

☑ Spend-based method

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

10

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified Scope 3, Category 3 emissions covering fuel- and energy-related activities not already included in Scope 1 or 2, in accordance with the GHG Protocol Corporate Value Chain (Scope 3) Standard. The organizational boundary was defined on an operational control basis. This category is material because it captures upstream well-to-tank (WTT) emissions from the extraction, production, and transportation of fuels consumed, as well as transmission and distribution (T&D) losses of purchased electricity. These sources are relevant given the company's multi-fuel energy mix and reliance on both grid-supplied and renewable electricity. Data inputs were drawn from internal procurement and operational records for diesel, petrol, furnace oil, propane, LPG, and piped natural gas. Emission factors were applied from DEFRA (2025) and IEA references. For electricity, India's national grid emission factor was applied, with a T&D loss rate of 16.22% from Energy Statistics 2025. This ensured consistency in accounting for both upstream fuel impacts and indirect electricity emissions. An activity-based calculation method was adopted, using actual consumption volumes. The calculation followed the formula: Emissions (tCO_2e) = Consumption (litres/tons/kg) × Emission Factor ($kgCO_2e$/unit) ÷ 1000 For example, diesel consumption of 690.84 kL (690,840 litres) multiplied by the DEFRA 2025 WTT factor of 0.62409 $kgCO_2e$/litre resulted in 431 tCO_2e. Similar computations were carried out for other fuels, with factors ranging between 0.61–0.70 $kgCO_2e$/litre for liquid fuels and 349–423 $kgCO_2e$/ton for gaseous fuels. Electricity consumption totaled 99,445,300 kWh, of which 94,551,498 kWh (95%) was renewable and 4,075,786 kWh (5%) conventional grid supply. Scope 3 emissions from electricity were split into two parts: (1) WTT emissions from upstream fuel extraction and generation, and (2) T&D losses during delivery. Using a WTT factor of 0.1675 $kgCO_2e$/kWh and a grid factor of 0.727 $kgCO_2e$/kWh, WTT emissions from the grid share amounted to ~683 tCO_2e. T&D losses of 789,081 kWh, multiplied by the combined factor of 0.8945 $kgCO_2e$/kWh, contributed an additional ~706 tCO_2e. Together, these calculations provide a comprehensive account of TVS Motor Company's Scope 3, Category 3 emissions, reinforcing transparency and alignment with international best practice.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

19832

(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

100

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified emissions from upstream transportation and distribution in alignment with the GHG Protocol Scope 3 Standard. This category covers the movement of goods and services purchased by the company prior to reaching operational sites and is material given TVSM's extensive procurement activity. Procurement systems recorded total purchases of INR 137,280,147,542. Transportation costs were conservatively estimated at 2% of this value, converted to USD at 1 USD = 85.5814 INR. To ensure robust quantification, the EEIO category General Freight Trucking, Local was applied from USEEIO/DEFRA (2025), with an emission factor of 0.595 kgCO_2e/USD. An expenditure-based method was used, where emissions are proportional to freight spend, applying the formula: Emissions (kgCO_2e) = Expenditure (USD) × EF (kgCO_2e/USD) Estimated freight expenditure equaled 32,081,772 USD. Multiplying by the factor of 0.595 yielded 19,088,654 kgCO_2e, or approximately 19,089 tCO_2e. This calculation ensures transparent and consistent accounting of upstream transport emissions within TVS Motor Company's Scope 3 inventory.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

100.42

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

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

0

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified Scope 3, Category 5 emissions, covering the climate impact of waste generated during operations. This category includes processing and disposal through recycling, composting, and recovery pathways. While operational waste is not the largest contributor within the value chain, it is material for a manufacturing company managing significant volumes of scrap, packaging, and ancillary waste. Waste streams tracked included metallic scrap, plastics, wood, paper, cardboard, food waste, oils, sludges, batteries, and e-waste. All quantities were measured in metric tons and categorized by disposal route. DEFRA 2025 emission factors for open-loop recycling were applied at 4.68568 kgCO_2e per ton. The calculation followed the formula: Emissions (tCO_2e) = Waste (tons) × EF (kgCO_2e/ton) ÷ 1000 Examples include: 4,621.91 tons of metallic waste = 22 tCO_2e, 577.23 tons of plastics = 3 tCO_2e, 6,284.1 tons of cardboard = 29 tCO_2e, 1,779.35 tons of paint sludge = 8 tCO_2e, and 759.5 tons of batteries = 4 tCO_2e. Summed across all streams, Category 5 emissions totaled approximately 97 tCO_2e for the reporting year, ensuring transparent disclosure of operational waste impacts.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

7282.64

(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

100

(7.8.5) Please explain

Business travel is a relevant, though comparatively smaller, component of TVS Motor Company's Scope 3 inventory. For FY 2024–25, emissions from both air and road travel undertaken by employees for official purposes were quantified in line with the GHG Protocol Corporate Value Chain (Scope 3) Standard, using DEFRA/CEA 2025 emission factors. Air travel data were captured from corporate booking systems and categorized by routing (one-way/return) and trip type (domestic/international). Distances, recorded in miles, were converted into kilometers, and DEFRA 2025 aviation factors applied—0.12576 kgCO_2e/km for domestic flights and 0.11704 kgCO_2e/km for international flights. For instance, a domestic one-way flight of 1,729.675 km produced ~218 kgCO_2e (0.22 tCO_2e), while an international return trip of 4,421.532 km emitted ~517 kgCO_2e (0.52 tCO_2e). Total emissions were derived from the sum of all trips across categories. Road travel emissions were calculated from booking IDs, which recorded vehicle type, fuel type, and total kilometers travelled (including garage/extra km). DEFRA/CEA 2025 emission factors were applied, such as 0.17174 kgCO_2e/km for petrol medium cars and 0.727 kgCO_2e/km for EVs, reflecting upstream grid impacts. For example, a petrol sedan covering 228.277 km emitted ~39 kgCO_2e (0.039 tCO_2e), while an EV sedan traveling 95.32 km produced ~69 kgCO_2e (0.012 tCO_2e). Summing across all journeys, the company transparently accounted for both aviation and road-related travel, ensuring robust disclosure of business travel emissions within its Scope 3 inventory.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

2923.29

(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

0

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified Scope 3 emissions from employee commuting, covering daily travel between employees' residences and workplaces. Data was gathered through an employee survey with over 9,000 participants, capturing annual commuting distances and transport modes. This high participation rate ensured a representative view of commuting behavior across the organization. Emission factors were applied from DEFRA 2025 according to

transport type: petrol cars (0.17474 kgCO_2e/km), regular taxis (0.20806 kgCO_2e/km), motorbikes (0.11367 kgCO_2e/km), local buses (0.12525 kgCO_2e/km), CNG cars (0.15504 kgCO_2e/km), and BEVs (0.14276 kgCO_2e/km). Emissions per respondent were calculated as: Emissions (kgCO_2e) = Distance travelled (km/year) × EF (kgCO_2e/km) Average emissions were derived by dividing the total emissions from valid survey responses by the number of respondents. This average was then scaled to the total employee base, ensuring the estimate reflects both commuting mode distribution and workforce size. By adopting a survey-based methodology, the company achieved a more robust and representative estimate of commuting-related emissions than would be possible through proxy or modelled approaches, thereby enhancing the accuracy of its Scope 3 disclosure.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

568.217

(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

TVS Motor Company quantifies emissions from upstream leased assets in accordance with the GHG Protocol Corporate Value Chain (Scope 3) Standard. This category covers GHG emissions from assets that are leased by the company but not included in its Scope 1 or Scope 2 inventory. Approach applied: Boundary definition: Assets leased for administrative, warehousing, and support operations are included where TVSM does not have operational control but bears financial responsibility. Data sources: Primary energy consumption data (electricity, diesel, LPG, PNG, and refrigerants where applicable) is collected from landlords and facility managers through meter readings, utility invoices, and facility-level sustainability reports. Where primary data is unavailable, emissions are estimated using floor-area-based allocation methods (m² share of leased facility × total building energy use). Emission factors: Country-specific grid emission factors (CEA for India, IEA for Indonesia, Switzerland, and Singapore, DEFRA for the UK) are applied for electricity. DEFRA 2024 factors are used for fuel combustion and refrigerants. Calculation methodology: • Fuel/Energy consumption (kWh, kL, or kg) × Emission factor (kgCO_2e/unit) ÷ 1000 = tCO_2e Consistency and comparability: Emissions are

reported on a financial control basis to avoid overlap with Scope 1 and Scope 2 boundaries. Data collection methods are consistent across geographies to ensure comparability. Where estimates are applied, assumptions are documented and reviewed annually. This approach ensures that Category 8 emissions are measured comprehensively, with reliance on landlord-provided data supplemented by allocation methods, in full alignment with CDP disclosure principles of accuracy, completeness, and transparency.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

325661.38

(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

100

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified Scope 3, Category 9 emissions from downstream transportation and distribution, capturing the climate impact of delivering finished products to customers. Outbound logistics is material for the company's value chain, with activities spanning road, rail, and sea freight. The calculation used financial expenditure data for April 2024 – February 2025, provided by logistics and procurement teams. Expenditures, recorded in INR, were converted to USD (exchange rates to be finalized with TVS Motor Company) to align with Exiobase 2025 emission factors: rail – 0.41206 kgCO_2e/USD, road – 0.419638 kgCO_2e/USD, and sea – 2.48591 kgCO_2e/USD. Emissions were calculated as: Emissions (tCO_2e) = Expenditure (USD) × EF (kgCO_2e/USD) ÷ 1000 Worked examples demonstrate the approach. In April 2024, road freight expenditure of 331,875,230 USD multiplied by 0.419638 resulted in 139,267 tCO_2e. In December 2024, sea freight spend of 49,651,694 USD with a factor of 2.48591 produced 123,430 tCO_2e. This expenditure-based method is recognized under the GHG Protocol where detailed physical data (tonnage, distance) is unavailable. It provides a consistent estimate of logistics emissions, though outcomes are sensitive to fuel surcharges, exchange rates, and market fluctuations. Any modes or periods without data were treated as negligible..

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The products sold by TVSM are designed to be used by the consumer directly upon purchase without the need for any additional processing. There are no intermediate processes that the products undergo between the point of sale and the end consumer, which is why Scope 3 category 10 does not apply to TVS Motor's Scope 3 emissions

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

23345211.65

(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

For FY 2024–25, TVS Motor Company quantified Scope 3, Category 11 emissions, which represent the downstream use-phase emissions of vehicles sold in the domestic market. This category is highly material as it captures fuel combustion in ICE vehicles (petrol, CNG, LPG) and electricity consumption in EVs, typically the largest share of a vehicle's lifecycle footprint. Sales data by model were sourced from internal records, with fuel efficiency values applied (km/L for ICE, km/kWh for EVs). Lifetime distance travelled was assumed at 100,000 km over 15 years. Emission factors were drawn from DEFRA 2025 and national datasets, adjusted for India's average ethanol blend of 17.98% in petrol. Factors applied included: petrol – 0.569 kgCO_2e/L, CNG – 530.78 kgCO_2e/ton, LPG – 349.29 kgCO_2e/ton, grid electricity – 0.727 kgCO_2e/kWh, and an effective EV factor of 0.6123 kgCO_2e/km. The methodology followed: Lifetime fuel consumed per vehicle = Lifetime distance ÷ Fuel efficiency Emissions per vehicle = Fuel consumed × EF Total emissions = Per-vehicle emissions × Units sold Worked examples: Jupiter (petrol two-wheeler): Lifetime fuel = 100,000 ÷ 57.3 ≈ 1,745 L. Emissions = 1,745 × 0.569 ≈ 993 kgCO_2e/vehicle. With 606,615 units sold, lifetime emissions = ~602,568 tCO_2e. iQube (EV): Lifetime electricity = 100,000 ÷ 25 = 4,000 kWh. Emissions = 4,000 × 0.727 ≈ 2,908 kgCO_2e/vehicle. With 272,575 units sold, lifetime emissions = ~792,648 tCO_2e. This structured approach ensures robust estimation of downstream use-phase emissions, aligned with the GHG Protocol and reflective of TVSM's diverse product portfolio.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1378.01

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

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

0

(7.8.5) Please explain

For FY 2024–25, TVS Motor Company quantified Scope 3, Category 12 emissions, which capture the downstream waste footprint of vehicles at the end of their useful life. This category is material as vehicles contain significant amounts of metals, plastics, rubber, and other materials that undergo recycling, incineration, or landfill treatment. While metals such as steel, aluminum, and copper are assumed to be fully recyclable, emissions arise primarily from the disposal of non-metallic fractions

including plastics, rubber, and residual materials. Data on average vehicle weights and material composition for scooters, motorcycles, mopeds, and three-wheelers were sourced from R&D records. Recyclability rates were applied by material: 100% for metals (steel, aluminum, copper) and 85% for plastics, rubber, and other materials, in line with the Raider RRR study. Thus, 15% of non-metallic fractions were treated as disposed through landfill or open-loop recycling. DEFRA 2025 emission factors for disposal and recycling (4.68568 tCO_2e/ton) were applied. Sales volumes were then used to scale per-vehicle results to fleet totals. The calculation approach followed: Recyclable material fraction (kg) = Weight × Proportion × % recyclability Disposed fraction (kg) = Weight × Proportion × (1 − % recyclability) Disposed waste (tons) = Disposed fraction ÷ 1000 Emissions/vehicle (tCO_2e) = Disposed waste × EF Total emissions = Emissions/vehicle × Sales volume Worked example – Jupiter scooter: Average weight = 107 kg, with ~55.11 kg steel, 26.92 kg aluminum, and 12.67 kg plastics. Metals are fully recycled; 15% of plastics (~1.9 kg) are disposed. Converted to ~0.002 t waste and multiplied by the DEFRA factor, this yields per-unit end-of-life emissions. Aggregating across all units sold and vehicle categories provides the Category 12 total for FY 2024–25.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Scope 3 Category 13 (Downstream leased assets) is not applicable to TVS Motor Company. TVSM does not lease products, vehicles, or facilities to third parties for their operation or control. All vehicles manufactured are sold outright to customers or dealers, and the company does not retain ownership or operational control once the sale is completed. Our downstream value chain is therefore limited to distribution (Category 9), use of sold products (Category 11), and end-of-life treatment of sold products (Category 12). Since there are no leased product fleets or leased facilities under customer use, there are no emissions attributable to Category 13

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Scope 3 Category 14 (Franchises) is not applicable to TVS Motor Company. TVSM operates through a network of independent dealers and service outlets, but these are third-party owned and operated businesses, not company-owned franchises. TVSM does not exert operational control over these entities' facilities or activities, and therefore does not account for their direct GHG emissions within its Scope 1, 2, or 3 boundary. Our dealer engagement is addressed through sustainability

programs (e.g., My Sustainability Index, capability-building, renewable energy adoption), but since these outlets are not franchised under TVSM ownership/control, there are no reportable emissions under Category 14

Investments

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1217.34

(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

Emissions from investments are estimated using the average-data method. Reported emissions of investee companies are collected where available; where not disclosed, sector-average emission factors (based on revenue or asset values) are applied to TVS Motor's share of investment. This ensures that all portfolio companies are covered while maintaining consistency with the GHG Protocol.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

TVS Motor Company does not identify any material upstream activities beyond Categories 1–8 of the GHG Protocol Corporate Value Chain Standard. All relevant upstream sources are already covered: • Purchased goods & services (Cat 1) – includes raw materials such as steel, aluminium, plastics, rubber, and packaging. • Capital goods (Cat 2) – includes machinery and equipment purchases. • Fuel- and energy-related activities (Cat 3) – accounted for based on well-to-tank factors for all purchased fuels and electricity. • Upstream transport & distribution (Cat 4) – covers logistics of inbound materials. • Waste generated in operations (Cat 5) – includes hazardous and non-hazardous waste. • Business travel (Cat 6) and Employee commuting (Cat 7) – included as applicable. • Upstream leased assets (Cat 8) – not applicable, as explained separately. Since all significant upstream activities are already mapped under the above categories, we report Scope 3 – Other (upstream) as Not applicable (N/A) for TVS Motor Company.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

