

# Independent Assurance Statement

## Introduction

DNV Business Assurance India Private Limited ('DNV') has been commissioned by the Management of Tata Motors Limited ('Tata Motors or 'the Company', Corporate Identity Number (CIN) L28920MH1945PLC004520) to undertake an independent assurance of the Tata Motors' sustainability disclosures in its Integrated Annual Report 2021-22 in its printed and web format ('the Report') for the reporting period 1st April 2021 - 31st March 2022.

The Report has been prepared by Tata Motors based on the Guiding Principles and Content Elements of the International <IR> Framework (the '<IR> Framework') of the International Integrated Reporting Council ('IIRC'), Global Reporting Initiative (GRI) Standards 2016, and United Nations Sustainable Development Goals (UN SDGs).

The intended user of this assurance statement is the Management of Tata Motors ('the Management'). Our assurance engagement was planned and carried out during May 2022 - June 2022, and we performed a limited level of assurance based on our assurance methodology VeriSustain<sup>TM</sup> which is based on the principles of various assurance standards including International Standard on Assurance Engagements 3000 (ISAE 3000) Revised.

## Responsibilities of the Management of Tata Motors and of the Assurance Provider

The Management of the Company has the sole responsibility for preparation of the Report and are responsible for all information disclosed in the Report as well as the processes for collecting, analyzing and reporting the information presented in the Report. Tata Motors is also responsible for ensuring the maintenance and integrity of its website and any referenced disclosures on sustainability performance. Further, the Management of Tata Motors have reviewed and confirmed that the Report is in accordance with criteria stated in the <IR> Framework and GRI Standards: Core option. In performing this assurance work, DNV's responsibility is to the Management of the Company; however, this statement represents our independent opinion and is intended to inform the outcome of the assurance to the stakeholders of Tata Motors.

We provided a range of other services pertaining to assurance and audit to the Company which in our opinion, does not constitute a conflict of interest with this assurance work. Our assurance engagements are based on the assumption that the data and information provided by the Company to us as part of our review have been provided in good faith and are free from misstatements.

## Scope, Boundary and Limitations

The reporting scope and boundary encompasses environmental, social and governance performance of Tata Motors Limited's operations in India (that is, nine operational sites at Chikhali, Chinchwad, Dharwad, Jamshedpur, Lucknow, Maval, Pantnagar, Pimpri and Sanand) as brought out in the section 'About the Report' and GRI Content index of the Report for the activities undertaken by the Company during the reporting period 1<sup>st</sup> April 2021 - 31<sup>st</sup> March 2022, that is, the scope of work includes the assurance of the following material non-financial performance/key performance indicators (KPIs) disclosed in the Report:

- GRI 301: Materials 2016 - 301-3;
- GRI 302: Energy 2016 - 302-1, 302-2, 302-3, 302-4, 302-5;
- GRI 303: Water and Effluents 2018 - 303-1, 303-2, 303-3, 303-4, 303-5;
- GRI 305: Emissions 2016 - 305-1, 305-2, 305-3, 305-4, 305-5, 305-6, 305-7;
- GRI 306: Waste 2020 - 306-2, 306-3, 306-4;
- GRI 307: Environmental Compliance 2016 - 307-1;
- GRI 401: Employment 2016 - 401-1, 401-2;
- GRI 402: Labor/Management Relations 2016 - 402-1;
- GRI 403: Occupational Health and Safety 2018 - 403-1, 403-2, 403-3, 403-4, 403-5, 403-6, 403-7, 403-8, 403-9, 403-10;
- GRI 404: Training and Education 2016 - 404-1;
- GRI 405: Diversity and Equal Opportunity 2016 - 405-1;
- GRI 406: Non-discrimination 2016 - 406-1;
- GRI 407: Freedom of Association and Collective Bargaining 2016 - 407-1;
- GRI 413: Local Communities 2016 - 413-1, 413-2;
- GRI 415: Public Policy 2016 - 415-1.

