

The **Global Automaker Rating (GAR)** is an independent, data-driven annual assessment published by the International Council on Clean Transportation (ICCT) that ranks the world’s largest automakers on their progress towards a transition to zero-emission vehicles (ZEVs). Now in its fourth year, the GAR evaluates automakers on custom-built metrics across three areas: how many electric vehicles (EVs) they sold in 2025, the advancement of their EV technology, and how committed they are to the long-term EV transition.

### What automakers are assessed?

The 22 largest automakers by global light-duty vehicle (LDV) sales in 2025, covering approximately 92% of all LDV sales across six major markets, noted below. The group includes the following automakers, categorized by headquarters:

| China  | Japan  | Europe  | United States       | India                   | Korea       |
|--|--|---|---------------------|-------------------------|-------------|
| BYD<br>SAIC<br>Geely<br>ChangAn<br>Chery<br>Great Wall | Toyota<br>Honda<br>Nissan<br>Suzuki<br>Mazda | VW Group<br>Stellantis<br>Renault<br>BMW<br>Mercedes-Benz | Tesla<br>GM<br>Ford | Tata Motors<br>Mahindra | Hyundai-Kia |

The analysis is based on the automaker’s LDV sales in six major markets: China, the United States, Europe, India, Japan, and South Korea. These six markets account for around 81% of global LDV sales and over 90% of global electric vehicle sales in 2025.

### How does the rating work?

Each automaker is scored out of 100. Manufacturers are grouped into three categories:

#### Leaders

Score: 67.7–100

#### Transitioners

Score: 33.4–66.6

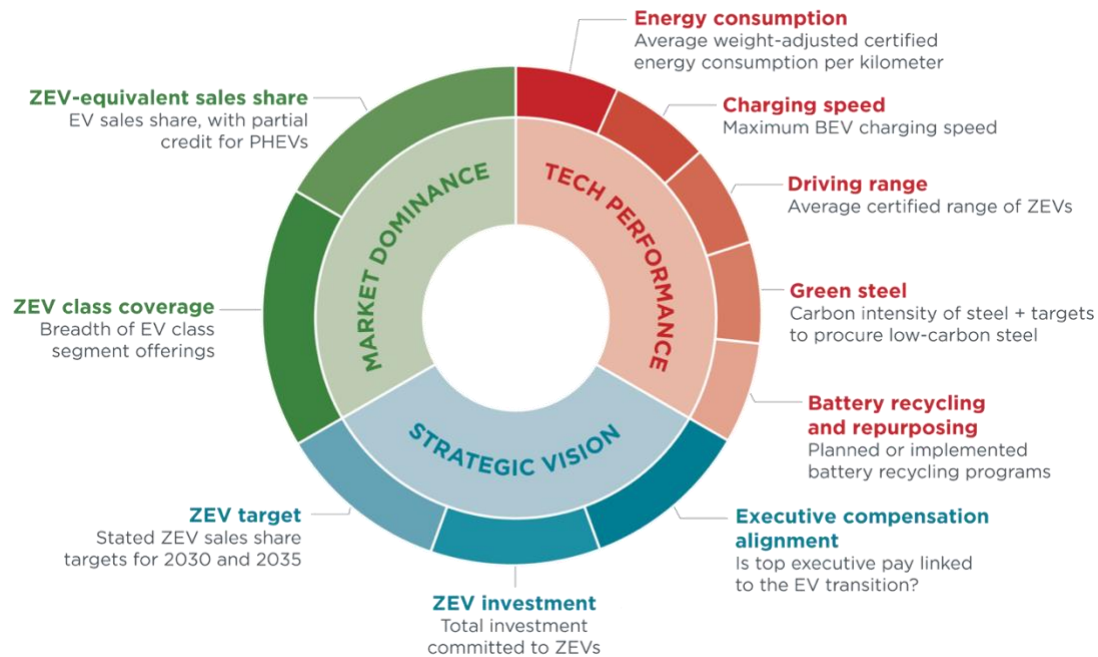
#### Laggards

Score: 0–33.3

### How are scores calculated?

The overall score is the unweighted average of three “pillar” scores, which is itself the average of its component metrics and carries equal weight (one third) in the final score.

# THE GLOBAL AUTOMAKER RATING 2025



## What's in scope — and what's not

| Included  | Excluded   |
|---|--|
| <ul style="list-style-type: none"> <li>• Light-duty vehicles (cars, SUVs, pickup trucks, vans)</li> <li>• Battery electric vehicles, fuel-cell electric vehicles, and plug-in hybrid electric vehicles (counted as partial ZEVs)</li> </ul> | <ul style="list-style-type: none"> <li>• 2- and 3-wheelers</li> <li>• Medium- and heavy-duty vehicles</li> <li>• Biofuels, e-fuels, conventional hybrids</li> <li>• ESG criteria</li> <li>• Consumer affordability and pricing data</li> </ul> |

## Data sources and independence

The ICCT built its own vehicle-level database using multiple commercial and regulatory sales databases (listed in the full report's Appendix A). Manufacturer-level data (steel, battery recycling and repurposing, targets, investment, executive pay) was drawn primarily from annual sustainability reports, proxy statements, and public filings, supplemented by press releases and the EV Hub database from Atlas Public Policy.

All 22 automakers were invited to review the input data before publication. Nine of these automakers responded with feedback (BMW, BYD, ChangAn, Hyundai-Kia, Mahindra, Mercedes-Benz, Renault, Stellantis, Tesla). Verified corrections were incorporated into the report. Where automakers disagreed with ICCT's interpretation or weighting but could not provide references, those disagreements were noted but did not change the scoring.

Lobbying and policy engagement data were drawn primarily from InfluenceMap's corporate climate engagement database, which aggregates evidence from regulatory filings, parliamentary submissions, and official corporate disclosures. This dataset was cross-referenced against public consultation responses and executive statements to ensure a comprehensive view of both direct and indirect advocacy.

## What's new in 2025

- **Mahindra added:** The 2025 report adds India's second-largest passenger vehicle manufacturer, expanding coverage from 21 to 22 automakers.
- **Refined green steel methodology:** Now uses combined 2024–2025 supply chain data (rather than a single year) to better capture automaker-supplier relationships.

## Publication details

**Title:** The Global Automaker Rating 2025: Who is leading the transition to electric vehicles?

**Authors:** Chang Shen, Ilma Fadhil, Irem Kok, Dale Hall, Anh Bui, Marta Negri, Stephanie Searle

**Download:** <https://theicct.org/global-automaker-rating-2025>

**Contact:** Sarina Katz, Senior Communications Specialist, Global Program, ICCT:  
[communications@theicct.org](mailto:communications@theicct.org)