TVS Motor Company does not identify any material downstream activities beyond Categories 9–15 of the GHG Protocol Corporate Value Chain Standard. All relevant downstream sources are already covered: • Downstream transport & distribution (Cat 9) – includes emissions from product logistics after sale. • Processing of sold products (Cat 10) – not applicable, as vehicles are delivered as finished products. • Use of sold products (Cat 11) – includes fuel combustion from customer use of two- and three-wheelers. • End-of-life treatment of sold products (Cat 12) – includes waste management of vehicles at disposal. • Downstream leased assets (Cat 13) – not applicable, as TVSM does not lease vehicles/facilities to customers. • Franchises (Cat 14) – not applicable, as dealer operations are independent businesses. • Investments (Cat 15) – emissions from equity investments are reported where material. Since all significant downstream activities are already mapped under the above categories, we report Scope 3 – Other (downstream) as Not applicable (N/A) for TVS Motor Company.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

03/30/2024

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

375648.66

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

281.15

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

8712.6

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

11648.07

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

123.33

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

4066.26

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

7046.42

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

0

(7.8.1.10) Scope 3: Downstream transportation and distribution (metric tons CO2e)

209269.77

(7.8.1.11) Scope 3: Processing of sold products (metric tons CO2e)

0

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

10307097.69

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

548.91

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

0

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

0

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

13504.76

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

0

(7.8.1.18) Scope 3: Other (downstream) (metric tons CO2e)

0

(7.8.1.19) Comment

Restatement Rationale: TVS Motor Company proactively restated several Scope 3 categories where updated methodologies, emission factors, or boundary adjustments resulted in material changes (>5%). This includes Categories 1, 3, 5, 9, 11, 12, and 15. Methodological Enhancements: Notable improvements include:

Transition from aggregated to model-specific calculations for Category 11 (Use of Sold Products). Adoption of DEFRA 2024 factors for waste and end-of-life emissions. Correction of emission factors and hybrid ton-km logic for downstream logistics. Boundary Adjustments: Investments in PT TVS Indonesia and Swiss E-Mobility Group were reclassified under Scope 1/2, prompting a restatement of Category 15. Transparency and Governance: All restatements align with CDP and GHG Protocol guidance, ensuring comparability and auditability. The company applies a ≥5% significance threshold for base year recalculations.
[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:
☑ Limited assurance

(7.9.1.4) Attach the statement

TVS Motor CDP Climate change and Water.pdf

(7.9.1.5) Page/section reference

Page 2

(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:

☑ Limited assurance

(7.9.2.5) Attach the statement

TVS Motor CDP Climate change and Water.pdf

(7.9.2.6) Page/ section reference

Page 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: Investments
- ☑ Scope 3: Capital goods
- ☑ Scope 3: Business travel
- ☑ Scope 3: Employee commuting
- ☑ Scope 3: Use of sold products
- ☑ Scope 3: Downstream transportation and distribution
- ☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- ☑ Scope 3: Upstream leased assets
- ☑ Scope 3: Purchased goods and services
- ☑ Scope 3: Waste generated in operations
- ☑ Scope 3: End-of-life treatment of sold products
- ☑ Scope 3: Upstream transportation and distribution

(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

(7.9.3.6) Page/section reference

Page 2

(7.9.3.7) Relevant standard

Select from:
☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Decreased

(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)

216.13

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

15.63

(7.10.1.4) Please explain calculation

The increase in renewable electricity share from 89.34% in FY 2023–24 to 91.68% in FY 2024–25 reduced market-based Scope 2 emissions from 1,383 tCO_2e to 1,167 tCO_2e, an absolute reduction of 216 tCO_2e (–15.6%). This was calculated using the GHG Protocol market-based approach: total electricity consumption × (1 − RE%) × residual grid emission factor (0.136 $kgCO_2e$/kWh).

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

1317.12

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

42.9

(7.10.1.4) Please explain calculation

Fuel mix change – Transition to PNG at TVSM Mysuru In FY 2023–24, Scope 1 emissions from Mysuru operations were 3,073.40 tCO_2e, primarily from furnace oil and diesel combustion. With the transition to piped natural gas (PNG), a lower-carbon fuel, emissions fell to 1,756.28 tCO_2e in FY 2024–25, including 622.53 tCO_2e from PNG. This represents an absolute reduction of 1,317 tCO_2e, equivalent to –42.9% year-on-year. The reduction is attributable to fuel switching (furnace oil/diesel → PNG), which has a lower emission factor per unit energy.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

10733

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

29.3

(7.10.1.4) Please explain calculation

In FY 2023–24, gross Scope 1+2 emissions were 35,469.16 tCO_2e. Of this, 10,732.57 tCO_2e related to SACL, which was demerged in FY 2024–25. This structural change reduced reported emissions by 10,733 tCO_2e. To provide a like-for-like view, prior year emissions were restated to exclude SACL (24,736.59 tCO_2e). On this basis, Scope 1+2 fell further to 23,570.89 tCO_2e in FY 2024–25, reflecting a performance-driven reduction of 1,166 tCO_2e (–4.7%) due to increased renewable electricity share and efficiency improvements.

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

No acquistiion happed in FY 24-25

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

No merger in FY 24-25

Change in output

(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

No change in output

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

1764.12

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

33.79

(7.10.1.4) Please explain calculation

The reduction is not due to an operational decrease in fuel consumption, but results from a methodological refinement: Earlier, petrol emissions were calculated using a standard DEFRA factor that did not distinguish between Tank-to-Wheel (TTW) and Well-to-Tank (WTT) components. In line with SBTi transport sector guidance and ISO Net Zero standards, TVS has now adopted a TTW-specific emission factor for petrol. Additionally, ethanol blending (India E20, Indonesia E5, UK E10) has been modeled using updated emission factors, reducing the carbon intensity of fuel consumption. This recalculation led to a restated FY 2023–24 petrol emissions figure of 3,457.43 tCO_2e, compared to the previously reported 5,221.55 tCO_2e, reflecting a methodological reduction of 1,764.12 tCO_2e (33.79%).

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

10733

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

30.3

(7.10.1.4) Please explain calculation

In FY 2023–24, SACL contributed 10,732.57 tCO_2e of Scope 1 and 2 emissions. Following its demerger, these emissions are no longer included within TVS Motor's organizational boundary. This structural change resulted in a decrease of 10,733 tCO_2e compared with the previously reported baseline. In line with GHG Protocol and CDP guidance, the prior year has been restated on a like-for-like basis to exclude SACL, ensuring that subsequent performance comparisons reflect only continuing operations

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

No change in physical condition

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

No reason identified

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

1166

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

4.7

(7.10.1.4) Please explain calculation

TVS Motor's year-on-year reduction in gross Scope 1 and 2 emissions reflects both structural changes and operational improvements. The demerger of SACL led to a significant drop in emissions from discontinued operations. Concurrently, performance-driven actions—such as transitioning Mysuru's thermal systems from furnace oil to piped natural gas, refining fuel emission calculations using Tank-to-Wheel methodology, and increasing renewable electricity share from 89.34% to 91.68%—contributed to measurable reductions. These initiatives are part of TVS Motor's broader decarbonization strategy, which emphasizes fuel optimization, renewable

energy expansion, and methodological rigor in emissions accounting. The company continues to align its efforts with CDP, TCFD, and ISSB frameworks, ensuring transparency, comparability, and credibility in climate disclosures.
[Fixed row]

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ Yes

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

(7.12.1.1) CO2 emissions from biogenic carbon (metric tons CO2)

678.28

(7.12.1.2) Comment

In line with the GHG Protocol and IPCC guidance, TVS Motor Company reports biogenic CO_2 emissions arising from the combustion of ethanol in blended fuels (E10, E20, E40) used in operations and vehicle testing. These emissions are disclosed as "out of scope" and are not included in gross Scope 1 totals. FY 2023–24: 570.27 tCO_2 (biogenic) of which India operations contributed 568.36 tCO_2, based on an average blend of E14.6% (14.6% ethanol, 85.4% petrol). FY 2024–25: 678.28 tCO_2 (biogenic) of which India operations contributed 675.45 tCO_2, based on an average blend of E17.98% (17.98% ethanol, 82.02% petrol). Narrative: The increase in biogenic CO_2 emissions is primarily attributable to India's progressive Ethanol Blending Programme (EBP), which mandates a rising share of ethanol in petrol, targeting 20% blending by 2025–26. TVS Motor's reported emissions reflect this shift in the national fuel mix, where a higher proportion of ethanol reduces fossil CO_2 reported in Scope 1, while biogenic CO_2 is transparently disclosed as out of scope.
[Fixed row]

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:
☑ Yes

(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)

18599.16

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 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	*18528.17*	*2963.1*	*0*
Indonesia	*17.07*	*1652.07*	*0*
Singapore	*0*	*21.02*	*0*
Switzerland	*0*	*12.24*	*0*

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United Kingdom of Great Britain and Northern Ireland	*14.37*	*362.857*	*290.28*

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☑ By facility

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

Row 1

(7.17.2.1) Facility

TVS Motor Company India – Hosur Facility

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

12635.56

(7.17.2.3) Latitude

12.739717

(7.17.2.4) Longitude

77.787304

Row 2

(7.17.2.1) Facility

TVS Motor Company India – Mysuru Facility

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1756.28

(7.17.2.3) Latitude

12.190336

(7.17.2.4) Longitude

76.642371

Row 3

(7.17.2.1) Facility

TVS Motor Company India – Nalagarh Facility

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

3691.43

(7.17.2.3) Latitude

31.065756

(7.17.2.4) Longitude

76.677865

Row 4

(7.17.2.1) Facility

PT TVS Motor Company Indonesia

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

17.06

(7.17.2.3) Latitude

-6.407852

(7.17.2.4) Longitude

107.33423

Row 5

(7.17.2.1) Facility

Norton Motorcycle Company, UK

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

14.37

(7.17.2.3) Latitude

52.394904

(7.17.2.4) Longitude

-1.79916

Row 9

(7.17.2.1) Facility

IQL - Test Track

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

444.9

(7.17.2.3) Latitude

12.735515

(7.17.2.4) Longitude

77.73044
[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

18083.27

(7.19.3) Comment

The reported Scope 1 emissions include all direct greenhouse gas outputs from manufacturing, testing, and operational activities across TVS Motor’s global footprint. This encompasses fuel combustion from production lines, captive power generation, and vehicle testing, as well as process emissions and refrigerant losses. The figure excludes emissions from facilities not directly involved in production, such as corporate offices, R&D centers without combustion sources, and international locations with negligible operational footprints. By isolating emissions from core production activities, the disclosure ensures clarity and relevance for decarbonization

planning, enabling targeted interventions at high-impact sites. This approach supports alignment with CDP, TCFD, and ISSB frameworks, and facilitates more accurate benchmarking and performance tracking across the transport OEM sector.
[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply
☑ By facility

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

Row 1

(7.20.2.1) Facility

TVS Motor Company India - Hosur

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

1756.28

Row 2

(7.20.2.1) Facility

TVS Motor Company India - Mysuru

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

825.12

Row 3

(7.20.2.1) Facility

TVS Motor Company India – Nalagarh

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

0

Row 4

(7.20.2.1) Facility

PT TVS Motor Company Indonesia

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

1652.07

Row 5

(7.20.2.1) Facility

Norton Motorcycle Company UK

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

362.86

Row 6

(7.20.2.1) Facility

Swiss E-Mobility Group (SEMG)

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

12.24

Row 7

(7.20.2.1) Facility

TVS Motor (Singapore) Pte. Limited

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

21.02

Row 9

(7.20.2.1) Facility

TVSM India Offices

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

1280.93
[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

3697.09

(7.21.3) Comment

TVS Motor Company’s total gross global Scope 2 emissions from sector production activity amounted to 3,697.09 metric tons CO_2e in FY 2024–25. This figure reflects indirect emissions from purchased electricity used across core transport OEM operations, including manufacturing, testing, and support infrastructure. The

breakdown excludes emissions from non-production facilities such as corporate offices, R&D centers, and shared international premises with negligible grid dependence. The emissions are calculated using the location-based method, applying region-specific grid emission factors—CEA for India, IEA for Indonesia, Singapore, and Switzerland, and DEFRA for the UK.
[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)

18528.17

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

2963.1

(7.22.4) Please explain

In FY 2024–25, the majority of TVS Motor Company's Scope 1 and Scope 2 emissions originated from our India operations, which accounted for approximately 91% of the consolidated total. This reflects the scale and concentration of our manufacturing footprint in India, where four major plants (Hosur, Mysuru, Nalagarh, and Pantnagar) operate with significant energy demand. Emissions arise from fuel consumption (diesel, petrol for testing, LPG/PNG, furnace oil) and purchased grid electricity, partly offset by an increasing share of renewable energy. The remaining 9% of Scope 1 and 2 emissions were contributed by our international subsidiaries (Indonesia, Norton Motorcycles in the UK, Swiss E-Mobility Group in Switzerland, and other overseas operations). These entities operate at a comparatively smaller scale and are progressively expanding renewable energy sourcing. This breakdown aligns with our consolidated accounting boundary, which includes all wholly owned entities. Emissions were calculated using activity data (fuel use, purchased electricity) multiplied by relevant emission factors — CEA factors for India, IEA regional factors, and IPCC Guidelines for international operations. Governance and verification processes are consistent across geographies, with India remaining the largest emitter due to the scale of operations

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

31.44

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

2048.18

(7.22.4) Please explain

The remaining ~9% of emissions were contributed by our international subsidiaries, including PT TVS Motor Indonesia, Norton Motorcycles in the UK, Swiss E-Mobility Group in Switzerland, and other overseas entities. These operations are smaller in scale relative to India and are progressively expanding their renewable energy sourcing. The reported figures reflect our consolidated accounting boundary, covering all wholly owned and controlled entities. Emissions are calculated based on activity data (fuel use, electricity purchased) multiplied by recognized emission factors: CEA factors for India, IEA regional electricity factors, and IPCC Guidelines for international fuels and energy sources. This ensures methodological consistency across geographies. India remains the largest contributor due to the scale and intensity of its manufacturing footprint, while international entities together form a modest share of the consolidated total.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ Yes

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

Row 1

(7.23.1.1) Subsidiary name

PT TVS Motor Company Indonesia

(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)

17.07

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

1652.07

(7.23.1.15) Comment

PT TVS Motor Indonesia – emissions from fuel and grid electricity use in assembly operations.

Row 2

(7.23.1.1) Subsidiary name

Norton Motorcycle Company UK

(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

☑ Other unique identifier, please specify :Company Code

(7.23.1.11) Other unique identifier

12545195

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

14.37

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

362.86

(7.23.1.15) Comment

Norton Motorcycles (UK) – emissions primarily from purchased electricity and heating fuels at R&D and assembly facility

Row 4

(7.23.1.1) Subsidiary name

Swiss E-Mobility Group (SEMG)

(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
☑ Other unique identifier, please specify :Company Code

(7.23.1.11) Other unique identifier

254900J1TDAHQZRMQ223

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

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

12.24

(7.23.1.15) Comment

Swiss E-Mobility Group (Switzerland) – emissions mainly from office operations and electricity consumption in retail/service sites.

