

Annex 5 - India

Trends in India @2050

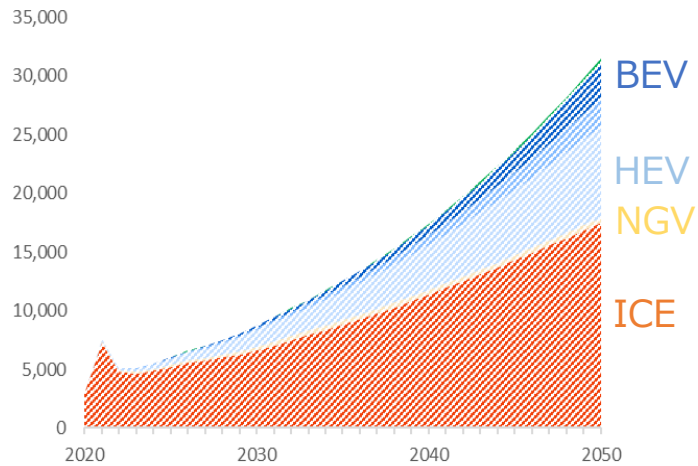
Scenario		Trends in India	2050/2020 CO ₂ emissions
All	Market	<ul style="list-style-type: none"> Passenger cars and commercial vehicles: Significant increases in both new vehicle sales and in-use fleets; for motorcycles, gradual declines in new vehicle sales and in-use fleet. 	
	Energy mix	<ul style="list-style-type: none"> Share of clean energy is approximately 80%. 	
CNF	Electrified vehicles	<ul style="list-style-type: none"> Share of electrified vehicles in new vehicle sales for all vehicle types is almost 100%, with about 30% of new passenger cars being BEVs/FCEVs. Share of BEVs/FCEVs in the in-use passenger car and commercial vehicle fleets is approximately 20%. 	+21% approx. (In CNF+, -16% approx.)
	Fuel mix	<ul style="list-style-type: none"> Just under 50% is CNF (synthetic fuels, biofuels) + electricity + hydrogen. CNF share represents approx. 30% of total fuel consumption n 2050. (In the CNF+ scenario, that share is approx. 52%.) 	
BEV75	Electrified vehicles	<ul style="list-style-type: none"> Share of electrified vehicles in new passenger car and commercial vehicle sales is 100%, with about 50% being BEVs/FCEVs. Share of BEVs/FCEVs in the in-use passenger car and commercial vehicle fleets is approximately 40%. 	-1% approx.
	Fuel mix	<ul style="list-style-type: none"> More than 60% is CNF (synthetic fuels, biofuels) + electricity + hydrogen. CNF share represents approx. 25% of total fuel consumption in 2050. 	
NZE	Electrified vehicles	<ul style="list-style-type: none"> Share of BEVs/FCEVs in new vehicle sales for all vehicle types is 100%. Share of BEVs/FCEVs in the in-use passenger car and commercial vehicle fleets is approximately 90%. 	-24% approx.
	Fuel mix	<ul style="list-style-type: none"> About 80% is biofuels + electricity + hydrogen. (Assumption: Synthetic fuels = 0%) Biofuel share = approx. 6% of total fuel consumption in 2050. 	

CO₂ emission levels range between about +21% to -24% compared to 2020.
(CO₂ emissions in two scenarios are within the IPCC 2050 2.0°C climate scenarios' -14% to -44% range.)

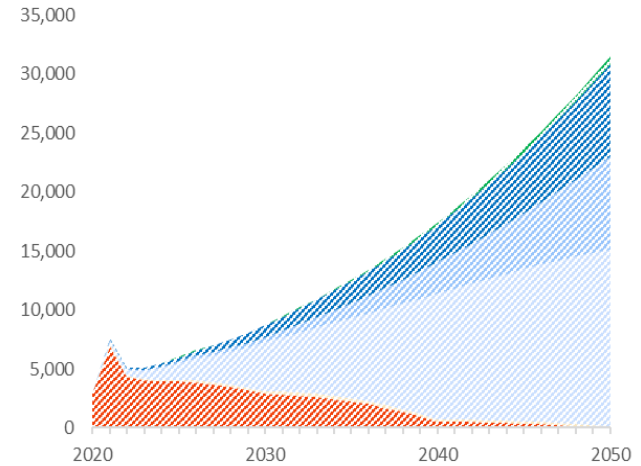
New Passenger Car Sales (India)

(x 1,000 units)