The assurance engagement considers an uncertainty of  $\pm 5\%$  based on materiality threshold for estimation/measurement of errors and omissions. We did not engage with any external stakeholders as part of this assurance engagement.

During the assurance process, we did not come across limitations to the scope of the agreed assurance engagement. The reported data on economic performance, expenditure towards Corporate Social Responsibility (CSR) activities, and other financial data are based on audited financial statements issued by the Company's statutory auditors which is subject to a

<sup>1</sup> The VeriSustain protocol is based on the principles of various assurance standards including International Standard on Assurance Engagements 3000 (ISAE 3000) Revised (Assurance Engagements other than Audits or Reviews of Historical Financial Information) and the GRI Principles for Defining Report Content and Quality, international best practices in verification and our professional experience; and is available on request from [www.dnv.com](http://www.dnv.com)

separate audit process. We were not involved in the review of financial information within the Report. The review of financial and production-related data and sustainability disclosures of Jaguar Land Rover and other global operations of Tata Motors Limited was not within the scope of our assurance engagement.

## Basis of our Opinion

As part of the assurance process, a multi-disciplinary team of sustainability specialists performed assurance work for selected sample operations of Tata Motors. We adopted a risk-based approach, that is, we concentrated our assurance efforts on the issues of high material relevance to the Company's business and its key stakeholders and considering a limited level of assurance engagement. We undertook hybrid (combination of onsite and remote) assessments and interviews with Tata Motors' data owners and key management personnel in line with DNV's remote assessment methodology due to the COVID-19 pandemic and associated travel restrictions. We carried out the following activities:

- Reviewed the process of reporting on the key Content Elements and Guiding Principles of the <IR> Framework.
- Reviewed the approach to stakeholder engagement and materiality determination process and its outcomes as brought out in the Report.
- Interviews with selected senior managers responsible for management of sustainability issues and review of selected evidence to support topics disclosed in the Report including business model, risk, opportunities and outlook as per the requirements set out in the <IR> Framework. We were free to choose interviewees and interviewed those with overall responsibility to deliver the Company's sustainability objectives.
- Carried out onsite assessments at two operational sites (Pimpri and Chikhali) and remote site assessments at two operational sites (Sanand and Jamshedpur) in India to review the processes and systems for aggregating site-level sustainability information and overall aggregation and consolidation of data from sites by the sustainability team at the Corporate Office at Pune.
- Reviewed the performance disclosure of identified material topics reported by Tata Motors based on chosen GRI topic-specific Standards; that is, carried out an assessment of the processes for gathering and consolidating performance data related to identified material issues and, for samples, checked the processes of data consolidation to assess the Reliability and Accuracy of performance disclosures reported.
- Verification of the data consolidation of reported performance disclosures in context to the Principle of Completeness as per VeriSustain for a limited level of verification.

## Opinion and Observations

Based on the verification undertaken, nothing has come to our attention to suggest that the Report together with referenced information does not properly describe Tata Motors Limited's adherence to <IR> Framework and GRI Standards. Without affecting our assurance opinion, we provide the following observations against the principles of VeriSustain:

### Materiality

*The process of determining the issues that is most relevant to an organization and its stakeholders.*

The Report brings out the materiality assessment process carried out by Tata Motors to identify and disclose information that is of strategic importance to its stakeholders, and which impacts the Company's ability to create value across its Capitals. The ESG topics relevant to Tata Motors were identified based on the GRI Standards and other chosen ESG frameworks by the Company. The material topics were evaluated, rated and prioritised by internal and external stakeholders based on their impact on the business and on stakeholders. The identified material topics were further reviewed by the senior management and brought out in the Report as ESG disclosures.