Row 5

(7.23.1.1) Subsidiary name

TVS Motor (Singapore) Pte. Limited

(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
☑ Other unique identifier, please specify :Company Code

(7.23.1.11) Other unique identifier

200301438H

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

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

21.02

(7.23.1.15) Comment

Singapore holding entity – emissions mainly from office operations and electricity consumption
[Add row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:
☑ More than 10% but less than or equal to 15%

(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:* ☑ No
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:* ☑ No

[Fixed row]

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

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

94551.5

(7.30.1.3) MWh from non-renewable sources

8402.05

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

102953.55

Total energy consumption

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

94551.5

(7.30.1.3) MWh from non-renewable sources

93119.24

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

187670.74
[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)

98627.28

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

0

(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)

98627.28

Indonesia

(7.30.16.1) Consumption of purchased electricity (MWh)

2134.45

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

0

(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)

2134.45

Singapore

(7.30.16.1) Consumption of purchased electricity (MWh)

57.36

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

0

(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)

57.36

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

588.65

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

0

(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)

588.65

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

57.36

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

0

(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)

57.36
[Fixed 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:
☑ Light Duty Vehicles (LDV)

(7.35.2) Metric figure

23345211.65

(7.35.3) Metric numerator

Select from:
☑ tCO2

(7.35.4) Metric denominator

Select from:
☑ Other, please specify :No of vehcile sold

(7.35.5) Metric numerator: Unit total

23345211.65

(7.35.6) Metric denominator: Unit total

4750903

(7.35.7) % change from previous year

112.44

(7.35.8) Please explain

TVS Motor Company reported an increase of 112.44% in Scope 3, Category 11 emissions between FY 2023–24 and FY 2024–25. Emissions rose from 10,307,097.69 tCO_2e in FY 2023–24 to 23,345,211.65 tCO_2e in FY 2024–25. Key drivers of increase: Sales Growth: Vehicle sales increased from 4,456,099 units (FY 2023–24) to 4,750,903 units (FY 2024–25), a rise of ~6.6%, expanding the total use-phase footprint. Methodology refinement: FY 2023–24 was calculated using an aggregated distance-based approach with limited model differentiation. FY 2024–25 applied a model-specific, lifetime-use methodology, aligning with the efficiency metrics in Q7.35 (fuel economy in km/L for ICE, km/kWh for EVs, km/kg for CNG/LPG). A standardized lifetime usage of 100,000 km over 15 years was applied per vehicle, improving accuracy. Updated emission factors: DEFRA 2025 and national factors (e.g., petrol at 0.569 $kgCO_2e$/litre, grid electricity at 0.727 $kgCO_2e$/kWh, CNG at 530.78 $kgCO_2e$/ton, LPG at 349.29 $kgCO_2e$/ton) were used, replacing older, aggregated factors. This significantly raised per-vehicle emission estimates. Rationale: The 112.44% increase does not reflect a doubling of activity, but rather the impact of more accurate efficiency metrics (Q7.35) and updated DEFRA 2025 emission factors. This ensures TVSM's reporting is aligned with GHG Protocol Scope 3 guidance and CDP disclosure requirements for transparency, comparability, and accuracy.
[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

0.00632991

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

23570.89

(7.45.3) Metric denominator

Select from:
☑ vehicle produced

(7.45.4) Metric denominator: Unit total

3723732

(7.45.5) Scope 2 figure used

Select from:
☑ Location-based

(7.45.6) % change from previous year

16.6

(7.45.7) Direction of change

Select from:
☑ Decreased

(7.45.8) Reasons for change

Select all that apply
☑ Other, please specify :The decline in Scope 1 and 2 emissions intensity, despite higher production volumes (3.72 million vehicles in FY 2024–25 vs 3.26 million in FY 2023–24), reflects improvements in operational efficiency and decarbonization efforts.

(7.45.9) Please explain

The decline in Scope 1 and 2 emissions intensity, despite higher production volumes (3.72 million vehicles in FY 2024–25 vs 3.26 million in FY 2023–24), reflects improvements in operational efficiency and decarbonization efforts. Key contributing factors include: Increased use of renewable energy across Indian manufacturing sites. Energy efficiency projects, including equipment upgrades and process optimization. Better resource utilization and reduction in specific fuel consumption. Continued shift toward low-carbon operations, reducing per-unit emissions even as output grew.
[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

233.4521165

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

23345211.65

(7.50.4) Metric denominator

Select from:
☑ p.km

(7.50.5) Metric denominator: Unit total

100000

(7.50.6) % change from previous year

126.45

(7.50.7) Vehicle unit sales in reporting year

4750903

(7.50.8) Vehicle lifetime in years

15

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

6666.67

(7.50.10) Load factor

1

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

TVS Motor Company reported an increase of 112.44% in Scope 3, Category 11 emissions between FY 2023–24 and FY 2024–25. Emissions rose from 10,307,097.69 tCO_2e in FY 2023–24 to 23,345,211.65 tCO_2e in FY 2024–25. Key drivers of increase: Sales Growth: Vehicle sales increased from 4,456,099 units (FY 2023–24) to 4,750,903 units (FY 2024–25), a rise of ~6.6%, expanding the total use-phase footprint. Methodology refinement: FY 2023–24 was calculated using an aggregated distance-based approach with limited model differentiation. FY 2024–25 applied a model-specific, lifetime-use methodology, aligning with the efficiency metrics in Q7.35 (fuel economy in km/L for ICE, km/kWh for EVs, km/kg for CNG/LPG). A standardized lifetime usage of 100,000 km over 15 years was applied per vehicle, improving accuracy. Updated emission factors: DEFRA 2025 and national factors (e.g., petrol at 0.569 $kgCO_2e$/litre, grid electricity at 0.727 $kgCO_2e$/kWh, CNG at 530.78 $kgCO_2e$/ton, LPG at 349.29 $kgCO_2e$/ton) were used, replacing older, aggregated factors. This significantly raised per-vehicle emission estimates. Rationale: The 112.44% increase does not reflect a doubling of activity, but rather the impact of more accurate efficiency metrics (Q7.35) and updated DEFRA 2025 emission factors. This ensures TVSM's reporting is aligned with GHG Protocol Scope 3 guidance and CDP disclosure requirements for transparency, comparability, and accuracy.
[Add row]

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

Row 1

(7.52.1) Description

Select from:

☑ Energy usage

(7.52.2) Metric value

82437.04

(7.52.3) Metric numerator

Total Energy Consumption

(7.52.4) Metric denominator (intensity metric only)

No of Product Produced

(7.52.5) % change from previous year

90.2

(7.52.6) Direction of change

Select from:

☑ Increased

(7.52.7) Please explain

Energy Consumption Rise: The sharp increase in total energy use is primarily driven by expanded manufacturing operations, onboarding of new product lines (including EVs and CNG platforms), and facility upgrades post-SACL demerger. Production Volume Growth: A 10.2% increase in units produced reflects strong market demand, particularly in electric and alternative fuel segments. Energy Intensity Spike: The near doubling of energy intensity suggests higher energy demand per unit—likely due to more complex manufacturing processes, increased testing protocols, and higher energy input for EV battery assembly and ZLD operations. [Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

03/30/2024

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)
☑ Methane (CH4)
☑ Nitrous oxide (N2O)
☑ Hydrofluorocarbons (HFCs)

(7.53.1.8) Scopes

Select all that apply
☑ Scope 1
☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:
☑ Location-based

(7.53.1.11) End date of base year

03/30/2024

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

19607.42

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

5128.69

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

24736.110

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

03/30/2030

(7.53.1.55) Targeted reduction from base year (%)

50

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

12368.055

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

18559.61

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

5011.28

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

23570.890

(7.53.1.78) Land-related emissions covered by target

Select from:

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

(7.53.1.79) % of target achieved relative to base year

9.42

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

TVS Motor Company's earlier near-term emissions reduction target, aligned with the Science Based Targets initiative (SBTi), aimed at a 50% reduction in Scope 1 and Scope 2 emissions by FY 2030 across its India operations and owned subsidiaries. However, in FY 2024–25, TVSM withdrew its SBTi commitment and is now reworking its decarbonization roadmap in line with the ISO Net Zero Guidelines (ISO 14068-1:2023). This revision incorporates recent structural changes, including the demerger of Sundaram Auto Components Ltd. (SACL), which significantly affected the company's Scope 1 and Scope 2 emissions profile. The updated roadmap will ensure full alignment with global net zero standards, maintain scientific rigor, and reflect TVSM's consolidated operational footprint while setting revised interim milestones toward Net Zero. This inclusive approach reflects commitment to sustainability. TVSM's climate transition roadmap, along with interim targets, will guide the company's subsidiaries and operations toward meeting these goals, reinforcing their dedication to environmental responsibility across the organization.

(7.53.1.83) Target objective

In FY 2024–25, TVS Motor Company withdrew its earlier SBTi-aligned commitment and is reworking its decarbonization roadmap in line with the ISO Net Zero Guidelines (ISO 14068-1:2023). This revision incorporates the demerger of Sundaram Auto Components Ltd. (SACL), which significantly impacted the company's Scope 1 and Scope 2 emissions profile and necessitated updated baselines. TVS Motor has retained an internal near-term target to halve Scope 1 and Scope 2 emissions by FY 2030 across Indian operations and owned subsidiaries, anchored in the 1.5°C ambition of the Paris Agreement and IPCC science. The revised approach ensures: Updated emissions inventory post-structural changes. Alignment with ISO Net Zero pathways for credible transition milestones. Integration with the FY 2024–25 Sustainability Strategy, shaped by double materiality assessments and risk-opportunity modeling. This ensures actionable, science-informed, and auditable emissions reduction pathways while positioning TVS Motor as a leader in sustainable, low-carbon mobility.

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

TVS Motor has absolute Scope 1+2 (location-based) reduction targets under operational control: India manufacturing (Hosur, Mysuru, Himachal Pradesh) by FY2029–30, and a long-term global reduction of ~90% by FY2040. A complementary target lifts renewable electricity in India to ≥90% on a pathway to 100% by 2040. Measurement follows the GHG Protocol; factors from DEFRA/CEA; performance is managed via ISO 50001 with annual assurance. Progress—Hosur: Thermal energy optimisation (boiler upgrades, condensate/flash-steam recovery), compressed-air revamp (leak repairs, pressure band/load sequencing), full LED with controls, and higher solar/wind share. Impact: reduced process fuel (Scope 1) and electricity emissions (Scope 2). Progress—Mysuru: HVAC VFDs and insulation, process waste-heat recovery, rooftop solar expansion, and fuel transition to PNG. Result: Scope 1 fell from 3,073.40 tCO_2e (FY2023–24) to 1,756.28 tCO_2e (FY2024–25), a 42.86% reduction; PNG contributed 622.53 tCO_2e within FY2024–25 totals. Progress—Himachal Pradesh: Partial diesel substitution with biomass and real-time sub-metering/analytics. Impact: progressive Scope 1 decline evidenced in ECM and MPCP reviews. Cross-site actions: Strengthened ISO 50001 governance, employee engagement to curb idle loads, and sustained India RE share ≥90% materially lowering Scope 2. Next 12 months: expand heat-recovery at Hosur, finish compressed-air fixes, add rooftop/OTC PPAs, deepen fuel switching and metering at HP, and maintain ≥90% RE while progressing towards 100%. Overall status: on track against the India FY2029–30 absolute target; global FY2040 trajectory maintained.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Targets to increase or maintain low-carbon energy consumption or production

☑ Net-zero targets

☑ Other climate-related targets

(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

03/30/2024

(7.54.1.3) Target coverage

Select from:
☑ Country/area/region

(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

03/30/2024

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

85231.44

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

92.03

(7.54.1.10) End date of target

03/30/2027

(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

95.32

(7.54.1.13) % of target achieved relative to base year

41.28

(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, the company's internal renewable energy target- 100 will be part of its decarbonization roadmap.

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

Select all that apply

☑ Other, please specify :Aligned to RE 100 internal renewable target

(7.54.1.19) Explain target coverage and identify any exclusions

Included: PT TVS Indonesia, SMEG, Norton Motorcyles, Pt Singapore Excluded: Non-electric energy sources (e.g., furnace oil, PNG, LPG) are addressed separately under fuel-switching initiatives. Rationale: Accounts for ~1% of TVSM's Scope 1 and 2 emissions, making this geography the most material for near-term abatement.

(7.54.1.20) Target objective

TVS Motor Company aims to achieve 100% renewable electricity consumption across all Indian operations by FY 2026–27, aligning with its internal RE100 commitment and broader Net Zero roadmap. This transition is central to TVSM's climate strategy and supports India's national decarbonization goals.

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

Renewable Energy Mix (as of FY 2024–25): Total electricity consumption: 102,953.55 MWh Renewable share: 95.32% Sources: Rooftop solar, wheeled wind power, green power procurement via Indian Energy Exchange (IEX)

Row 2

(7.54.1.1) Target reference number

Select from:

☑ Low 2

(7.54.1.2) Date target was set

03/30/2024

(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

03/30/2024

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

85241.24

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

89.34

(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

91.69

(7.54.1.13) % of target achieved relative to base year

22.05

(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, the company's internal renewable energy target- 100 will be part of its decarbonization roadmap.

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

Select all that apply

☑ Other, please specify :Internal target aligned to RE 100

(7.54.1.19) Explain target coverage and identify any exclusions

Included: PT TVS Indonesia, SMEG, Norton Motorcyles, Pt Singapore Excluded: Non-electric energy sources (e.g., furnace oil, PNG, LPG) are addressed separately under fuel-switching initiatives. Rationale: Accounts for ~1% of TVSM's Scope 1 and 2 emissions, making this geography the most material for near-term abatement.

(7.54.1.20) Target objective

As part of its efforts to be a pioneer in sustainability within the mobility and transport industry, TVSM has set its internal global renewable energy 100 target, acknowledging that adopting renewable energy is a critical step in its Sustainability transition. This transition is key to achieving long-term success and making a lasting global impact.

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

Renewable energy mix: For TVS Motor Company and its subsidaries, 91.69% with 1.46% contribution from its subsidary Swiss E-Mobility Group (SMEG).
[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

(7.54.2.2) Date target was set

03/31/2023

(7.54.2.3) Target coverage

Select from:
☑ Country/area/region

(7.54.2.4) Target type: absolute or intensity

Select from:
☑ Intensity

(7.54.2.5) Target type: category & metric (target numerator if reporting an intensity target)

Energy productivity
☑ units of production

(7.54.2.6) Target denominator (intensity targets only)

Select from:
☑ liter of product

(7.54.2.7) End date of base year

03/30/2024

(7.54.2.8) Figure or percentage in base year

1.2

(7.54.2.9) End date of target

03/30/2030

(7.54.2.10) Figure or percentage at end of date of target

1.6

(7.54.2.11) Figure or percentage in reporting year

1.2

(7.54.2.12) % of target achieved relative to base year

0.0000000000

(7.54.2.13) Target status in reporting year

Select from:

☑ New

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

While “Net Water Positive” is not a GHG target, it is included in the Climate section as an enabling action with direct mitigation and adaptation benefits. On the mitigation side, water efficiency, recycling, and reuse lower electricity and fuel use in pumping, RO/ETP, and cooling—thereby reducing Scope 2 (and sometimes Scope 1) tCO_2e. On the adaptation side, achieving water positivity reduces exposure to acute/chronic water stress, lowering the risk of production curtailment and cost volatility—key TCFD physical risk controls that safeguard our decarbonization pathway. Therefore, although it is primarily a water stewardship target, it is rightly cross-referenced in Climate for its measurable emissions reductions and resilience contributions.

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

Select all that apply

☑ Other, please specify :Water Stewardship

(7.54.2.18) Please explain target coverage and identify any exclusions

100% coverage of India operations

(7.54.2.19) Target objective

To achieve Net Water Positive Operations by implementing a combination of water conservation through recycling & reuse and water replenishment projects.

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

Progress toward Net Water Positive — Completed milestones (FY2025–26 to date) Low-flow fixtures: Installed mist-type water-conservation nozzles at domestic consumption points, reducing utility water demand at source. Zero freshwater for landscaping (Nalagarh): Achieved 100% non-potable substitution for gardening via treated/recovered/harvested water; freshwater use for irrigation eliminated. Hosur water optimisation: Completed water pinch (optimisation) assessment to map reuse loops, recovery hotspots, and CAPEX-light actions. Quantified savings: 10 KLD sustained water savings realised since mid-August 2025; metered and recorded in site ECM for audit. Water risk management (Hosur): Comprehensive water risk assessment completed to address physical and regulatory risks and to prioritise mitigation actions. Replenishment pipeline: Beyond-the-fence project sites finalised (rainwater harvesting/recharge/watershed works) for near-term execution and verified replenishment accounting. How this advances the target: These actions lift the Water-Positive Ratio (replenishment ÷ withdrawal) toward ≥1.0 while lowering freshwater withdrawals through efficiency and reuse. Energy avoided in pumping/treatment will be tracked and, where material, translated into tCO_2e co-benefits in the Climate disclosur
[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

03/30/2024

(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
☑ Abs1

☑ Low1

☑ Low2

(7.54.3.5) End date of target for achieving net zero

03/30/2040

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Hydrofluorocarbons (HFCs)

(7.54.3.10) Explain target coverage and identify any exclusions

During FY 2024–25, TVS Motor Company withdrew its public commitment to the Science Based Targets initiative (SBTi) following a review of India's current policy framework and market conditions. TVS remains committed to decarbonization and is re-evaluating its roadmap in line with IWA 42:2022 – Net Zero Guidelines, emphasizing an abatement-first approach, credible interim targets, and high-integrity neutralization of residual emissions. The company continues to measure and disclose GHG emissions under the GHG Protocol and to advance energy-efficiency and renewable-electricity initiatives. TVS will revisit third-party validation options, including SBTi, as the context evolves.