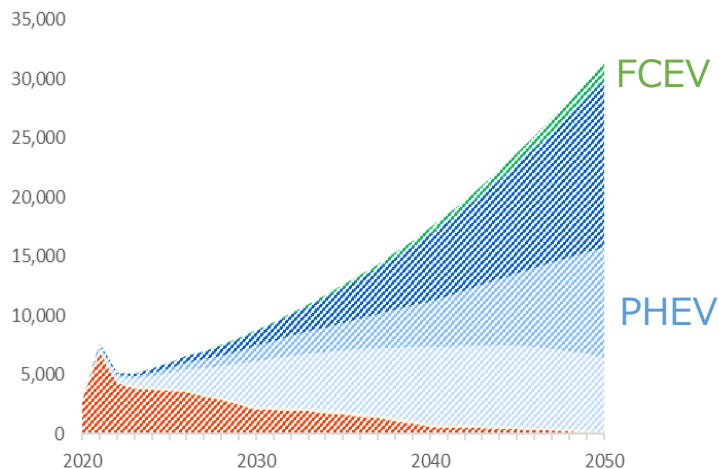
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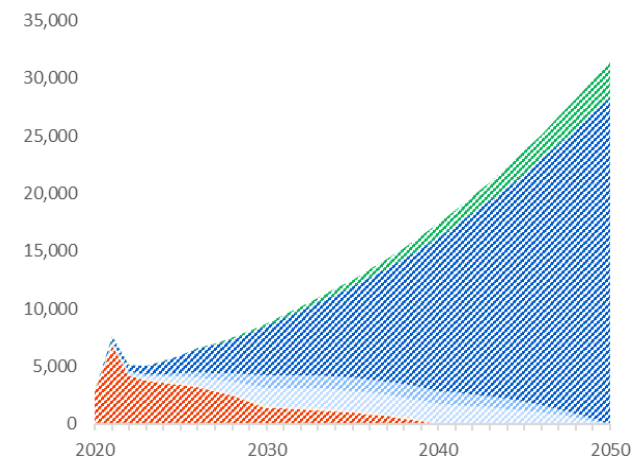
CNF



BEV75



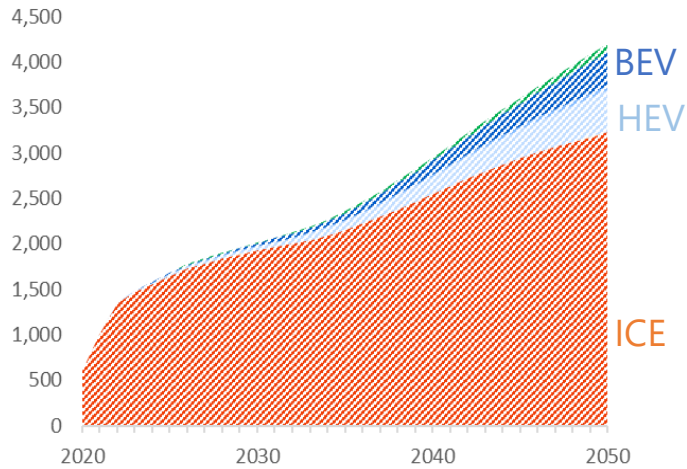
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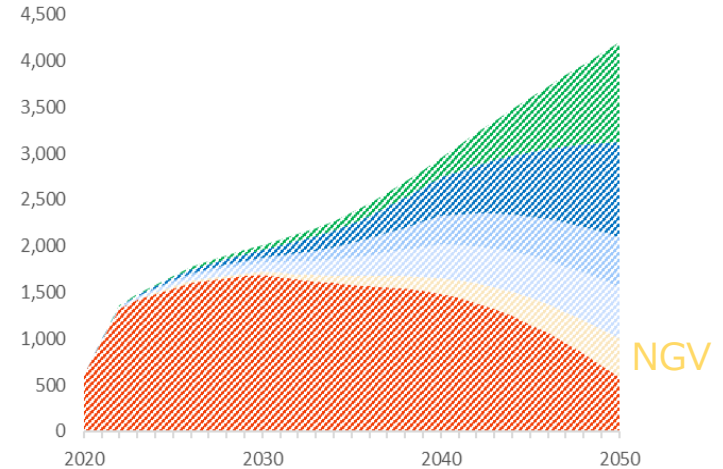
New Commercial Vehicle Sales (India)

(x 1,000 units)

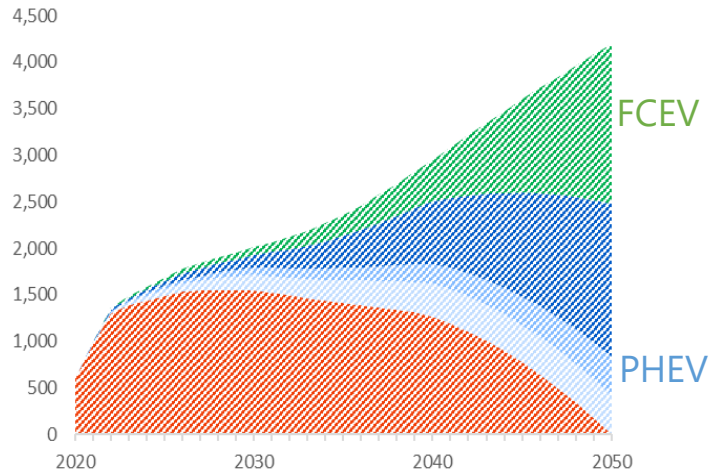
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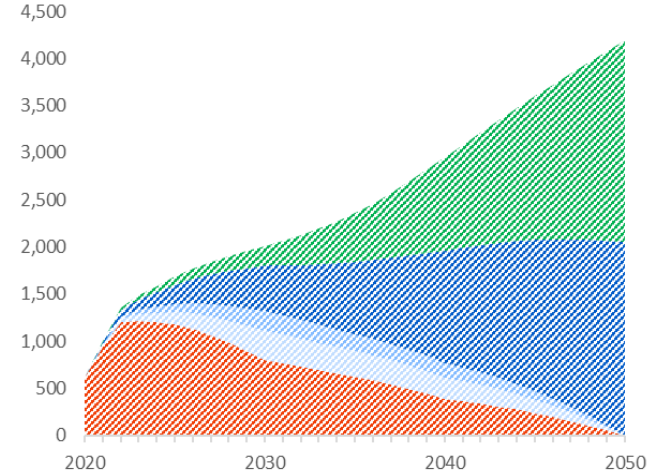
CNF