**Nothing has come to our attention to suggest that the Report does not meet the requirements related to the Principle of Materiality.**

### Stakeholder Inclusiveness

*The participation of stakeholders in developing and achieving an accountable and strategic response to Sustainability.*

The Report identifies investors and shareholders, employees, customers, regulators/government, communities, suppliers and service providers, dealers and service centres, media, and experts/academic and research institutions as key stakeholder groups for the Company. The key issues relevant to these stakeholder groups and the engagement platforms used to identify and respond to these issues are brought out within the Report.

**Nothing has come to our attention to suggest that the Report does not meet the requirements related to the Principle of Stakeholder Inclusiveness.**

### Responsiveness

*The extent to which an organization responds to stakeholder issues.*

The Report brings out the overall approach to value-creation towards various stakeholders and sustainability performance of Tata Motors through descriptions of various capitals, strategies and management approach related to material topics, risk management and governance mechanisms, and performance through selected performance indicators based on GRI topic-specific Standards including trends as a response to identified material topics as part of the Company's stakeholder communication.

**Nothing has come to our attention to believe that the Report does not meet the requirements related to the Principle of Responsiveness.**

**Reliability**

*The accuracy and comparability of information presented in the report, as well as the quality of underlying data management systems.*

The Report brings out the processes established by Tata Motors towards capturing and reporting its performance related to identified material matters/topics considering the principles of Reliability and Accuracy. The majority of data and information verified through our assessments with the Company’s management teams and data owners at the sampled operational sites were found to be fairly accurate and reliable. Some of the data inaccuracies identified during the verification process were found to be attributable to transcription, interpretation and aggregation errors. These data inaccuracies have been communicated for correction and the related disclosures were reviewed for correctness.

**Nothing has come to our attention to believe that the Report does not meet the Principle of Reliability.**

**Completeness**

*How much of all the information that has been identified as material to the organisation and its stakeholders is reported?*

The Report brings out the descriptions of the value creation, management approach and strategy across each Capital of the <IR> Framework along with selected performance highlights linked to its identified material topics, reflecting the sustainability performance of the Company over its chosen reporting boundary spanning nine operational sites in India for the reporting period 2021-22.

**Nothing has come to our attention to suggest that the Report does not meet the Principle of Completeness with respect to scope, boundary and time.**

**Neutrality**

*The extent to which a report provides a balanced account of an organization’s performance, delivered in a neutral tone.*

The Report brings out Tata Motors’ performance during the reporting period in a neutral manner in terms of content and presentation, along with descriptions of key risks, operational context, impacts on capitals, focus areas, and challenges faced during the reporting period.

**Nothing has come to our attention to suggest that the Report does not meet the requirements related to the Principle of Neutrality.**

**Statement of Competence and Independence**

DNV applies its own management standards and compliance policies for quality control, in accordance with ISO IEC 17021:2015 - Conformity Assessment Requirements for bodies providing audit and certification of management systems, and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

We have complied with the DNV Code of Conduct<sup>2</sup> during the assurance engagement and maintained independence as required by relevant ethical requirements including the ISAE 3000 (Revised) Code of Ethics as set out in VeriSustain. This engagement work was carried out by an independent team of sustainability assurance professionals. DNV was not involved in the preparation of any statements or data included in the Report except for this Assurance Statement, Independent Greenhouse Gas Verification Statement, Management Report and Gap Assessment Report. DNV maintains complete impartiality toward stakeholders interviewed during the assurance process.

For DNV Business Assurance India Private Limited

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|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| <p>Nandkumar Vadakepatth<br/>Lead Verifier<br/>DNV Business Assurance India Private Limited, India.</p> | <p>Kiran Radhakrishnan<br/>Technical Reviewer<br/>DNV Business Assurance India Private Limited, India.</p> |
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8<sup>th</sup> June 2022, Bengaluru, India.

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*DNV Business Assurance India Private Limited is part of DNV – Business Assurance, a global provider of certification, verification, assessment and training services, helping customers to build sustainable business performance. [www.dnv.com](http://www.dnv.com)*

<sup>2</sup> The DNV Code of Conduct is available on request from [www.dnv.com](http://www.dnv.com)