(7.54.3.11) Target objective

TVS Motor Company aligns its long-term decarbonization pathway to India's national net-zero target (2070) and IWA 42:2022 – Net Zero Guidelines. An internal FY2035 objective serves as a material interim milestone. The roadmap follows an abatement-first hierarchy across Scopes 1–3: • Scope 1/2: efficiency, electrification, fuel switching, and RE 100 (Renewable energy – 100) to deliver 100% renewable electricity by 2030 across in-scope operations. • Scope 3: supplier engagement, low-carbon logistics, product efficiency, and circularity initiatives. Residual emissions after deep cuts will be neutralized using high-integrity instruments only. Governance: Board/EXCO oversight, quarterly KPI tracking, and an annual base-year recalculation policy (≥5% trigger) to preserve comparability. In FY2024–25, TVSM withdrew its SBTi commitment due to policy/market conditions; it continues to report under the GHG Protocol/CDP and will reassess external validation as conditions evolve

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

Select from:

☑ No

(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

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

TVS Motor's India target review process aligns with the GHG Protocol, IWA 42:2022, and India's 2070 net-zero goal. Governance: Head of Operations and CSO accountable; Central Energy management along with plant teams responsible; Ops/Procurement/Finance consulted; CEO informed. Cadence: quarterly KPI checks and an annual review (Apr–Mar). Recalculation triggers: structural change (acquisition/demerger), boundary/method updates, material error, or ≥5% impact on base-year emissions/trajectory. Method: operational/financial control boundary; Scope 2 location-based unless eligible contracts exist; approved factors (e.g., DEFRA incl. GWP, regional grid EFs). QA/QC: meters/invoices, logbooks, variance checks, change-log; records kept 7 years. Outcome: confirm, tighten, or reset targets; update roadmaps, budgets, and disclosures; maintain a versioned target register.

Row 2

(7.54.3.1) Target reference number

Select from:

☑ NZ2

(7.54.3.2) Date target was set

03/30/2024

(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

☑ Abs1

☑ Low1

☑ Low2

(7.54.3.5) End date of target for achieving net zero

03/30/2047

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

(7.54.3.8) Scopes

Select all that apply

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Hydrofluorocarbons (HFCs)

(7.54.3.10) Explain target coverage and identify any exclusions

During FY 2024–25, TVS Motor Company withdrew its public commitment to the Science Based Targets initiative (SBTi) following a review of India's current policy framework and market conditions. TVS remains committed to decarbonization and is re-evaluating its roadmap in line with IWA 42:2022 – Net Zero Guidelines, emphasizing an abatement-first approach, credible interim targets, and high-integrity neutralization of residual emissions. The company continues to measure and disclose GHG emissions under the GHG Protocol and to advance energy-efficiency and renewable-electricity initiatives. TVS will revisit third-party validation options, including SBTi, as the context evolves.

(7.54.3.11) Target objective

TVS Motor Company proposes a value-chain (Scope 3) target for FY 2047 as a core element of its net-zero pathway, anchored to India's national net-zero 2070 goal and informed by IWA 42:2022 – Net Zero Guidelines. The target follows an abatement-first approach and covers the material Scope 3 categories, including Purchased goods & services, Upstream/Downstream transport & distribution, Use of sold products, and End-of-life. Delivery will be driven by supplier engagement and low-carbon sourcing, logistics efficiency, product efficiency and circularity, and data-quality upgrades, with interim milestones (2030/2035) and KPI tracking under TVSM's governance and base-year recalculation policy (≥5% trigger). In FY 2024–25, TVSM withdrew its SBTi commitment (see disclosure). TVSM will reassess external validation options, including SBTi, as policy and market conditions evolve

(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, but we 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

TVS Motor Company has established a strategic Net Zero roadmap that prioritizes direct emissions reduction measures covering ~90% of Scope 1 and 2 emissions, consistent with global guidance that reduction should precede neutralization. To address residual emissions, the company recognizes the role of offsets and has a long history of afforestation initiatives undertaken over the last four decades. These activities have created a significant carbon stock across operational and community landscapes. Current initiatives provide an annual carbon sequestration potential of ≈1,573,395 tCO_2e, strengthening the ability to balance unavoidable emissions while advancing low-carbon operations. This approach integrates renewable energy expansion, energy efficiency, and sustainable product development with nature-based solutions, ensuring that climate action is embedded into business strategy. Together, these measures reinforce operational resilience, environmental stewardship, and long-term Net Zero ambition.

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

TVS Motor's global target review aligns with the GHG Protocol, IWA 42:2022 – Net Zero Guidelines, and relevant national/sector pathways. Governance: CSO accountable; Global/Regional Sustainability and Plant Energy teams responsible; Ops/Procurement/Finance; Regional Operational Heads, informed. Cadence: quarterly KPI checkpoints and an annual global review (regional roll-ups) Recalculation triggers: M&A/demergers, boundary or method changes, material errors, or ≥5% impact to the base year/trajectory in any region or consolidated. Method: operational/financial control boundary; Scope 2 location-based and market-based where eligible contracts/EACs exist; approved factors (e.g., DEFRA incl. GWP, regional grid EFs); category methods (e.g., Cat-3 T&D L/(1–L), Cat-9 hybrid ton-km). QA/QC: meters/invoices/logbooks, centralized workbooks, variance thresholds, peer review, changelog; retain records 7 years. Outcome: confirm/tighten/reset targets; update roadmaps, budgets, and disclosures; maintain a versioned global target register.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(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
Under investigation	*0*	*`Numeric input*
To be implemented	*0*	*0*
Implementation commenced	*0*	*0*
Implemented	*4*	*15030.37*
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
☑ Fuel switch

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

1317.12

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

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

11500000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

18000000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

Transitioned from furnace oil and diesel to Piped Natural Gas (PNG) at Mysuru plant. Emissions Impact: The initiative delivered a 43% reduction in Scope 1 emissions from fuel combustion, translating to an annual savings of 1,317.12 tCO_2e. This is a material contribution to TVS Motor's overall GHG footprint reduction. Financial Efficiency: With an investment of ₹180 lakhs and annual savings of ₹115 lakhs, the payback period is just 1.6 years—well within acceptable thresholds for industrial fuel-switching projects. It reflects a high internal rate of return and strong cost-efficiency. Operational Benefits: PNG offers cleaner combustion, reduced maintenance, and improved thermal efficiency compared to furnace oil and diesel. It also enhances workplace safety and reduces local air pollutants. Strategic Fit:

This initiative aligns with India's push for cleaner industrial fuels and supports TVS Motor's broader ESG goals, including readiness for carbon pricing and regulatory tightening.
[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:
☑ Internal price on carbon

(7.55.3.2) Comment

TVS Motor Company has instituted an internal carbon price as an economic instrument to drive low-carbon decision-making across its business units. By assigning a cost to carbon, the company internalizes environmental impacts and makes emissions reduction a financially material choice, thereby aligning with global best practices and investor expectations. A dedicated budget for energy efficiency ensures consistent allocation of capital toward technologies and process improvements that lower energy use and emissions. Key initiatives include waste heat recovery systems, efficient blowers, and other energy-intensive equipment upgrades, which have delivered measurable reductions in energy consumption and carbon footprint. This dual approach—carbon pricing and targeted energy investments—enables TVS Motor Company to embed climate considerations into its core financial and operational strategy. It not only prepares the organization to comply with evolving climate policies, carbon markets, and ESG disclosure frameworks (CDP, DJSI, CSRD, MSCI, EcoVadis, etc.) but also positions the company as a frontrunner in the automotive sector's sustainability transition. Through these efforts, TVS Motor demonstrates a science-aligned, financially prudent, and governance-backed approach to mitigating climate risks and seizing opportunities in a net-zero economy.

Row 2

(7.55.3.1) Method

Select from:
☑ Dedicated budget for energy efficiency

(7.55.3.2) Comment

TVS Motor Company has established a dedicated budget for energy efficiency, ensuring consistent financial capacity to upgrade facilities and processes. This targeted allocation enables the deployment of advanced technologies—such as waste heat recovery systems and high-efficiency blowers—that deliver measurable reductions in energy consumption and associated emissions. In parallel, the company has instituted an internal carbon price as a strategic financial instrument to incentivize its business units to reduce emissions. By assigning a cost to carbon, TVS Motor effectively internalizes the environmental impact of its operations, making emissions reduction both an ecological necessity and a financially sound decision. To reinforce this commitment, the company has allocated a Total Spend on Climate & Energy (CAPEX + OPEX) of ₹1,775.00 crores. This figure underscores TVS Motor's strategic focus on decarbonization, operational efficiency, and long-term climate resilience. Together, these measures reflect a proactive approach to climate risk management. TVS Motor Company is not only preparing to meet the regulatory and market challenges posed by climate change but is also strengthening its position as an industry leader in sustainable practices. Its investments underscore a strategic model of sustainability that is both responsible and responsive to the evolving landscape of environmental governance.

Row 3

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

TVS Motor Company has instituted internal incentives and recognition programs to foster a culture of sustainability across its workforce. These programs, structured around ESG performance, reward teams and individuals—such as sustainability functions and site managers—who make significant contributions to emissions reduction. This approach motivates employees to pursue innovative solutions and operational efficiencies that align with the company's broader climate goals. Under TVS's Sustainability Ambassador Program, over 900 individuals have participated in learning sessions focused on sustainable practices and ecological responsibility, while 27 facilitators have been certified to extend this knowledge both within and beyond company operations. This initiative has become a cornerstone of the company's efforts to embed sustainability into daily practices, encouraging broad-based ownership and accountability. Through these structured initiatives, TVS Motor Company is not only equipping its workforce to address the challenges posed by climate change but also positioning itself as a leader in sustainable practices within the automotive industry. These investments reflect a strategic approach to sustainability that is both responsible and responsive to the evolving landscape of environmental governance.

Row 4

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

Investment in low-carbon product research and development (R&D) is a cornerstone of TVS Motor Company's sustainability strategy. In FY 2024–25, the company invested over ₹1,000 crore in R&D, with a significant portion directed toward advancing electric mobility, including the iQube electric two-wheeler platform and associated EV technologies. Additional R&D expenditure supported the development of three-wheelers operating on compressed natural gas (CNG) and vehicles designed to be compliant with E20 and E40 fuel blends, enabling cleaner combustion and reduced emissions. Complementing these R&D efforts, 20% of FY 2024–25 procurement spend was directed toward the purchase of recycled content in products, reflecting TVSM's commitment to circular economy principles and responsible sourcing. Through these combined investments, TVS Motor is preparing to meet the challenges of climate change and tightening regulatory standards, while positioning itself as a leader in sustainable mobility. This strategic allocation of resources underscores a balanced approach to innovation, regulatory readiness, circularity, and long-term value creation.

Row 5

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Compliance with regulatory requirements and standards is not merely a legal obligation for TVS Motor Company but also an opportunity to advance sustainability practices. All TVS products sold in India are compliant with E20 fuel standards, in line with the Government of India's Roadmap for Ethanol Blending in India: 2020–2025, which has accelerated investments in vehicles designed to operate efficiently on cleaner fuel blends. Similarly, in the United Kingdom, TVS products meet E10 fuel regulations, ensuring conformity with local standards on renewable transport fuels. Through these concerted efforts, TVS Motor Company is not only preparing to meet the challenges posed by climate change but also positioning itself as a leader in sustainable practices within the automotive industry. Its investments reflect a strategic approach to sustainability that is both responsible and responsive to the evolving landscape of environmental governance.

Row 6

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

TVS Motor Company is deeply committed to sustainability and recognizes the importance of investing in emissions reduction activities. The company has implemented several methods to drive these investments, aligning with its ethos and strategic risk assessments that highlight the need to mitigate climate-related risks. TVS Motor Company's decarbonization strategy, which is currently under development and set to be released in FY24-25, will further guide its investments in

this critical area. Through these concerted efforts, TVS Motor Company is not only preparing to meet the challenges posed by climate change but also positioning itself as a leader in sustainable practices within the industry. The company's investments reflect a strategic approach to sustainability that is both responsible and responsive to the evolving landscape of environmental governance.

Row 7

(7.55.3.1) Method

Select from:

☑ Other :TCFD Analysis

(7.55.3.2) Comment

TVS Motor Company's investments in emission reduction activities are informed by a comprehensive financial analysis aligned with the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). This analysis has identified key risks and opportunities, such as the imperative for the adoption of electric vehicles (EVs), market trends reflecting customer preference for low-carbon products, and the rapidly evolving technology landscape. These insights guide the company's investment decisions, ensuring a focus on areas that not only align with emerging trends but also deliver measurable reductions across its direct operations and value chains. In parallel, the company's Climate Transition Plan incorporates considerations from both the TCFD and the Taskforce on Nature-related Financial Disclosures (TNFD). By embedding nature-related risk assessments, TVS Motor is strengthening its resilience against biodiversity loss, water scarcity, and ecosystem degradation. At the same time, the company integrates the principles of a Just Transition, ensuring that the shift to low-carbon mobility is inclusive and equitable for its workforce, supply chain partners, and communities. Through these concerted efforts, TVS Motor Company is not only preparing to meet the challenges posed by climate change and nature-related risks but also positioning itself as a leader in sustainable practices within the automotive industry. Its investments reflect a strategic approach to sustainability that is science-aligned, financially robust, socially responsible, and responsive to the evolving landscape of environmental governance.
[Add row]

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☑ Yes

(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:

☑ No taxonomy used to classify product(s) or service(s) as low carbon

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

Rail

☑ Other, please specify :Electric Vehicle

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

In FY 2024–25, TVS Motor Company achieved a major milestone by selling 2,72,605 units of its flagship iQube electric scooter, marking a 44% year-on-year growth over FY 2023–24 (1,93,899 units) and crossing 6,00,000 cumulative sales as of May 2025. The iQube continues to gain strong consumer traction for its advanced technology, reliable performance, and environmental benefits, reflecting the accelerating adoption of electric mobility in India. This growth underscores TVS Motor's strategic commitment to sustainable transportation, aligning with India's EV transition goals and global climate ambitions. By expanding its electric vehicle portfolio, including launching new affordable variants with extended range and enhanced efficiency, the company is driving emissions reduction while providing consumers eco-friendly alternatives without compromising quality or performance

(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:

☑ Estimating and Reporting the Comparative Emissions Impacts of Products (WRI)

(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

The emissions of a traditional two-wheeler with an internal combustion engine over its lifetime, in relation to an electric model with comparable features, over the same distance travelled.

(7.74.1.9) Reference product/service or baseline scenario used

The internal combustion engine-driven automobile used as a benchmark is of the same class as the electrified vehicle being sold.

(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

385000

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

Description: The TVS iQube is a zero tailpipe emission electric two-wheeler designed to replace conventional ICE scooters, thereby reducing GHG emissions associated with personal mobility. Methodology: Avoided CO_2 per km = ICE CO_2/km − EV CO_2/km ICE CO_2/km = 2.31 kg CO_2/L ÷ 50 km/L = 0.0462 kg/km EV CO_2/km = 0.030 kWh/km × 0.70 kg CO_2/kWh = 0.0210 kg/km Avoided CO_2/km = 0.0252 kg/km (25.2 g/km) Key Assumptions: Annual distance: 8,000 km/vehicle Vehicle life: 7 years Grid EF (India): 0.70 kg CO_2/kWh (CEA/WRI 2023) ICE efficiency: 49–55 km/L typical mileage band iQube energy use: 25–32 Wh/km range; 30 Wh/km midpoint used Results – FY 2024–25 iQube Cohort (2,72,605 units): Annual avoided CO_2: ~55,000 tCO_2/year Lifetime (7-year) avoided CO_2: ~3,85,000 tCO_2 Sensitivity: Conservative: 21,800 tCO_2/year (higher grid EF, lower km/year) Optimistic: 92,200 tCO_2/year (lower ICE efficiency, higher km/year) Alignment: Supports India's EV transition goals and global climate targets, with results fully auditable via calculation steps, assumptions, and sources (CEA, WRI, EIA, TVS iQube specs).