BEV75



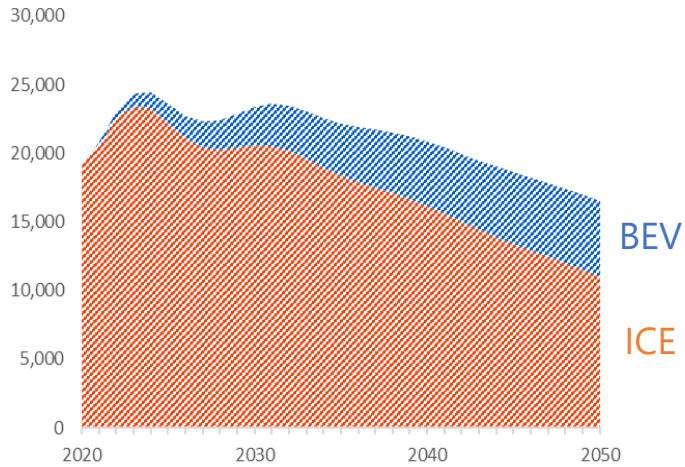
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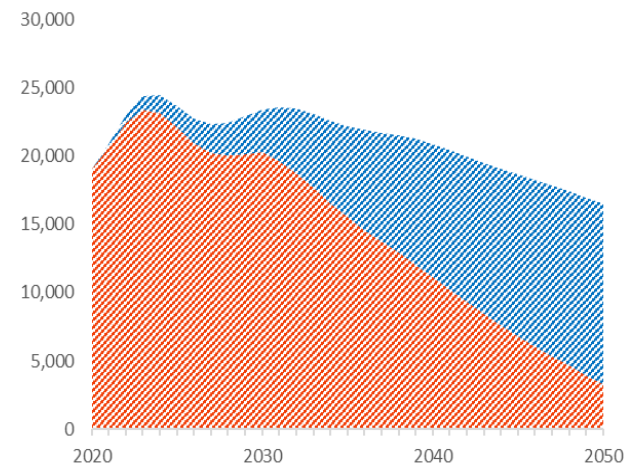
New Motorcycle Sales (India)

(x 1,000 units)

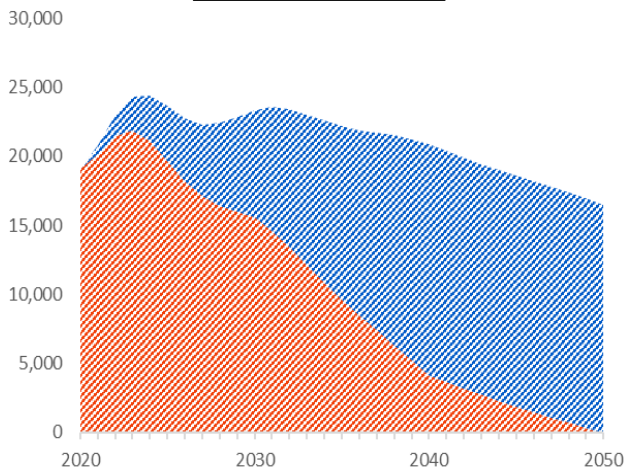
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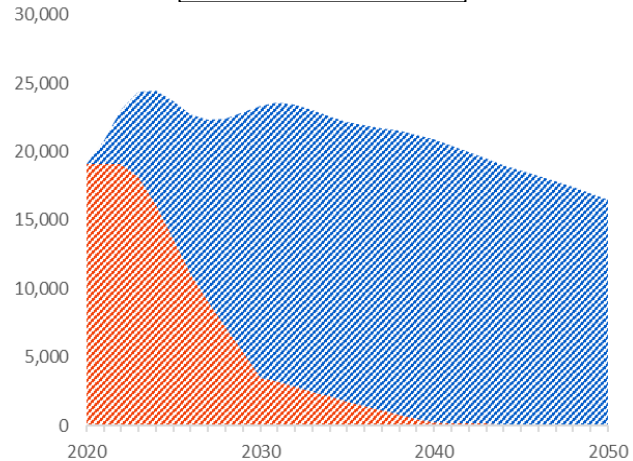
CNF



