

## INDIA'S MOST POPULAR CAR BRAND RANKED AMONG GLOBAL 'LAGGARDS' IN EV REPORT

**There are big improvements in technology performance and visions, but room to expand on ZEV models offered**

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**May 30, 2024, New Delhi:** Today, the International Council on Clean Transportation (ICCT) released its annual assessment of automakers' progress transitioning to zero-emission vehicles (ZEVs). The transition continues to accelerate, reflected in growing sales, improved technology performance, and more ambitious visions.

Indian carmakers Tata Motors that featured quite low in the 2022 GAR have moved up the ladder, though they continue to be laggards. This reflects how India is adopting EVs faster than expected yet unable to match steps with the global peers. In the period, Tata Motors increased its ZEV target ambition and ZEV investment and made substantial technology improvements (e.g., in energy consumption and driving range).

The ICCT analyzed 21 of the world's largest light-duty vehicle automakers by volume across 10 custom designed metrics in three categories. Together, these metrics reflect the readiness to produce fully ZEV vehicles on a timeline swift enough to keep up with the global transition.

As per ICCT's analysis, from 2022 to 2023, the numerical scores of seven automakers increased, 12 decreased, and one stayed the same. Overall, the global ZEV market advanced substantially in 2023 with growing sales, improved technology performance, and more ambitious visions.

"Our goal with this report was to provide a data-driven, transparent analysis of automakers' progress toward decarbonisation in their plans and actions. While most global automakers are making progress in the transition to zero-emission vehicles in different aspects, more work could definitely be done," said **Amit Bhatt, India Managing Director, ICCT**.

Globally, most automakers improved across six of these key metrics: ZEV-equivalent sales share, energy consumption, driving range, ZEV target, ZEV investment, and executive compensation tied to ZEV development. Other key takeaways include:

- **Tesla and BYD were still leading the pack in 2023.** However, to maintain that edge as the EV market matures, BYD will need to shift away from PHEV sales which are currently at 48%, and both OEMs will need to expand their class coverage
- **Mercedes-Benz, SAIC, and Chang'an are the most improved manufacturers in the rating compared with 2022.** Mercedes-Benz is one of the most improved in decarbonizing its supply chain with increased use of renewable energy and deployment of



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- battery recycling and repurposing. The other was Chang'an, which announced new battery recycling and reuse efforts. SAIC has the largest growth in its ZEV sales share
- **Automakers based in Japan and India are still at the bottom of our rating, but Tata Motors is a rising star.** Tata Motors increased its ZEV target ambition and investment, along with significant technology improvements.

**Zifei Yang, report author and Global Passenger Vehicle Program Lead at the ICCT** said, “To be competitive into the future, OEMs will need to expand their ZEV models on offer to help boost their ZEV sales share while improving ZEV technology performance.”

ICCT modeling indicates that nearly 100% of new light-duty vehicles sold in leading markets in 2035 must have zero tailpipe emissions to put the transportation sector on a trajectory aligned with the goal of limiting global warming to below 2 °C, as defined in the Paris Climate Agreement. “Automakers that are slow to invest in the advanced technologies that regulations are designed to promote may soon find themselves outpaced by competitors who more wisely bet on the future,” says **Stephanie Searle, ICCT’s Chief Program Officer**.

### Publication details

**Title:** The Global Automaker Rating 2023 - Who is leading the transition to EVs?

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### About the International Council on Clean Transportation

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