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

9

Row 2

(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:

☑ No taxonomy used to classify product(s) or service(s) as low carbon

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

Rail

☑ Other, please specify :CNG Vehicles

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

In FY 2024–25, TVS Motor Company sold a total of 27,947 CNG-powered three-wheelers within its low-carbon product portfolio. These vehicles offer customers a cost-effective and cleaner alternative to conventional petrol three-wheelers, delivering up to 20% lower tailpipe CO_2 emissions per kilometer and reduced local pollutants, while maintaining affordability for last-mile transport operators. Based on an average annual usage of 8,000 km and an estimated vehicle lifetime of eight years, the sale of these CNG variants is expected to avoid approximately 15,500 tonnes of CO_2e over their operational lifespan. This impact is calculated using TTW emission factors, comparing CNG with conventional petrol combustion, and is tracked under Scope 3, Category 11 (Use of Sold Products). The scale-up of CNG adoption strengthens TVSM's alignment with India's alternative fuel policy framework and Net Zero 2070 roadmap, complementing the company's electric mobility transition.

(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:

☑ Estimating and Reporting the Comparative Emissions Impacts of Products (WRI)

(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

The emissions of a traditional petrol-based three-wheeler, in relation to a CNG model with comparable features, over the same distance travelled.

(7.74.1.9) Reference product/service or baseline scenario used

The CNG three-wheeler is compared to a comparable petrol-based three-wheeler.

(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

63400

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

Product: CNG Three-Wheelers (22,968 units, FY 2024-25) Methodology: Avoided CO_2 per km = Baseline CO_2/km (petrol/diesel) − CNG CO_2/km. Baseline = 2.31 kg CO_2/L ÷ 25 km/L; CNG = 2.75 kg CO_2/kg ÷ 35 km/kg. Annual and lifetime emissions avoided = Avoided CO_2/km × km/year × vehicle life × units sold. Assumptions: 25,000 km/year, 8-year life, standard emission factors (EIA, IPCC), typical India auto-rickshaw efficiency (30–40 km/kg CNG, 20–30 km/L petrol/diesel). Results: Annual avoided emissions ≈ 7,924 tCO_2; Lifetime avoided emissions (8 years) ≈ 63,400 tCO_2 for the FY 2024-25 cohort. Sensitivity: Conservative = 5,940 tCO_2/year; Optimistic = 9,900 tCO_2/year. Alignment: Supports India's clean mobility transition; fully auditable for CDP reporting.

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

0.1
[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:
☑ Production

(7.75.3) Technology

Select from:
☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

281846

(7.75.5) Metric unit

Select from:
☑ Units

(7.75.6) Explanation

In FY 2024–25, TVS Motor Company sold 281,846 electric two-wheelers, representing a 45% year-on-year growth compared to FY 2023–24. EVs accounted for approximately ~6% of total two-wheeler sales, marking a significant step in the company's transition to low-carbon mobility. This growth was driven by the continued scale-up of the iQube Electric platform, expansion of charging infrastructure, and targeted customer engagement programs. Based on average annual two-wheeler usage and India's grid emission factor, these sales correspond to substantial tailpipe emission reductions compared with ICE scooters, reinforcing TVSM's alignment with India's 30% EV penetration by 2030 target and its own Net Zero Transition Pathway. TVSM continues to invest in R&D for next-generation EV technologies, battery platforms, and supplier readiness to ensure that EV penetration continues to grow in coming years.

Row 2

(7.75.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☑ Production

(7.75.3) Technology

Select from:

☑ Other, please specify :Compressed Natural Gas (CNG) based 3-wheelers

(7.75.4) Metric figure

27947

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

In FY 2024–25, TVS Motor Company sold a total of 27,947 CNG-powered three-wheelers within its low-carbon product portfolio. These vehicles offer customers a cost-effective and cleaner alternative to conventional petrol three-wheelers, delivering up to 20% lower tailpipe CO_2 emissions per kilometer and reduced local pollutants, while maintaining affordability for last-mile transport operators. Based on an average annual usage of 8,000 km and an estimated vehicle lifetime of eight years, the sale of these CNG variants is expected to avoid approximately 15,500 tonnes of CO_2e over their operational lifespan. This impact is calculated using TTW emission factors, comparing CNG with conventional petrol combustion, and is tracked under Scope 3, Category 11 (Use of Sold Products). The scale-up of CNG adoption strengthens TVSM's alignment with India's alternative fuel policy framework and Net Zero 2070 roadmap, complementing the company's electric mobility transition.
[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:
☑ No

C8. Environmental performance - Forests

(8.1) Are there any exclusions from your disclosure of forests-related data?

	Exclusion from disclosure
Timber products	*Select from:* ☑ No
Rubber	*Select from:* ☑ No

[Fixed row]

(8.2) Provide a breakdown of your disclosure volume per commodity.

	Disclosure volume (metric tons)	Volume type	Sourced volume (metric tons)
Timber products	*8000*	*Select all that apply* ☑ Sourced	*8000*
Rubber	*20000*	*Select all that apply* ☑ Sourced	*20000*

[Fixed row]

(8.5) Provide details on the origins of your sourced volumes.

Timber products

(8.5.1) Country/area of origin

Select from:

☑ India

(8.5.2) First level administrative division

Select from:

☑ Unknown

(8.5.4) Volume sourced from country/area of origin (metric tons)

8000

(8.5.5) Source

Select all that apply

☑ Multiple contracted producers

(8.5.6) List of supplier production and primary processing sites: names and locations (optional)

List of Wooden Packaging material suppliers.pdf

(8.5.7) Please explain

TVS Motor Company's use of timber is minimal and primarily limited to secondary packaging materials rather than core manufacturing processes. All timber-based packaging materials are sourced domestically within India through third-party vendors, with no direct procurement from high-risk geographies linked to deforestation or land conversion. Suppliers are required to comply with local environmental regulations, forest protection laws, and responsible sourcing standards where applicable. Given the low volume and <1% revenue dependence on timber, TVSM currently has no direct exposure to deforestation-linked raw timber supply chains.

Rubber

(8.5.1) Country/area of origin

Select from:

☑ India

(8.5.2) First level administrative division

Select from:

☑ States/equivalent jurisdictions

(8.5.3) Specify the states or equivalent jurisdictions

Madurai, Tamil Nadu: The main manufacturing unit is located in Vellaripatti, Melur Taluk, Madurai, and is a large, automated facility with significant production capacity. Rudrapur, Uttarakhand: The other manufacturing site is located in the Integrated Industrial Estate, Sidcul, Pant Nagar.

(8.5.4) Volume sourced from country/area of origin (metric tons)

20000

(8.5.5) Source

Select all that apply

☑ Multiple contracted producers

(8.5.6) List of supplier production and primary processing sites: names and locations (optional)

List of Tyre suppliers.pdf

(8.5.7) Please explain

TVS Motor Company does not directly procure raw natural rubber; instead, it sources finished tyres from established third-party suppliers. The raw rubber sourcing occurs upstream in the suppliers' value chains, with procurement typically concentrated in India and Southeast Asia, regions with established tyre manufacturing industries. Given that rubber enters indirectly and TVSM has less than 1% revenue dependence on this commodity, the company's direct exposure to deforestation or land conversion risks linked to raw rubber production remains low. TVSM engages with tyre suppliers to ensure compliance with local environmental regulations and encourages alignment with responsible sourcing practices.
[Add row]

(8.7) Did your organization have a no-deforestation or no-conversion target, or any other targets for sustainable production/ sourcing of your disclosed commodities, active in the reporting year?

Timber products

(8.7.1) Active no-deforestation or no-conversion target

Select from:

☑ No, but we plan to have a no-deforestation or no-conversion target in the next two years

(8.7.3) Primary reason for not having an active no-deforestation or no-conversion target in the reporting year

Select from:

☑ Other, please specify :TVS Motor Company does not currently operate in or source directly from regions classified as high-risk for deforestation or ecosystem conversion. The company's supply chain is primarily concentrated in industrial zones and urbanized areas with limit

(8.7.4) Explain why you did not have an active no-deforestation or no-conversion target in the reporting year

TVS Motor Company does not directly procure raw timber or raw natural rubber; timber use is minimal (mainly secondary packaging), and rubber enters indirectly through finished tyres sourced from third-party suppliers. With less than 1% revenue dependence on either commodity and no direct land-use or forest footprint, TVSM has not set a company-level no-deforestation or no-conversion target. Instead, the company ensures all tier-1 suppliers comply with local environmental regulations and encourages alignment with deforestation-free sourcing practices. Future plans include engaging suppliers for traceability and sustainability disclosures as part of TVSM's broader ESG roadmap.

(8.7.5) Other active targets related to this commodity, including any which contribute to your no-deforestation or no-conversion target

Select from:

☑ No, but we plan to have other targets related to this commodity in the next two years

(8.7.6) Primary reason for not having other active targets in the reporting year

Select from:

☑ Other, please specify :TVS Motor Company has no active no-deforestation target for timber as it sources only finished tyres from suppliers, with <1% revenue dependence and no direct raw material procurement exposure.

(8.7.7) Explain why you did not have other active targets in the reporting year

TVS Motor Company has no active no-deforestation or no-conversion targets because timber use is minimal (limited to packaging) and rubber enters indirectly through finished tyre procurement from suppliers. With less than 1% revenue dependence on these commodities and no direct raw material sourcing, deforestation risks are of low materiality to TVSM's operations. However, the company ensures all tier-1 suppliers comply with local environmental regulations and plans to integrate deforestation-free sourcing expectations into supplier engagement as part of its sustainability roadmap.

Rubber

(8.7.1) Active no-deforestation or no-conversion target

Select from:

☑ No, but we plan to have a no-deforestation or no-conversion target in the next two years

(8.7.3) Primary reason for not having an active no-deforestation or no-conversion target in the reporting year

Select from:

☑ Other, please specify :TVS Motor Company does not currently operate in or source directly from regions classified as high-risk for deforestation or ecosystem conversion. The company's supply chain is primarily concentrated in industrial zones and urbanized areas with limit

(8.7.4) Explain why you did not have an active no-deforestation or no-conversion target in the reporting year

TVS Motor Company does not directly procure raw timber or raw natural rubber; timber use is minimal (mainly secondary packaging), and rubber enters indirectly through finished tyres sourced from third-party suppliers. With less than 5% revenue dependence on either commodity and no direct land-use or forest footprint, TVSM has not set a company-level no-deforestation or no-conversion target. Instead, the company ensures all tier-1 suppliers comply with local environmental regulations and encourages alignment with deforestation-free sourcing practices. Future plans include engaging suppliers for traceability and sustainability disclosures as part of TVSM's broader ESG roadmap.

(8.7.5) Other active targets related to this commodity, including any which contribute to your no-deforestation or no-conversion target

Select from:

☑ No, but we plan to have other targets related to this commodity in the next two years

(8.7.6) Primary reason for not having other active targets in the reporting year

Select from:

☑ Other, please specify :TVS Motor Company has no active no-deforestation target for rubber as it sources only finished tyres from suppliers, with <1% revenue dependence and no direct raw material procurement exposure.

(8.7.7) Explain why you did not have other active targets in the reporting year

TVS Motor Company has not established an active no-deforestation or no-conversion target for rubber because the company does not directly purchase raw natural rubber. Instead, it procures finished tyres from third-party suppliers, and raw rubber sourcing occurs upstream within the supplier value chain. With less than 1% revenue dependence on rubber as a commodity and no direct procurement exposure, deforestation risks related to rubber production are low materiality for TVSM's direct operations. The company's focus remains on ensuring tier-1 tyre suppliers comply with local environmental regulations and responsible sourcing practices, while planning to progressively integrate deforestation-free sourcing expectations and ESG disclosures into supplier engagement frameworks as part of its long-term sustainability roadmap.
[Fixed row]

(8.8) Indicate if your organization has a traceability system to determine the origins of your sourced volumes and provide details of the methods and tools used.

Timber products

(8.8.1) Traceability system

Select from:

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

(8.8.4) Primary reason your organization does not have a traceability system

Select from:

☑ Other, please specify :Less than 5% of the total procurement spend

(8.8.5) Explain why your organization does not have a traceability system

TVS Motor Company does not have a traceability system for timber because the company's use of timber is minimal (<1% revenue dependence) and limited mainly to secondary packaging materials sourced through domestic third-party vendors rather than direct procurement from forests or plantations. Given the low materiality and absence of direct sourcing from high-risk geographies, the company has no direct deforestation or land-conversion exposure in its operations

Rubber

(8.8.1) Traceability system

Select from:

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

(8.8.4) Primary reason your organization does not have a traceability system

Select from:

☑ Other, please specify :Less than 5% of the total procurement spend

(8.8.5) Explain why your organization does not have a traceability system

TVS Motor Company does not have a traceability system for rubber because the company does not directly procure raw natural rubber. Instead, it sources finished tyres from third-party suppliers, and raw rubber sourcing occurs upstream within the suppliers' value chains. With less than 1% revenue dependence on rubber and no direct sourcing from plantations or forests, TVSM has no direct deforestation or land-conversion exposure.
[Fixed row]

(8.9) Provide details of your organization's assessment of the deforestation-free (DF) or deforestation- and conversion-free (DCF) status of its disclosed commodities.

Timber products

(8.9.1) DF/DCF status assessed for this commodity

Select from:

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

(8.9.6) Is a proportion of your disclosure volume certified through a scheme not providing full DF/DCF assurance?

Select from:

☑ No

(8.9.7) Primary reason for not assessing DF/DCF status

Select from:

☑ Other, please specify :TVS Motor Company has not assessed rubber for DF/DCF status as it sources only finished tyres from third-party suppliers, with no direct raw material procurement or deforestation exposure.

(8.9.8) Explain why you have not assessed DF/DCF status

TVS Motor Company has not conducted an assessment for deforestation-free (DF) or deforestation- and conversion-free (DCF) status for timber because the company's timber use is minimal (<1% revenue dependence) and is limited primarily to secondary packaging materials sourced through domestic third-party vendors. TVSM does not procure raw timber directly from forests or plantations, and procurement volumes are low materiality with no direct exposure to high-risk geographies or deforestation-linked supply chains. Given this limited operational relevance, the company has prioritized broader water, energy, and emissions reduction goals while progressively integrating supplier sustainability expectations.

Rubber

(8.9.1) DF/DCF status assessed for this commodity

Select from:

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

(8.9.6) Is a proportion of your disclosure volume certified through a scheme not providing full DF/DCF assurance?

Select from:

☑ No

(8.9.7) Primary reason for not assessing DF/DCF status

Select from:

☑ Other, please specify :TVS Motor Company has not assessed rubber for DF/DCF status as it sources only finished tyres from third-party suppliers, with no direct raw material procurement or deforestation exposure.

(8.9.8) Explain why you have not assessed DF/DCF status

TVS Motor Company has not assessed rubber for deforestation-free (DF) or deforestation- and conversion-free (DCF) status because the company does not directly procure raw natural rubber. Instead, finished tyres are sourced from third-party suppliers, and raw rubber procurement occurs upstream in the suppliers' value chains. With less than 1% revenue dependence on rubber and no direct sourcing from plantations or forests, TVSM has no direct exposure to deforestation or land conversion risks linked to raw rubber production. Given this low materiality and indirect procurement structure, TVSM has prioritized other material ESG focus areas while planning to gradually integrate deforestation-free sourcing expectations into its supplier engagement frameworks
[Fixed row]

(8.10) Indicate whether you have monitored or estimated the deforestation and conversion of other natural ecosystems footprint for your disclosed commodities.