BEV75



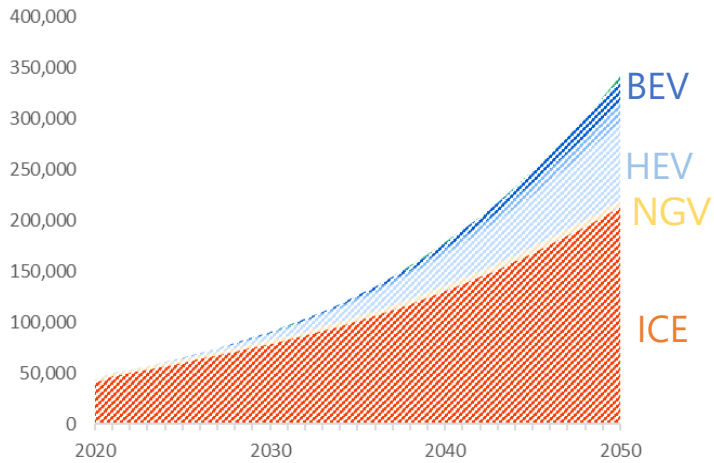
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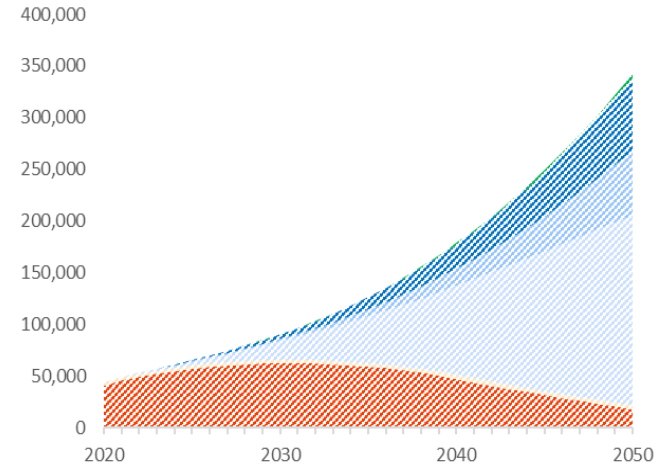
In-Use Passenger Car Fleet (India)

(x 1,000 units)

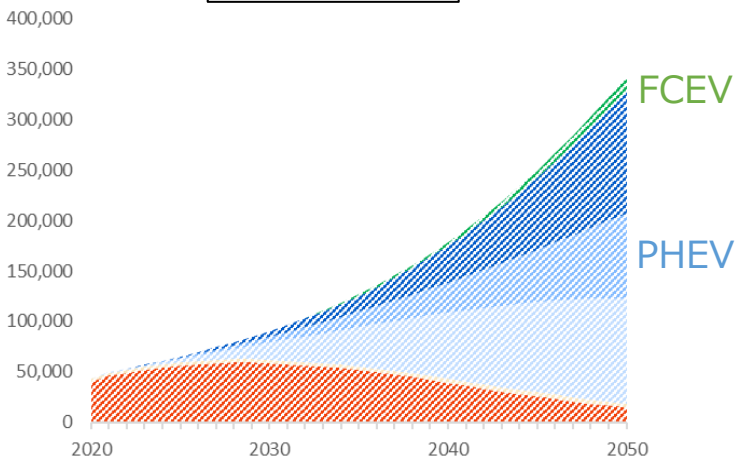
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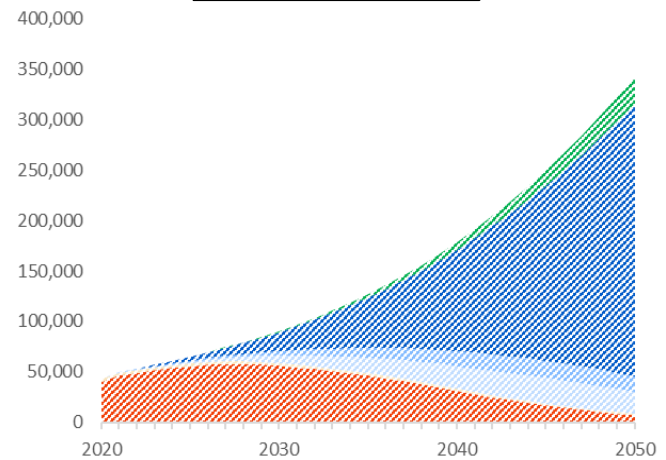
CNF



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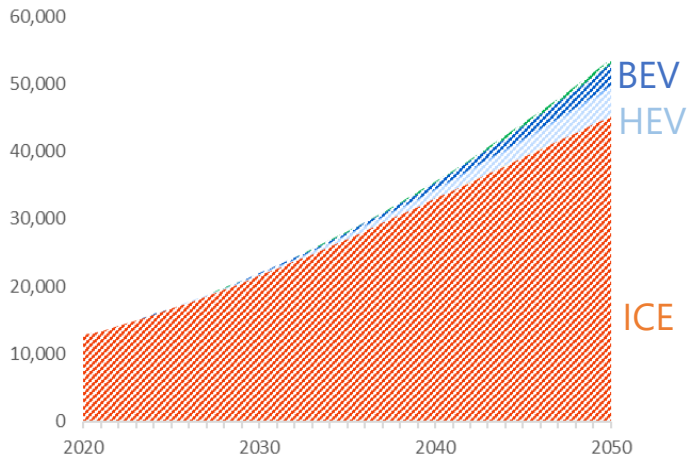
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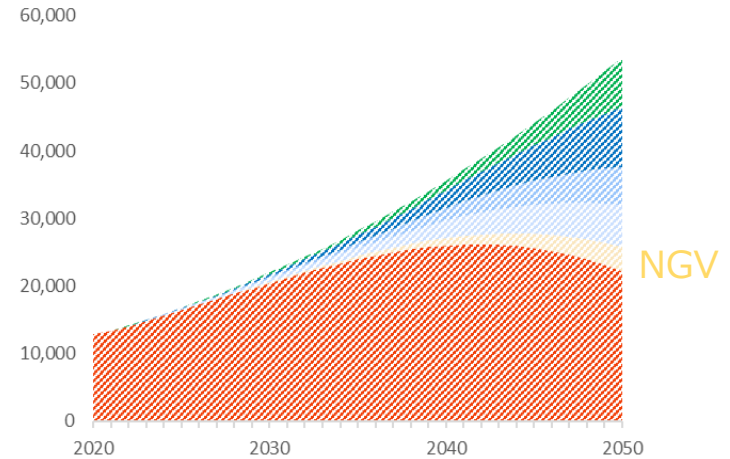
In-Use Commercial Vehicle Fleet (India)