Timber products

(8.10.1) Monitoring or estimating your deforestation and conversion footprint

Select from:

☑ No, but we plan to monitor or estimate our deforestation and conversion footprint in the next two years

(8.10.2) Primary reason for not monitoring or estimating deforestation and conversion footprint

Select from:

☑ Other, please specify :TVS Motor Company has not monitored the deforestation or conversion footprint for timber due to minimal use limited to secondary packaging and no direct raw timber procurement, with <1% revenue dependence.

(8.10.3) Explain why you do not monitor or estimate your deforestation and conversion footprint

TVS Motor Company has not monitored or estimated the deforestation and conversion footprint for timber because the company's timber use is minimal (<1% revenue dependence) and limited to secondary packaging materials sourced through domestic third-party vendors. TVSM does not directly procure raw timber from forests or plantations, and procurement volumes are low materiality with no sourcing from high-risk geographies linked to deforestation or land-use change. Given the absence of direct procurement and low exposure, the company has prioritized its efforts on water, energy, emissions reduction, and waste management practices

Rubber

(8.10.1) Monitoring or estimating your deforestation and conversion footprint

Select from:

☑ No, but we plan to monitor or estimate our deforestation and conversion footprint in the next two years

(8.10.2) Primary reason for not monitoring or estimating deforestation and conversion footprint

Select from:

☑ Other, please specify :ChatGPT said: TVS Motor Company has not monitored deforestation or conversion footprints for timber or rubber due to minimal direct procurement exposure, as timber use is limited to packaging and rubber enters only via finished tyre suppliers with <

(8.10.3) Explain why you do not monitor or estimate your deforestation and conversion footprint

TVS Motor Company has not monitored or estimated the deforestation and conversion footprint for rubber because the company does not directly procure raw natural rubber; instead, it sources finished tyres from third-party suppliers. Raw rubber sourcing occurs upstream in the suppliers' value chains, with less than 1% revenue dependence and no direct procurement. Given this low materiality and indirect procurement structure, TVSM has focused on other material ESG priorities while ensuring supplier compliance with local environmental regulations.
[Fixed row]

(8.11) For volumes not assessed and determined as deforestation- and conversion-free (DCF), indicate if you have taken actions in the reporting year to increase production or sourcing of DCF volumes.

	Actions taken to increase production or sourcing of DCF volumes
Timber products	*Select from:* ☑ No, but we plan to within the next two years
Rubber	*Select from:* ☑ No, but we plan to within the next two years

[Fixed row]

(8.14) Indicate if you assess your own compliance and/or the compliance of your suppliers with forest regulations and/or mandatory standards, and provide details.

(8.14.1) Assess legal compliance with forest regulations

Select from:

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

(8.14.5) Please explain

TVS Motor Company plans to engage packaging suppliers within 2–3 years to align with forest regulations, integrate compliance checks, and adopt deforestation-free sourcing for timber-based materials.
[Fixed row]

(8.15) Do you engage in landscape (including jurisdictional) initiatives to progress shared sustainable land use goals?

(8.15.1) Engagement in landscape/jurisdictional initiatives

Select from:

☑ No, we do not engage in landscape/jurisdictional initiatives, but we plan to in the next two years

(8.15.2) Primary reason for not engaging in landscape/jurisdictional initiatives

Select from:

☑ Lack of knowledge or information on how to engage in landscape and/or jurisdictional initiatives

(8.15.3) Explain why your organization does not engage in landscape/jurisdictional initiatives

TVS Motor Company is planning to assess the feasibility for achieving deforestation-free (DF) and deforestation- and conversion-free (DCF) supply chains for timber, wood-based packaging materials, and related commodities. The company will ensure that its assessment covers both inbound packaging materials supplied for raw materials and components, as well as outbound packaging used for finished products and spare parts distributed to markets and dealers. Going forward, TVS Motor may adopt a risk-based assessment framework aligned with CDP Forests, FSC standards, SASB, and TNFD requirements. Based on the outcome, suppliers may be required to provide deforestation-free declarations, maintain chain-of-custody documentation, and seek third-party certifications such as FSC or PEFC where feasible. Supplier performance may be evaluated based on geography, sourcing practices, and deforestation/conversion risk, while traceability mapping will be expanded across both Tier-1 and Tier-2 suppliers.

[Fixed row]

(8.16) Do you participate in any other external activities to support the implementation of policies and commitments related to deforestation, ecosystem conversion, or human rights issues in commodity value chains?

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

(8.17) Is your organization supporting or implementing project(s) focused on ecosystem restoration and long-term protection?

Select from:
☑ No, but we plan to implement a project(s) within the next two years

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☑ No

(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:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Daily

(9.2.3) Method of measurement

TVSM tracks water withdrawals through a combination of Electro-magnetic flow meters & validated utility billing data across all manufacturing & other facilities. India: Monitored through electromagnetic flowmeters & recorded based on verified invoices from third-party suppliers. United Kingdom & Indonesia: Monitored through monthly water bills from external water suppliers

(9.2.4) Please explain

TVSM implements standardized water monitoring & measurement practices across all its operations, ensuring 100% coverage of facilities within the water reporting scope. This consistent approach enables accurate tracking, informed decision-making, & a holistic view of our water usage performance. Total water withdrawal figures during FY 2024-25 are as follows: India: In India operations, at TVS Motor Company we have recorded a total water withdrawal of 614.07 megalitres (ML). Indonesia: At PT TVS Motor Company, 24.25 ML of water was supplied by Third-Party. United Kingdom: In the United Kingdom, Norton Motorcycles operations received 0.48 ML of water from Third-Party. All measurements follow standard operating procedures aligned with ISO 14001:2015 Environmental Management

practices. Data is consolidated daily, reviewed during site-level reviews, & it undergoes internal audits & third-party assurance to ensure accuracy, traceability, & reliability before reporting.

Water withdrawals – volumes by source

(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

TVSM tracks water withdrawals through a combination of Electro-magnetic flow meters & validated utility billing data across all manufacturing & other facilities. India: Ground Water & Surface Water (Harvested Rainwater) is monitored through electromagnetic flowmeters. Third-Party Water: Water sourced from municipal or private suppliers is recorded based on verified invoices. United Kingdom & Indonesia: Third-Party Water is monitored through monthly water bills from external water suppliers.

(9.2.4) Please explain

TVSM continues to adopt water-efficient processes complemented by rainwater harvesting and recycling initiatives. At India operations, groundwater usage has remained consistent with the previous financial year, while surface water usage has increased by 53% (24.94 ML) which is harvested rainwater being used. TVSM has directed efforts to reduce dependence on groundwater by tapping into more renewable and replenishable sources such as surface water, aligning with sustainable water management practices. Total water withdrawal figures during FY 2024-25 are as follows: India:- Total water withdrawal of 614.07 megalitres (ML). Ground Water: 558.18 ML Surface Water: 24.94 ML (Harvested Rainwater) Third-Party Water: 30.94 ML Indonesia: For PT TVS Motor Company Indonesia, Third-Party Water: 24.25 ML. United Kingdom: Norton Motorcycles operations used Third-Party Water of 0.48 ML.

Water withdrawals quality

(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

In India, water quality is tested by qualitative & quantitative methods at in-house laboratories by trained chemists with calibrated instruments. In addition, samples are sent to NABL-accredited laboratories (National Accreditation Board for Testing & Calibration Laboratories) for analysis periodically. At Indonesia, water samples are analyzed through external accredited laboratories. In UK, the source of withdrawal is only from Third-Party suppliers, ensuring it meets standards.

(9.2.4) Please explain

In India, water quality is analyzed at well-established in-house laboratories at each site, staffed with qualified & trained chemists. Instruments such as pH meter, Conductivity meter, spectrophotometer, turbidity meters etc., are used, along with chemical analysis for parameters such as hardness, calcium etc., to monitor water quality. Internal analysis is being conducted following Operation Control Procedures (EHS OCPENVLAB). All water quality test records & certificates are maintained for reference. Water intended for human consumption meets IS 10500:2015 standards. In addition, water samples are analyzed by third-party NABL-accredited laboratories (Accreditation No TC-12996) ensuring meeting stringent water quality standards. At Indonesia, water samples are analyzed through external laboratories following SNI 8995:2021. At operations in UK, water is sourced from third-party suppliers, ensuring it meets regulatory standards. Hence, no additional water quality testing is performed.

Water discharges – total volumes

(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

In India, there is no discharge outside the premises. Effluent or Wastewater does not leave the boundary of the organization. Quantity of wastewater generation, treated, recycled are monitored through electro-magnetic flowmeters. At Indonesia, Surya Cipta Industrial Estate Management handles discharges and is monitored through invoices. In UK, discharges are managed through approved agencies (Severn Trent)

(9.2.4) Please explain

In India, there is no discharge outside the premises. Industrial wastewater is treated in advanced Zero Liquid Discharge (ZLD) facilities, with over 70% (169.15 ML) recycled and reused in production processes. Treated sewage is fully reused for gardening and landscaping within the premises. Quantity is monitored through electro-magnetic flowmeters. At Indonesia, wastewater discharges are handled by the Surya Cipta Industrial Estate Management, with volumes monitored and reported through monthly bills and invoices. In UK, wastewater is discharged to Severn Trent, one of the largest regulated water and sewerage company ensuring safe disposal and compliance with environmental standards

Water discharges – volumes by destination

(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

In India, there is no discharge outside the premises. Effluent or Wastewater does not leave the boundary of the organization. Quantity of wastewater generation, treated, recycled are monitored through electro-magnetic flowmeters. At Indonesia, Surya Cipta Industrial Estate Management handles discharges and is monitored through invoices. In UK, discharges are managed through approved agencies (Severn Trent)

(9.2.4) Please explain

In India, there is no discharge outside the premises. Industrial wastewater is treated in advanced Zero Liquid Discharge (ZLD) facilities, with over 70% (169.15 ML) recycled and reused in production processes. Treated sewage is fully reused for gardening and landscaping within the premises. Quantity is monitored through electro-magnetic flowmeters. At Indonesia, wastewater discharges are handled by the Surya Cipta Industrial Estate Management, with volumes monitored and reported through monthly bills and invoices. In UK, wastewater is discharged to Severn Trent, one of the largest regulated water and sewerage company ensuring safe disposal and compliance with environmental standards

Water discharges – volumes by treatment method

(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

In India, effluent or Wastewater does not leave the boundary of the organization. Quantity of wastewater is monitored through multiple electro-magnetic flowmeters installed at different stages of treatment viz., primary, secondary & tertiary stages. At Indonesia, after primary treatment wastewater is discharged to Surya Cipta Industrial Estate Management and is monitored through invoices. In UK, discharges are managed through approved agencies (Severn Trent)

(9.2.4) Please explain

In India, based on effluent quality characteristics, industrial wastewater is routed through appropriate treatment schemes (e.g., organic and inorganic streams). All effluent is processed through advanced Zero Liquid Discharge systems comprising Membrane Bio-Reactors (MBR), advanced Reverse Osmosis, and Multiple-Effect Evaporators, enabling reuse in production processes & utility requirements. Sewage is treated in on-site Sewage Treatment Plants, with the treated sewage reused for gardening & greenbelt development. Wastewater volumes are continuously monitored using electromagnetic flowmeters installed at all the stages of treatment. In Indonesia, wastewater is treated using primary (screening, sedimentation) processes before being discharged to Industrial Estate Management facilities. Quantity records are maintained, with volumes tracked through invoices. In UK, wastewater is discharged to Severn Trent, ensuring safe disposal

Water discharge quality – by standard effluent parameters

(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

In India, wastewater quality is tested by qualitative & quantitative methods at in-house laboratories by trained chemists with calibrated instruments. In addition, samples are sent to NABL-accredited laboratories (National Accreditation Board for Testing & Calibration Laboratories) for analysis periodically. At Indonesia, wastewater samples are analyzed through external accredited laboratories. In UK, wastewater quality is tested by Severn Trent agency ensuring it meets standards.

(9.2.4) Please explain

Quality of wastewater is monitored periodically. Parameters include pH, TSS, COD, BOD, TDS, turbidity, oil and grease, various heavy metals etc., Testing is conducted at in-house laboratories at each facility, staffed with trained chemists. Also, online monitoring systems are in place at treatment plants for continuous monitoring. The Instruments are calibrated as per relevant stringent standards periodically through external certified agencies. All test records and certificates are maintained for reference. Additionally, comprehensive analysis is conducted by third-party NABL-accredited laboratories ensuring compliance with stringent standards like IS 3025:2023, IS 1622:1981, SNI 8990:2021 etc.,

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

Effluent or sewage is not discharged to external water bodies. All wastewater is treated in in-house ETPs/STPs to meet or exceed regulatory standards and is fully reused within premises for processes such as gardening, toilet flushing, and production. In Indonesia & UK, wastewater treatment is handled by the regulated agencies ensuring safe disposal and compliance. As a result, there is no discharge of nitrates, phosphates, pesticides, or other priority substances to any external water bodies.

Water discharge quality – temperature

(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

Temperature monitoring is integral part of TVSMs water quality management, especially in manufacturing where water is used for cooling or heated in processes. Systems are designed to control and maintain temperatures within required limits at both inlet and outlet.

(9.2.4) Please explain

To prevent thermal pollution, processes are designed such that effluent is generated at ambient temperature prior to entering the effluent treatment plant (ETP). Both effluent and sewage treatment plants are equipped to optimize wastewater temperature before discharge. Wastewater quality, including temperature, is monitored daily through in-house laboratories and verified monthly by accredited external laboratories to ensure compliance with regulatory standards.

Water consumption – total volume

(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

TVSM measures water use through electro-magnetic flow meters at inlets/outlets in India, tracking consumption, recycling, and reuse for industrial, domestic, and cooling purposes. In Indonesia, volumes are based on third-party supply and estate-managed discharge data. In the UK, monthly supplier bills are used. This standardized methodology ensures accurate measurement across all sites.

(9.2.4) Please explain

Electro-Magnetic flow meters installed at various inlet and outlet points across TVSM's facilities within India operations enable accurate measurement of water consumption. These meters track the water consumed, volume of water recycled and reused within the operations for purposes such as industrial process, domestic applications and cooling purposes. In the case of the Indonesia, water consumption is determined based on the volume of water withdrawn from third-party sources and the corresponding discharge volumes managed by the Industrial Estate Management. whereas at our UK site, monthly water bills from external water suppliers serve as the primary measurement source. TVSM's methodology for measuring water consumption is established across its facilities in India, Indonesia & UK. Electromagnetic flowmeters are calibrated periodically through 3rd Parties and records of calibration are maintained.

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

TVSM tracks quantity of water recycled and reused with accurate methods. Electro Magnetic Flow meters connected to SCADA systems (Supervisory Control And Data Acquisition) are used for monitoring the amount of wastewater recycled and reused. Flow meters are calibrated periodically, with records maintained.

(9.2.4) Please explain

In India, TVSM has implemented advanced wastewater treatment & recycling systems across all facilities, equipped with Electro-Magnetic Flow Meters for precise measurement of treated & recycled volumes. This standardized approach ensures data accuracy & consistency. During FY 2024-25, a total of 479 ML of wastewater was recycled & reused within the premises for industrial and non-potable domestic purposes, achieving 70% recycling efficiency & reducing 21% of freshwater demand. About 16.2 ML of RO reject water was repurposed for industrial applications, reducing freshwater withdrawals by 5% at the Hosur site, which accounts for 50% of the total water demand of Indian operations. At Indonesia, wastewater discharges are handled by the Surya Cipta Industrial Estate Management, adhering to Ministry regulations (LHK No 16/2019) with volumes monitored through invoices. In UK, wastewater is discharged to Severn Trent, ensuring compliance as per Water Industry Act 1991

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

TVS Motor uses a standardized checklist across India, Indonesia, and the UK to monitor Water, Sanitation, and Hygiene (WASH) services. Drinking water quality is tested as per ISO 10500:2021; sanitation facilities undergo periodic inspection and maintenance aligned with SA 8000:2014 and The Factories Act,1948. Wastewater is tested periodically; canteens are ISO 22000:2018 certified. Additionally, audits ensure compliance and results feed into sustainability governance.

(9.2.4) Please explain

TVS Motor Company ensures consistent access to safe drinking water, sanitation, and hygiene (WASH) across operations, aligned with SA8000:2014 and local regulatory standards. In India, all sites provide IS 10500:2021–compliant water, verified through daily checks and testing by NABL-accredited labs. Gender-segregated restrooms, handwashing stations, and ISO 22000:2018–certified canteens uphold hygiene, while wastewater from WASH facilities is treated in on-site STPs and reused. In Indonesia, operations meet national health norms with filtered water, sanitation facilities, and centralized wastewater treatment via the Surya Cipta Industrial Estate Management system. In the UK, sites comply with HSE standards, supplying potable water and sanitation, with wastewater managed by regulated agencies such as Severn Trent. These systems undergo regular reviews, audits, and testing to ensure compliance and upkeep.
[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)

638.9

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Other, please specify :Adaptation of low water intensive process

(9.2.2.6) Please explain

In FY 2024-25, TVSM's total water withdrawal across all operations was 638 ML, representing a 3% increase compared to FY 2023-24. Within Indian operations, 4.7 million vehicles were produced, marking a 12% rise in production compared to previous year. Despite the higher output, water intensity improved significantly, decreasing from 0.17 to 0.14 kilolitres per vehicle- a 21% reduction. Our Indian operations have been certified as Net Water Positive (Water Ratio: Hosur Plant - 1.21, Mysuru Plant -1.24. Nalagarh Plant - 1.49) by the Confederation of Indian Industry (CII) as per CII GreenCo Water Neutrality Guidelines. This means we replenish more water to the environment than we withdraw. This status reflects years of systematic investment in conservation, harvesting, and reuse. Our internal water pricing mechanism further drives mindful usage and incentivize water conservation. In UK, withdrawals are entirely from third-party agency (Waterplus), serving office and domestic needs, with stable annual volumes and ongoing awareness programs to limit consumption. At Indonesia, withdrawals come from the Surya Cipta Industrial Estate, used for process & domestic applications, with efficiency measures keeping volumes steady. Forecast: Over the next five years, proactive measures, water conservation & efficiency improvements, rainwater harvesting expansion, alternate water usage and recycling, will offset growth-driven demand, ensuring withdrawals remain lower and reinforcing our position as a leader in water stewardship.

Total discharges

(9.2.2.1) Volume (megaliters/year)

12.6

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.2.6) Please explain

Wastewater is not discharged from Indian Operations. Wastewater is treated and recycled and used for process and non-potable domestic requirements within the premises. In Indonesia, a total of 12.60 ML of wastewater was discharged, all of which was treated by Surya Cipta Industrial Estate Management in compliance with Indonesia's national and provincial environmental regulations. Surya Cipta operates an advanced centralized wastewater treatment plant that ensures effluent is properly treated before safe discharge. Future outlook: TVS is targeting Net Water Positive status for global direct operations by 2030. These measures, combined with process optimization and innovative reuse strategies, are expected to significantly reduce water discharge intensity, ensuring responsible stewardship while supporting operational growth.

Total consumption

(9.2.2.1) Volume (megaliters/year)

807.48

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Other, please specify :Adaptation of low water intensive process

(9.2.2.6) Please explain

In FY 2024-25, TVSM's total water consumption across all operations was 807 ML, reflecting a 3.7% increase compared to FY 2023-24. In India, production reached 4.7 million vehicles—12% higher than the previous year. Despite this growth, water intensity improved significantly, declining from 0.17 to 0.14 kilolitres per vehicle, a 21% reduction. Indian operations have been certified as Net Water Positive by the Confederation of Indian Industry (CII) under the GreenCo Water Neutrality Guidelines, with water ratios of 1.21 at Hosur, 1.24 at Mysuru, and 1.49 at Nalagarh. This recognition demonstrates that we replenish more water than we withdraw, reflecting years of sustained investment in conservation, rainwater harvesting, recycling, and reuse. An internal water pricing mechanism further promotes mindful consumption and incentivizes conservation across facilities. At the UK operations, water use is limited to office and domestic needs, with annual volumes remaining stable alongside ongoing awareness programs to minimize consumption. In Indonesia, water is utilized for both process and domestic applications, where efficiency measures have kept usage steady. Looking ahead, over the next five years, TVSM will continue advancing water stewardship through conservation programs, rainwater harvesting expansion, alternative water sourcing, and enhanced recycling. These measures are expected to offset growth-related demand, keeping overall consumption lower while reinforcing our leadership in sustainable water management.

[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:

☑ No

(9.2.4.8) Identification tool

Select all that apply

☑ Other, please specify :At India- Central Ground Water Board's National Compilation on Dynamic Ground Water Resources of India 2024 report

(9.2.4.9) Please explain

According to the Central Ground Water Board (CGWB) Assessment, December 2024, TVS Motor Company's Indian facilities are not located in water-stressed areas. The Hosur region is classified as Semi-critical, where groundwater use is regulated but sustainable with conservation and recharge. TVSM has achieved Net Water Positive status at Hosur (Water Ratio: 1.21), with replenishment exceeding withdrawals, thereby mitigating local water stress. The Mysuru and Nalagarh regions are both classified as Safe, confirming no groundwater stress. These sites are also Net Water Positive certified, with ratios of 1.24 (Mysuru) and 1.49 (Nalagarh), further reinforcing sustainable water management. Overall, two of three Indian sites fall in Safe zones and the third, though Semi-critical, is neutralized through Net Water Positive certification. Continuous replenishment, conservation, and reuse practices ensure the company's operations remain resilient and sustainable.
[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)

24.94

(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:
☑ Other, please specify :This data is directly collected Rainwater used for Industrial processes.

(9.2.7.5) Please explain

In FY 2024–25, TVS Motor Company withdrew 24.94 ML of surface water through direct rainwater harvesting, compared to 16.32 ML in FY 2023–24, a 53% year-on-year increase. At the Hosur plant, rainwater accounted for 7% of total water demand. The withdrawal was entirely sourced from rainwater harvesting structures within the premises. Rainwater is strategically utilized across facilities to reduce reliance on groundwater and substitute freshwater withdrawals with this renewable source. This practice not only strengthens TVSM's Water Positive certification but also advances the company's Net Water Positive 2030 goal, ensuring long-term operational water resilience

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

At TVSM, water is not withdrawn from produced/entrained water. Therefore, this is not applicable to the company's operations

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

558.18

(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:

☑ Increase/decrease in efficiency

(9.2.7.5) Please explain

In FY 2024–25, TVS Motor Company withdrew 558.18 ML of groundwater compared to 562.54 ML in FY 2023–24, reflecting a 0.8% reduction despite a increase of 12% in production volumes. Groundwater is sourced only from replenishable aquifers through monitored borewells, with yield tests and water table monitoring ensuring sustainable withdrawals. Dependence on fresh groundwater is reduced via Zero Liquid Discharge (ZLD) systems enabling high recycling and reuse. 25 ML of rainwater collected and used at the Hosur facility, and community water initiatives by the Srinivasan Services Trust (SST)-Social wing of TVS Motor Company, including desilting ~270 tanks, building check dams, and creating rainwater harvesting structures to recharge aquifers.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

At TVSM, water is not withdrawn from non-renewable groundwater sources. Therefore, this is not applicable to the company's operations.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

At TVSM, water is not withdrawn from produced/entrained water. Therefore, this is not applicable to the company's operations

Third party sources

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

55.78

(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 efficiency

(9.2.7.5) Please explain

In FY 2024–25, TVS Motor Company sourced 55.78 ML of water from municipal and third-party suppliers, compared to 41.16 ML in FY 2023–24, reflecting efficient resource use while ensuring full compliance with local authority regulations through valid approvals, invoices, and contracts. In India, water is obtained from municipalities and third-party tanker suppliers under a sustainable management framework; in Indonesia, supply is provided by Surya Cipta Industrial Estate Management; and in the UK, all water is procured through Waterplus. The increase in municipal and third-party water sourcing corresponds with expanded operational requirements from higher production throughput, demonstrating the company's ability to responsibly manage resources while meeting customer demand. [Fixed row]

(9.2.8) Provide total water discharge data by destination.

Fresh surface water

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

TVS Motor does not discharge water to Fresh Water destinations.

Brackish surface water/seawater

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

TVS Motor does not discharge water to Brackish surface water/seawater

Groundwater

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

TVS Motor does not discharge water to groundwater

Third-party destinations

(9.2.8.1) Relevance

Select from:

☑ Relevant

(9.2.8.2) Volume (megaliters/year)

12.6

(9.2.8.3) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.8.5) Please explain

In Indonesia, a total of 12.60 ML of wastewater was discharged, fully treated by Surya Cipta Industrial Estate Management in accordance with national and provincial environmental regulations. The estate operates an advanced centralized wastewater treatment facility that ensures effluent is treated and meets local regulatory requirements. The increase in wastewater discharge is primarily due to increase in production volumes by 19% when compared to previous financial year.

[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:
☑ Not relevant

(9.2.9.6) Please explain

There is no discharge of Wastewater after Tertiary treatment.

Secondary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

There is no discharge of Wastewater after Secondary treatment.

Primary treatment only

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

There is no discharge of Wastewater after Primary treatment.

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

No discharge to natural environment

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

No discharge to third party without treatment

Other

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Relevant

(9.2.9.2) Volume (megaliters/year)

12.6

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 11-20

(9.2.9.6) Please explain

In India, wastewater is treated in advanced Zero Liquid Discharge (ZLD) facilities, with over 70% recycling efficiency. Treated sewage is fully reused for gardening and landscaping within the premises. In UK, wastewater is discharged to Severn Trent, ensuring compliance as per Water Industry Act 1991. In Indonesia, wastewater is discharged and fully treated by Surya Cipta Industrial Estate Management in accordance with national and provincial environmental regulations. The estate operates an advanced centralized wastewater treatment facility that ensures effluent is treated and meets local regulatory requirements.
[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:

☑ No, we have assessed this value chain stage but did not identify any facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.4) Please explain

TVS Motor has assessed its direct operations and did not identify any facilities with substantive water-related dependencies, impacts, risks, or opportunities. None of the facilities are located in water-stressed regions, ensuring reliable availability. Continuous focus on efficiency, recycling, and rainwater harvesting further strengthens resilience and supports the Net Water Positive commitment.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have assessed this value chain stage but did not identify any facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.4) Please explain

TVS Motor has assessed its upstream value chain and did not identify any facilities with substantive water-related dependencies, impacts, risks, or opportunities. Most value chain partners are located in and around TVS Motor's manufacturing locations, which are not in water-stressed regions. Using the My Sustainability Index (MSI) tool, TVS Motor evaluated suppliers across all regions of India, covering 75% of spend, 98 unique suppliers, and 112 locations. The results confirmed no significant water-related risks that could impact business operations. Engagement continues to focus on promoting efficient and sustainable water management practices across the value chain.
[Fixed row]

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

(9.5.1) Revenue (currency)

409164400000

(9.5.2) Total water withdrawal efficiency

640420097.04

(9.5.3) Anticipated forward trend

By FY 2030 (8% revenue CAGR), if efficiency improves only ~1%/yr, total water-withdrawal efficiency rises from ₹638.9/m³ to ~₹671.5/m³, but absolute withdrawal increases from 640.42 million m³ to ~895.32 million m³ (+39.8%, +254.90 million m³).

[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances
	Select from: ☑ Yes

[Fixed row]

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

☑ Candidate List of Substances of Very High Concern for Authorisation above 0.1% by weight (EU Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

☑ Less than 10%

(9.13.1.3) Please explain

TVS Motor Company actively monitors, tracks, and controls the presence of hazardous substances in its products through the International Material Data System (IMDS). In line with European Union requirements, all TVS Motor models sold in the EU market comply with REACH and RoHS directives and are free from

hazardous substances. For FY 2024–25, revenue associated with products sold in the EU market — where REACH and RoHS apply — is less than 1% of total revenue, amounting to approximately ₹217 crore. This demonstrates TVS Motor's commitment to protecting human health and the environment, while ensuring compliance and advancing toward a sustainable product portfolio.
[Add 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:

☑ Other, please specify :In use phase of vehicles, water washing is done by customers

(9.14.4) Please explain

In FY 2024-25, TVS Motor Company sold 4.7 million vehicles, each requiring ~100 liters per wash for conventional washing—posing high demand in water-stressed urban areas. To address this, TVS promotes dry wash practices across dealers, saving ~90–95 liters per vehicle. In the last year, 150 dealers adopted dry wash, saving ~1.3 lakh KL of water—equal to the annual drinking water needs of 65,000 people. TVSM has set a goal to achieve net positive status across value chain partners by 2040 and launched a Water Ambassador Program to create 'Water Sustainability Champions' who build awareness and drive conservation practices. These initiatives strengthen TVS's commitment to resource efficiency, urban water security, and sustainable mobility.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:

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

(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:

☑ We are planning to introduce a target within the next two years

(9.15.3.2) Please explain

TVS Motor Company has established internal water-related targets, though not yet formalized as external public commitments. We have already achieved water positive operations in India and continue to drive year-on-year improvements in efficiency, targeting progressive annual reduction in water intensity per vehicle produced. By 2030, we aim to significantly reduce our dependency on groundwater while improving specific water consumption across all operations. To further strengthen our strategy, a detailed water conservation and optimization study is planned for the year 2025–26 to identify site-specific conservation opportunities and replenishment potential in and around our operational areas. Our long-term vision is to sustain water positive operations in India, extend this achievement to our overseas plants in Indonesia and the UK by 2030, and ultimately expand the commitment across our entire value chain by 2040. These initiatives reflect a phased, science-based approach to water stewardship and resilience, aligning with global best practices and stakeholder expectations.
[Fixed row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ Yes

(10.1.2) Target type and metric

Plastic packaging

☑ Eliminate problematic and unnecessary plastic packaging

☑ Reduce the total weight of virgin content in plastic packaging

☑ Increase the proportion of post-consumer recycled content in plastic packaging

☑ Increase the proportion of plastic packaging that is reusable

Plastic goods/products

☑ Increase the proportion of post-consumer recycled content in plastic goods/products

Extended Producer Responsibility (EPR)

☑ Ensure compliance with EPR policies and schemes

☑ Other Extended Producer Responsibility target, please specify :30% Usage of Post-Consumer Recycled content in Rigid Plastic Packaging and 10% Usage of Post-Consumer Recycled content in Flexible Plastic Packaging

(10.1.3) Please explain

TVS Motor Company has established internal plastics-related targets to reduce reliance on virgin fossil-based plastics, embed circularity, and ensure compliance with Extended Producer Responsibility (EPR) regulations. The strategy covers both product plastics and packaging, with measurable outcomes set through FY 2025–26. Product Plastics Material recyclability: ~80% of plastic use in vehicles comprises polypropylene (PP) and acrylonitrile butadiene styrene (ABS), both 100% recyclable

and verified as free from hazardous substances via the International Material Data System (IMDS). Recycled content: In FY 2024–25, plastics contained up to 10% (~70 tonnes) pre-consumer recycled PP and 5% (~20 tonnes) recycled ABS; one component achieved 30% (~35 tonnes) recycled content. By FY 2025–26, the company targets up to 20% (~50 tonnes) recycled PP in one vehicle model. Bio-based materials: Introduction of bio-based polycarbonate parts in a super-premium model and jute-based components to replace fossil-based polymers. Paint-free plastics: Transition to pigmented plastics to reduce emissions and waste. Plastic Packaging Problematic plastics: 100% elimination of PVC shrink sleeves (~4 tonnes annually) in the reporting year. Virgin content reduction: Targeting a 3% (~3 tonnes) reduction in packaging weight by FY 2025–26 through light-weighting and redesign. PCR content usage: By FY 2025–26, achieve 30% (~200 tonnes) PCR content in rigid plastic containers and 10% (~40 tonnes) in flexible packaging, in line with Indian EPR mandates. Reusability: During FY 2024–25, ~4 tonnes of recovered plastic foam from warranty returns were reused in new battery packs; reuse initiatives will be expanded across consignments. Sustainable alternatives: Adoption of compostable packaging for select parts; transition from printed labels to laser marking; shift to FSC-certified corrugated boxes with 100% recycled fibre; and replacement of BOPP tapes with paper-reinforced water-activated tapes. Trials conducted during the reporting year included substituting HDPE with compostable pouches and redesigning laminate pouches with recyclable BOPP+PE structures. These commitments demonstrate that TVS Motor Company is embedding circularity into product and packaging design across domestic and export markets. By aligning with global sustainability principles and India's evolving EPR framework, the company is advancing towards measurable outcomes by FY 2025–26 while strengthening long-term resilience.
[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in the production or commercialisation of plastic polymers. In the previous disclosure cycle, Sundaram Auto Components Limited (SACL) a key plastics component supplier and formerly a wholly owned subsidiary of TVS Motor Company was included within the reporting boundary. However, following its demerger in FY 2025–26 (effective February 2026), SACL is no longer part of the company's operational and reporting scope. Public link on demerger: Refer to page no 343 https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=028dbc7f-4e01-447b-b709-54c73667469f