(x 1,000 units)

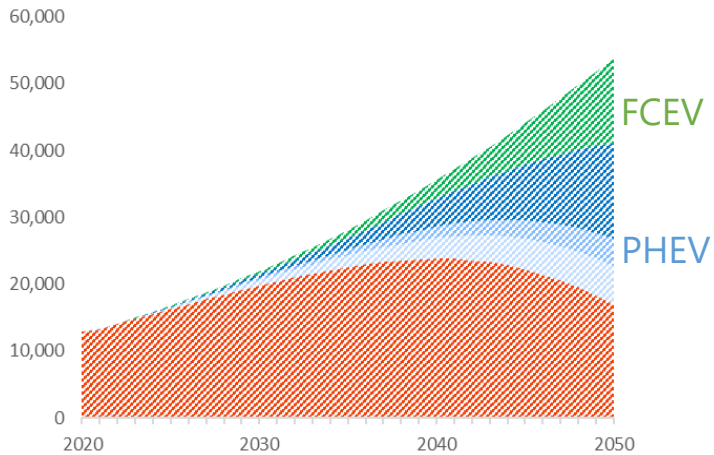
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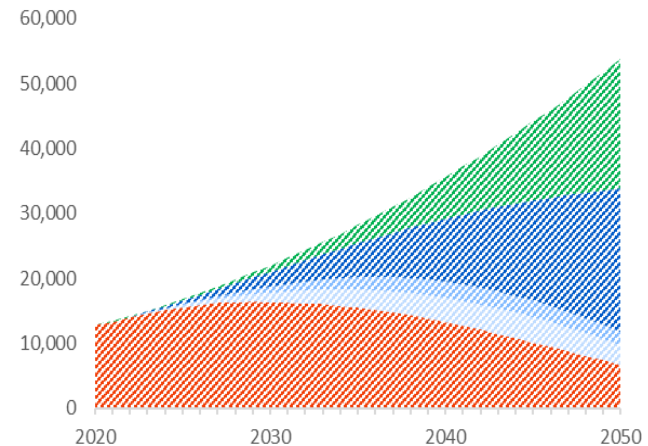
CNF



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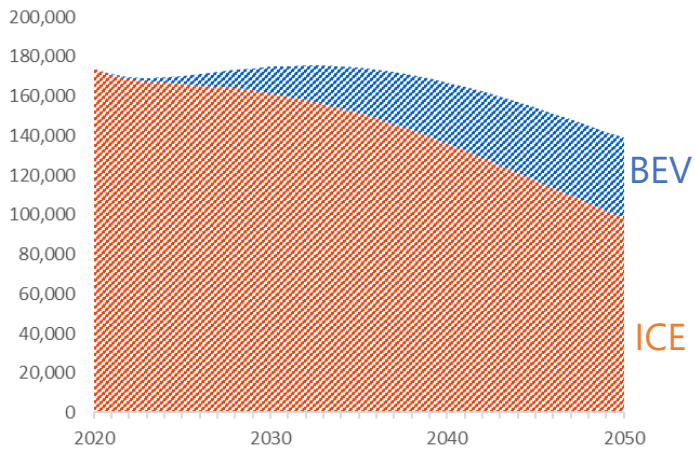
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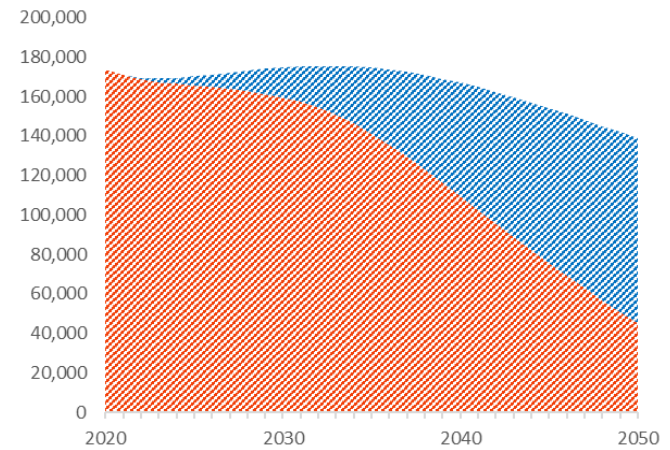
In-Use Motorcycle Fleet (India)

(x 1,000 units)

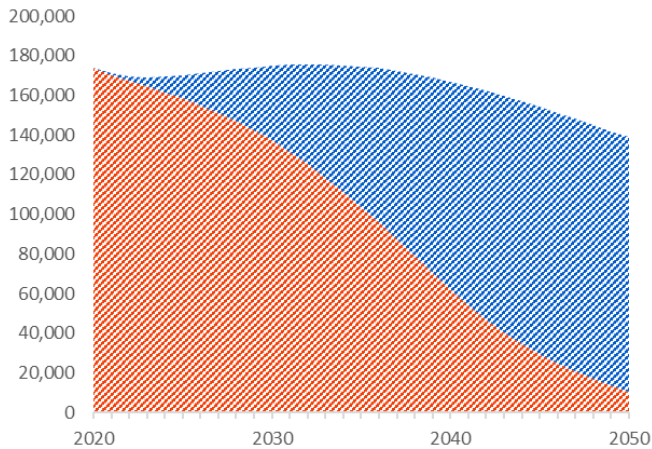
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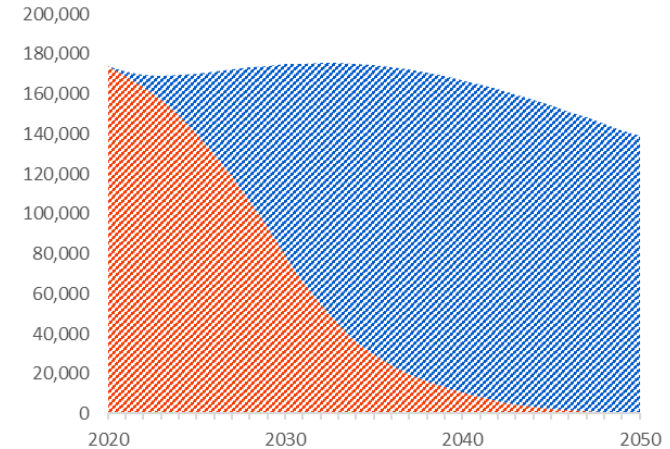
CNF



BEV75



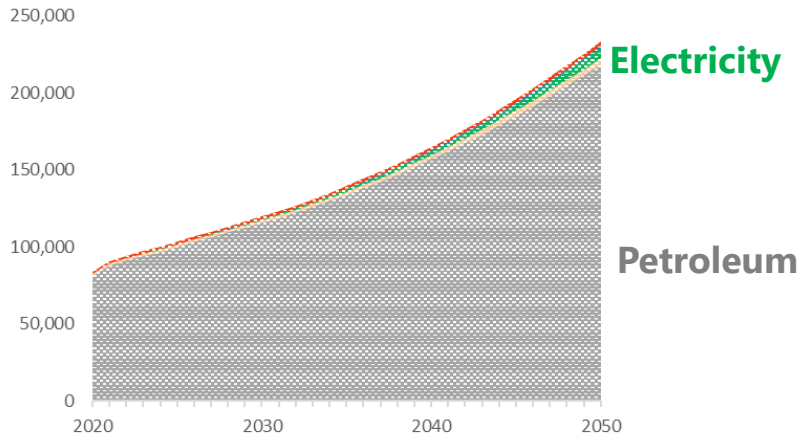
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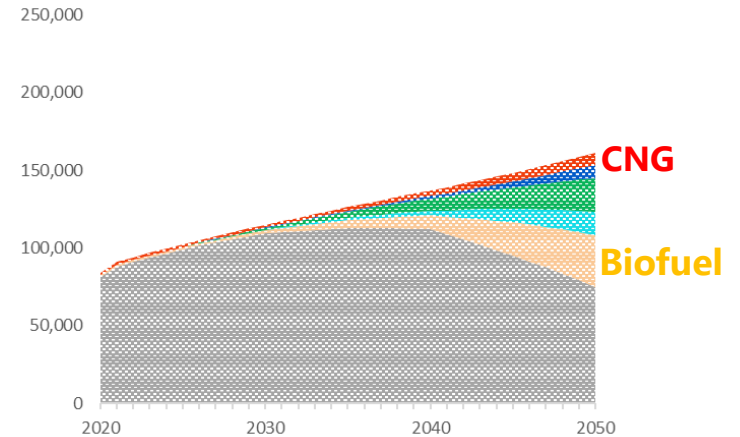
Automotive Fuel Mix (India)

(In ktoe)

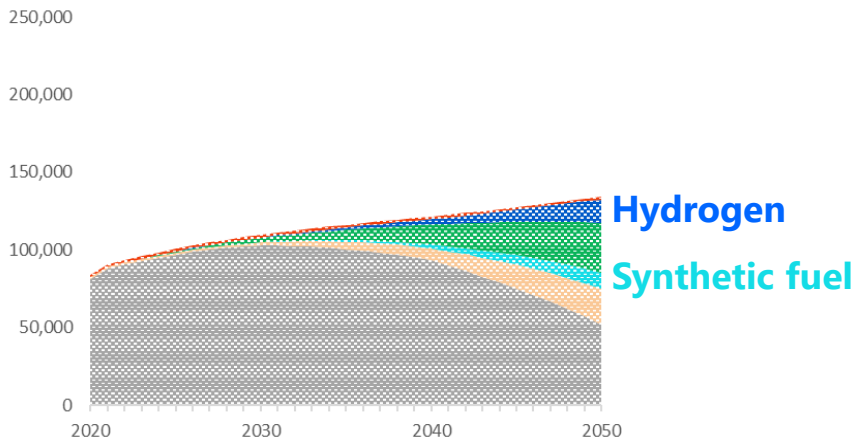
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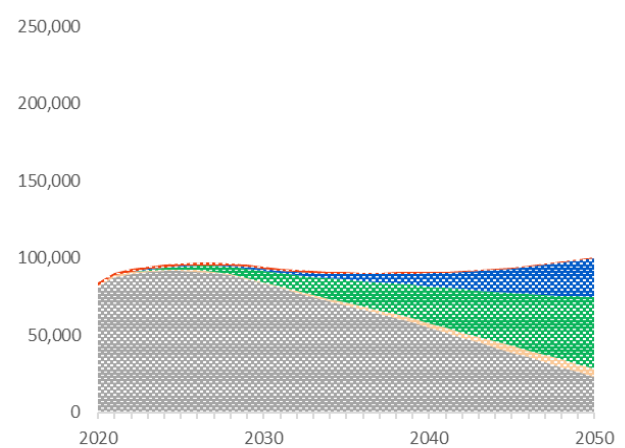
CNF



BEV75



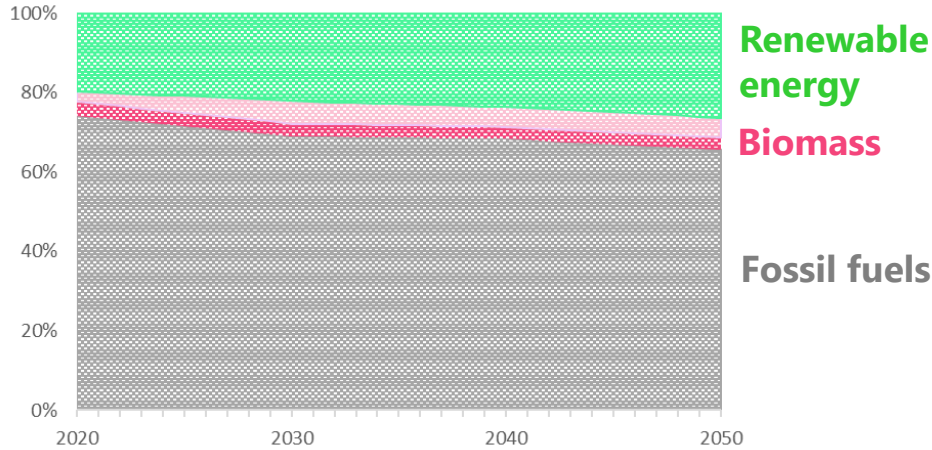
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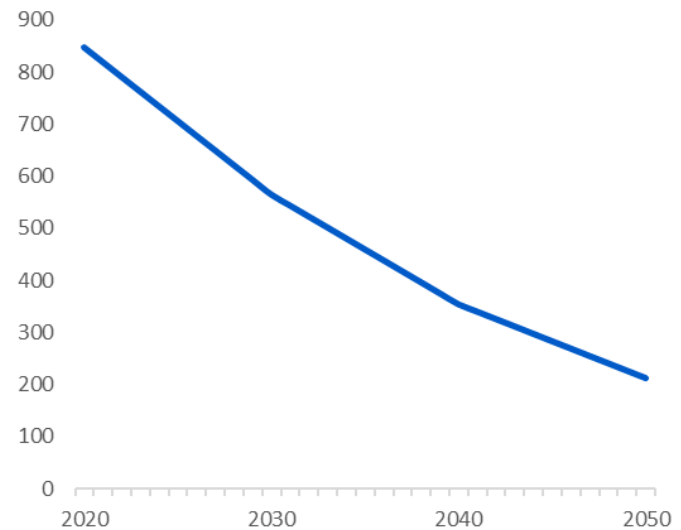
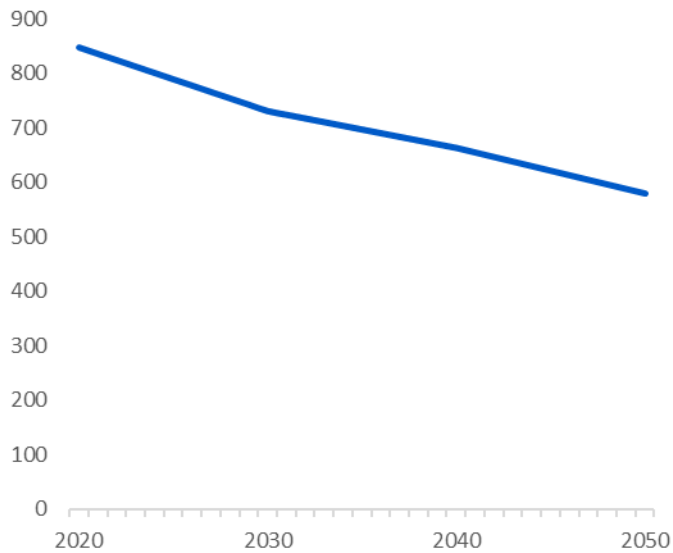
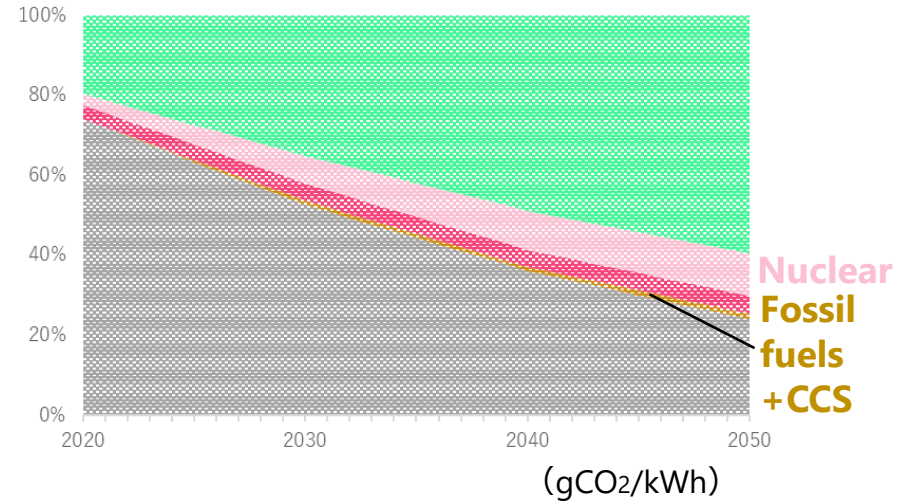
Energy Mix (India)

(In %)

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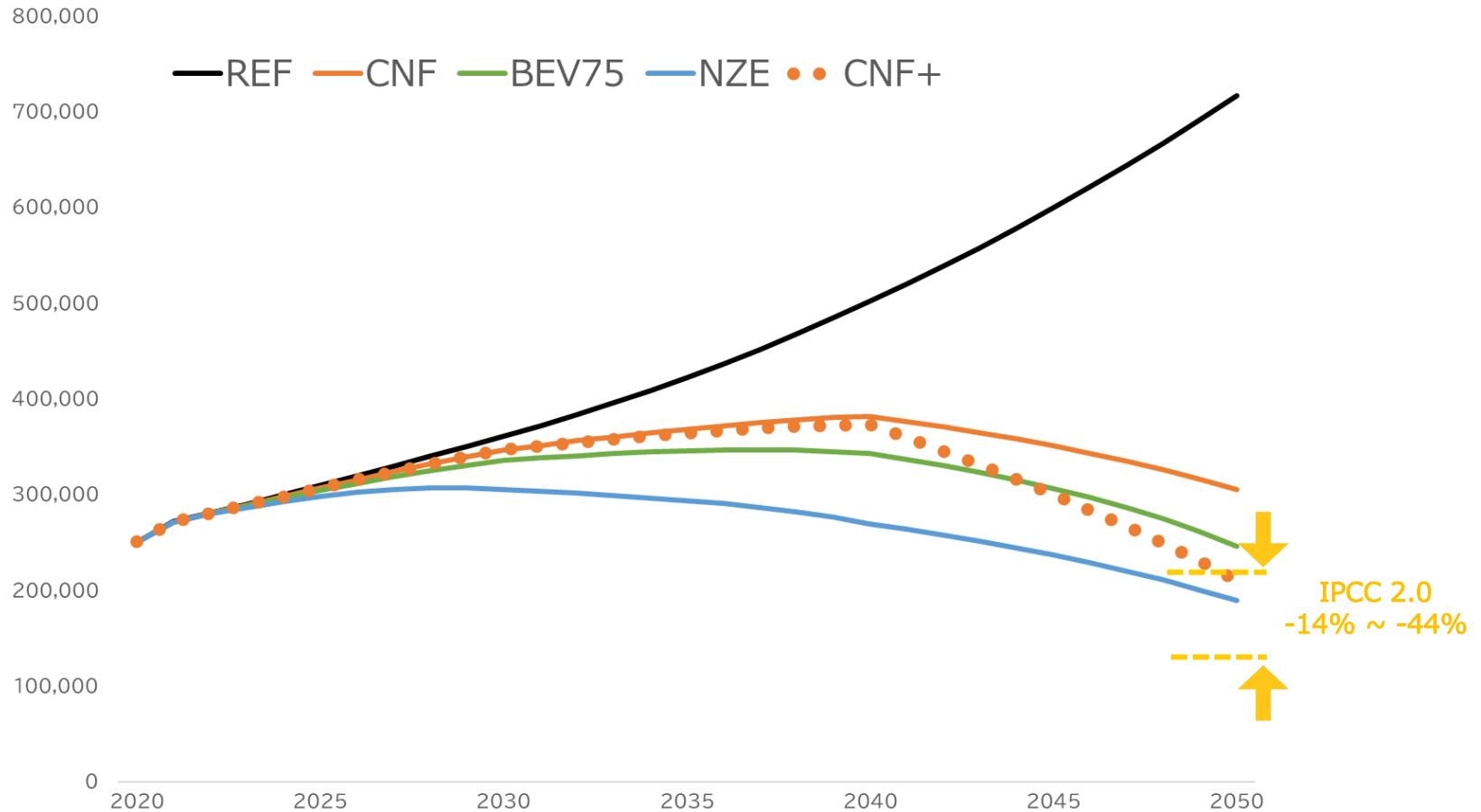


Other than BAU



CO2 Emissions (India)

(In ktCO₂)



Note: The CNF+ scenario assumes that CNF supply is 1.25 times greater than in the CNF scenario, has a 40% (approx.) instead of 30% share (approx.) in the fuel mix and that most of the increase will be supplied to Africa, the Middle East, India, and ASEAN where the supply of decarbonized energy is a major challenge.

CO₂ emission levels range between about +21% to -24% compared to 2020.

(CO₂ emissions in two scenarios are within the IPCC 2050 2.0°C climate scenarios' -14% to -44% range.)