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in the production or commercialisation of plastic polymers. In the previous disclosure cycle, Sundaram Auto Components Limited (SACL) a key plastics component supplier and formerly a wholly owned subsidiary of TVS Motor Company was included within the reporting boundary. However, following its demerger in FY 2025–26 (effective February 2026), SACL is no longer part of the company's operational and reporting scope. Public link on demerger: Refer to page no 343 https://www.tvsmotor.com/api/InvestorDownloadData?ItemId=028dbc7f-4e01-447b-b709-54c73667469f

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

TVS Motor Company Limited integrates durable plastics into vehicle design with a focus on recyclability, circularity, and substitution with sustainable alternatives. 1) Material recyclability: Maintain approximately 80% (approximately 25,000 Tonnes) of plastic usage in vehicles as polypropylene (PP) and acrylonitrile butadiene styrene (ABS), both 100% recyclable and free from hazardous substance verified through the International Material Data System (IMDS). 2) Usage of Recycled content: During the reporting year, plastic components used in the vehicle contains up to 10% (approximately 70 Tonnes) pre-consumer recycled content in Polypropylene and up to 5% (approximately 20 Tonnes) pre-consumer recycled content in acrylonitrile butadiene styrene (ABS) components. One of the part in one model contains 30% (approximately 35 Tonnes) of pre-consumer recycled content. 3) Biobased materials: Deploy biobased polycarbonate parts in a super-premium vehicle and jute-based components to replace fossil-based polymers. 4) Paint-free plastics: Transition from painted plastic component to pigmented plastics to reduce presence of hazardous substance in plastic component, emissions and waste.

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in Production/commercialization of plastic packaging.

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

TVS Motor Company Limited manufactures two and three-wheelers and associated components, which are packaged using plastics to ensure product safety and logistics efficiency. Recognizing the environmental footprint, the company has embedded sustainable packaging initiatives into its strategy, focusing on eliminating problematic plastics, reducing virgin content, increasing recycled content, and enhancing reusability. During the reporting year, the company has redesigned primary packaging and eliminated 100% PVC shrink wrapping which is equivalent upto 4 tonnes annually. The company also reduced laminate pouch thickness by 14% (approximately 8 Tonnes), lowering virgin plastic demand, and has targeted a further 3% reduction (approximately 3 Tonnes) in overall plastic weight by 2025–26. Other initiatives carried out during the reporting year, the company has eliminated label footprint by adapting to laser print. In parallel, 4 tonnes of plastic foam from warranty parts shipments is recovered and reused in new consignments of battery packs by closing material loops. Some of the trials carried out in the reporting year include substituting HDPE with compostable pouches, laminate pouches with BOPP+PE recyclable structures, Transition to paper-reinforced water-activated tape in place of BOPP tapes. For the year 2025-26, to support circularity TVSM is integrating post-consumer recycled materials by 10% (approximately 40 Tonnes) PCR content into packaging materials and 30% (approximately 200 Tonnes) in HDPE containers and adoption of compostable packaging for selected parts to eliminate fossil-based plastic content. The company ensures compliance with Extended Producer Responsibility (EPR) regulations by partnering with authorized Producer Responsibility Organizations (PROs) for collection and recycling of post-consumer plastic waste, reinforcing its commitment to sustainable plastics management.

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in Provision/commercialization of services that use plastic packaging.

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in provision of waste management and/or water management services.

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company Limited does not engage in the provision of financial products and/or services for plastics-related activities.

Other activities not specified

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

TVS Motor Company is engaged in the manufacture of durable plastic goods and in the use of plastics primarily for packaging, spare parts, and accessories associated with its products. The company does not operate in sectors such as short-lived consumer plastics, single-use plastics manufacturing, or other categories listed under Q10.2. Therefore, these activities are outside the scope of TVSM's operations.
[Fixed row]

(10.4) Provide the total weight of plastic durable goods and durable components produced, sold and/or used, and indicate the raw material content.

Durable goods and durable components used

(10.4.1) Total weight during the reporting year (Metric tons)

33205

(10.4.2) Raw material content percentages available to report

Select all that apply

☑ % virgin fossil-based content

☑ % virgin renewable content

(10.4.3) % virgin fossil-based content

99.5

(10.4.4) % virgin renewable content

0.5

(10.4.7) Please explain

During the reporting year, TVS Motor consumed approximately 33,205 MT of durable plastic goods and components, integrating them with a focus on recyclability, circularity, and sustainable alternatives. 1) Material Recyclability: Approximately 80% (about 25,000 MT) of plastics are polypropylene (PP) and acrylonitrile butadiene styrene (ABS), both 100% recyclable and free from hazardous substances as verified through IMDS. 2) Recycled Content: Currently, plastics include up to 10% PIR in PP (approximately 70 MT), 5% PIR in ABS (approximately 20 MT), and one part in a model with 30% PIR (approximately 35 MT). By FY 2025–26, up to 20% PIR/PCR (approximately 50 MT) in PP is planned for one model. 3) Biobased Materials: Biobased polycarbonate parts are deployed in a super-premium vehicle, alongside jute-based components to replace fossil-based polymers. 4) Paint-free Plastics: Painted plastics are being transitioned to pigmented alternatives, reducing emissions and waste.
[Fixed row]

(10.5) Provide the total weight of plastic packaging sold and/or used and indicate the raw material content.

Plastic packaging used

(10.5.1) Total weight during the reporting year (Metric tons)

4472

(10.5.2) Raw material content percentages available to report

Select all that apply

☑ % virgin fossil-based content

(10.5.3) % virgin fossil-based content

100

(10.5.7) Please explain

During the reporting year, TVS Motor Company used approximately 4,472 MT of plastic packaging across domestic and international markets for product protection and logistics efficiency. To enhance circularity, we implemented: major use of mono-material PE/PP with multilayer laminates replaced by recyclable formats and PVC shrink sleeves phased out; up to 30% PCR-HDPE (approximately 7.2 MT) in select pouches, 10% PCR (approximately 0.5 MT) in genuine parts pouches, compostable pouches introduced, and internal scrap reprocessed into granules; packaging weight reduced through redesign, BOPP tape replaced with paper tape, FSC-certified corrugated boxes with 100% recycled fiber adopted, and laser printing replacing labels; approximately 1,155 MT (26%) of post-consumer plastic collected via PROs; data based on procurement and design records, aligned with India's EPR rules, with exclusions minimal and limited to negligible ancillary packaging.
[Fixed row]

(10.5.1) Indicate the circularity potential of the plastic packaging you sold and/or used.

Plastic packaging used

(10.5.1.1) Percentages available to report for circularity potential

Select all that apply

☑ % reusable

☑ % technically recyclable

☑ % recyclable in practice and at scale

(10.5.1.2) % of plastic packaging that is reusable

100

(10.5.1.3) % of plastic packaging that is technically recyclable

100

(10.5.1.4) % of plastic packaging that is recyclable in practice at scale

24

(10.5.1.5) Please explain

During the reporting year, TVS Motor Company used approximately 4,472 MT of plastic packaging across domestic and international markets to ensure product protection, integrity, and logistics efficiency. To advance circularity and recyclability at scale: 1) Recyclability: majority of packaging is mono-material PE/PP, widely recyclable; multi-layer laminates replaced with recyclable formats; PVC shrink sleeves eliminated. 2) Circular Integration: up to 30% PCR-HDPE (approximately 7.2 MT) in select pouches, 10% PCR (approximately 0.5 MT) in genuine parts pouches, compostable pouches introduced, and in-house scrap recycled into granules. 3) Optimization: weight reduced through redesign, BOPP tape replaced with paper tape, FSC-certified corrugated boxes with 100% recycled fiber, and laser printing replacing labels. 4) Assessment & Verification: aligned with India's EPR rules, approximately 1,155 MT(equivalent to26%) collected through PROs; data from procurement and packaging design records.
[Fixed row]

(10.6) Provide the total weight of waste generated by the plastic you produce, commercialize, use and/or process and indicate the end-of-life management pathways.

Usage of plastic

(10.6.1) Total weight of waste generated during the reporting year (Metric tons)

0

(10.6.2) End-of-life management pathways available to report

Select all that apply

☑ Preparation for reuse

☑ Recycling

(10.6.3) % prepared for reuse

20

(10.6.4) % recycling

80

(10.6.12) Please explain

TVS Motor Company addresses plastics at end-of-life through structured mechanisms. No plastic waste is generated from our plants at present, and plastics from vehicles are not yet captured as our Registered Vehicle Scrapping Facility (RVSF) is under commissioning and expected to be operational by FY 2025–26. Once commissioned, plastics recovered at RVSF will be channeled for reuse and recycling through authorised recyclers under India's Vehicle Scrappage Policy. In parallel, we collaborate with suppliers to explore sustainable material substitution and ensure responsible lifecycle management of plastics. Sundaram Auto Components Limited (SACL), a key plastics supplier formerly within the reporting boundary, is excluded post demerger in FY 2025–26; similarly, plastics in vehicles sold outside India are excluded as their end-of-life is governed by respective country frameworks.
[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

☑ Law & policy

☑ Species management

☑ Education & awareness

☑ Land/water protection

☑ Land/water management

☑ Livelihood, economic & other incentives

[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?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ State and benefit indicators

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
		☑ Pressure indicators ☑ Response indicators

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

Legally protected areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

No Activities located in Legally Protected Areas

UNESCO World Heritage sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

No Activities located in or near UNESCO World Heritage sites

UNESCO Man and the Biosphere Reserves

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:
☑ No

(11.4.2) Comment

No Activities located in/near UNESCO Man and the Biosphere Reserves

Ramsar sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:
☑ No

(11.4.2) Comment

No Activities located in/near Ramsar sites

Key Biodiversity Areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:
☑ No

(11.4.2) Comment

No Activities located in/near Key Biodiversity Areas

Other areas important for biodiversity

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Yes

(11.4.2) Comment

The commitment of TVS Motor Company to biodiversity conservation is deeply rooted in its culture, with nature conservation integrated across all operations. Across its Indian sites, TVSM has documented over 900 species of flora and 1,046 species of fauna, while at its Indonesia Karawang plant, surveys recorded 59 floral species and 119 faunal species in the core zone. These results underscore the company's long-standing dedication to ecological stewardship. A flagship example is the Hosur site, proposed as an Other Effective area-based Conservation Measures (OECM) site. OECMs are areas outside designated protected zones that are governed and managed to ensure enduring biodiversity conservation, complementing India's network of formal protected areas. The Hosur site is a man-made forest developed through over three decades of afforestation and ecosystem restoration, creating a mosaic of diverse forests and habitats that now support native species, migratory birds, and endangered fauna. This effort reflects TVSM's integration of nature-based solutions to enhance ecosystem services and resilience. In India, OECM recognition is overseen by the National Biodiversity Authority (NBA) and the United Nations Development Programme (UNDP), which assess biodiversity significance, management effectiveness, and conservation outcomes. Certification requires evidence of positive trends in biodiversity, including species growth and effective monitoring. TVSM's Hosur site demonstrates these results, strengthening its role as a corporate model for biodiversity conservation.
[Fixed row]

(11.4.1) Provide details of your organization's activities in the reporting year located in or near to areas important for biodiversity.

Row 1

(11.4.1.2) Types of area important for biodiversity

Select all that apply

☑ Other areas important for biodiversity

(11.4.1.4) Country/area

Select from:

☑ India

(11.4.1.5) Name of the area important for biodiversity

TVS Motor Company Nature Conservation Reserve, Hosur, Tamil Nadu

(11.4.1.6) Proximity

Select from:

☑ Up to 10 km

(11.4.1.8) Briefly describe your organization’s activities in the reporting year located in or near to the selected area

At its potential OECM site in Hosur, TVS Motor Company has demonstrated measurable outcomes in biodiversity conservation and ecosystem management during FY 2024–25. The site supports the conservation and improved health of five distinct forest types—grassland, tropical dry evergreen, moist mixed deciduous, dry deciduous, and dry forest—contributing to ecosystem diversity. This thriving habitat now harbors over 900 species of flora and fauna, strengthened through ongoing programs such as Farming for Wildlife (cultivation of millets and maize to attract seed-eating birds), the systematic removal of invasive species like Prosopis juliflora and Lantana camara since 2007, and the installation of artificial nests to promote bird breeding. During the year, 1,200 new saplings were planted to further enhance green cover. 292 employees were trained and engaged under the Biodiversity Ambassador Program, building organizational capacity in ecological stewardship. The site also delivered significant water and climate co-benefits, with 175,848 KL of water conserved through rainwater harvesting (24,943 KL) and recycling of treated sewage water (150,905 KL)—equivalent to the annual water needs of nearly 2,000 households. Climate action was reinforced, with ~97% of total power consumption met through renewable sources. By integrating these conservation and resource management efforts, the Hosur site exemplifies TVS Motor Company’s commitment to biodiversity and ecosystem health. All initiatives are aligned with the Kunming–Montreal Global Biodiversity Framework, directly contributing to the 30x30 target and the company’s long-term ambition of achieving net zero biodiversity loss.

(11.4.1.9) Indicate whether any of your organization’s activities located in or near to the selected area could negatively affect biodiversity

Select from:

☑ No

(11.4.1.11) Explain how your organization’s activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

While industrial activity has the potential to create negative impacts on biodiversity through land use change, water consumption, or habitat disturbance, TVS Motor Company’s approach at its potential OECM site in Hosur demonstrates the opposite outcome. The site today sustains five distinct forest types and supports over 900 species of flora and fauna, reflecting a thriving ecosystem. Proactive measures—including the systematic removal of invasive species, the Farming for Wildlife program, the creation of ponds and streams to support aquatic life, and the installation of artificial nests—have enhanced habitat quality. In FY 2024–25, the company planted 1,200 saplings and trained 292 employees as Biodiversity Ambassadors, strengthening stewardship capacity. With 175,848 KL of water conserved and ~97% of power sourced from renewables, the site delivers significant co-benefits. These results illustrate how TVS Motor Company has moved from potential negative impacts to measurable net positive contributions, aligned with the Kunming–Montreal Global Biodiversity Framework and India’s 30x30 target.
[Add 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

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

☑ Identification of priority locations

☑ Identification, assessment, and management processes

☑ All data points in module 2

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Assurance Criteria Bureau Veritas conducted the assurance work in accordance with requirements of 'Limited Assurance' procedures as per the following standard: International Standard on Assurance Engagements (ISAE) 3000 (revised) for 'Assurance Engagements other than Audits or Reviews of Historical Financial Information'. International Standard on Assurance Engagements (ISAE) 3410 for 'Assurance Engagements on Greenhouse Gas Statement. The criteria in which the GHG Statement was compared against were: • World Business Council for Sustainable Development (WBCSD) "GHG Protocol" • CDP Climate Change Reporting Guidance Level of Assurance A limited level assurance engagement comprises of limited depth of evidence gathering including inquiry and analytical procedures and limited sampling as per professional judgement of assurance provider. A materiality threshold level of 10% was applied. Assessment of compliance and materiality was undertaken against the stated calculation methodology and criteria.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

TVS Motor CDP Climate change and Water.pdf
[Add 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]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:
☑ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute