

Annex 7 – Latin America

Trends in Latin America @2050

Scenario	Trends in Latin America		2050/2020 CO ₂ emissions
All	Market	<ul style="list-style-type: none"> Passenger cars and commercial vehicles: Significant increases in both new vehicles sales and in-use fleets; for motorcycles, gradual increases in new vehicle sales and in-use fleet. 	
	Energy mix	<ul style="list-style-type: none"> Share of clean energy is approximately 70%. 	
CNF	Electrified vehicles	<ul style="list-style-type: none"> Share of electrified vehicles in new vehicle sales for all vehicle types is more than 80%, with about 50% of new passenger cars being hybrids. Share of BEVs/FCEVs in the in-use passenger car and commercial vehicle fleets is approximately 20%. 	-45% approx.
	Fuel mix	<ul style="list-style-type: none"> Share of biofuels + electricity + hydrogen is more than 50%. CNF share represents approx. 40% of total fuel consumption in 2020. 	
BEV75	Electrified vehicles	<ul style="list-style-type: none"> Share of electrified vehicles in new vehicle sales for all vehicle types is almost 100%. Share of BEVs/FCEVs in the in-use passenger car and commercial vehicle fleets is approximately 40%. 	-57% approx.
	Fuel mix	<ul style="list-style-type: none"> Share of biofuels + electricity + hydrogen is more than 60%. CNF share represents approx. 30% of total fuel consumption in 2020. 	
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 fleets for all vehicle types is more than 80%. 	-80% approx.
	Fuel mix	<ul style="list-style-type: none"> About 90% is biofuels + electricity + hydrogen. (Assumption: Synthetic fuel = 0%). Biofuel share = approx. 10% of total fuel consumption in 2020. 	

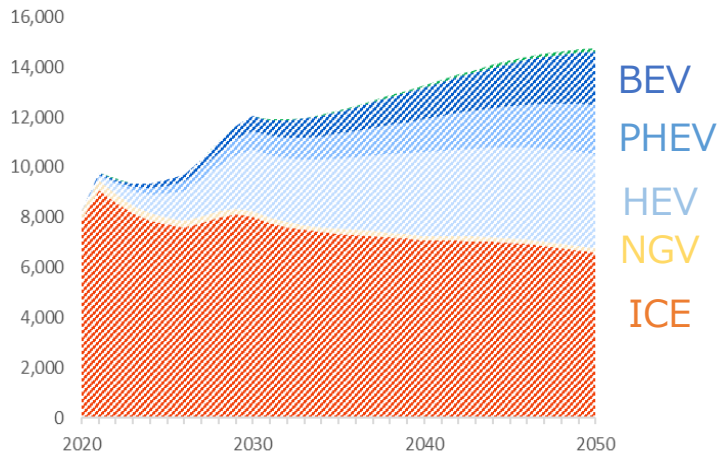
CO₂ emission levels range between about -45% to -80% compared to 2020.

(CO₂ emissions in non-BAU scenarios are within or lower than the IPCC 2050 1.5°C climate scenarios' -42% to -68% range.)

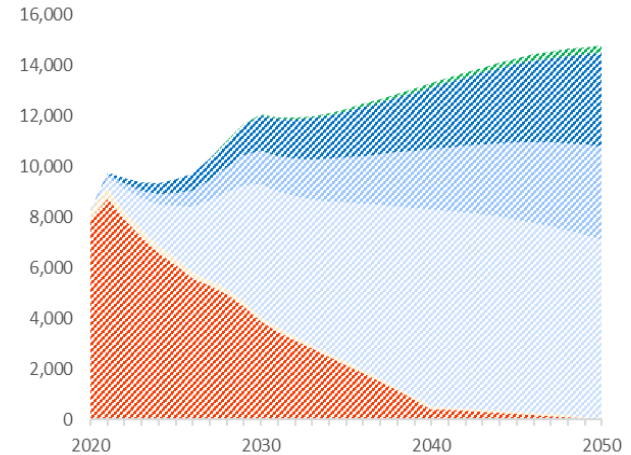
New Passenger Car Sales (Latin America)

(x 1,000 units)

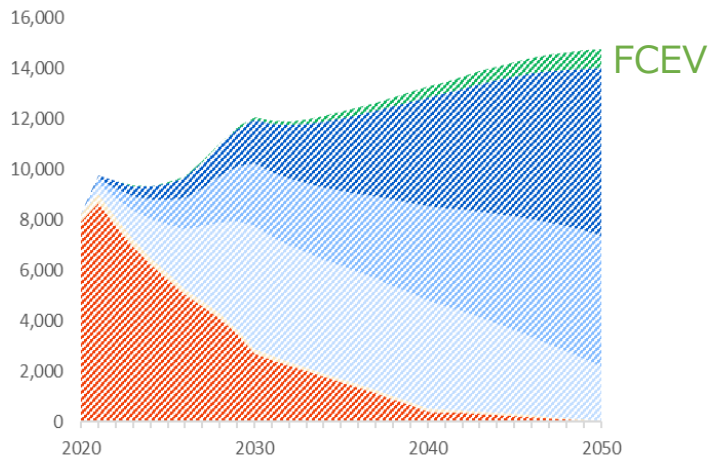
BAU



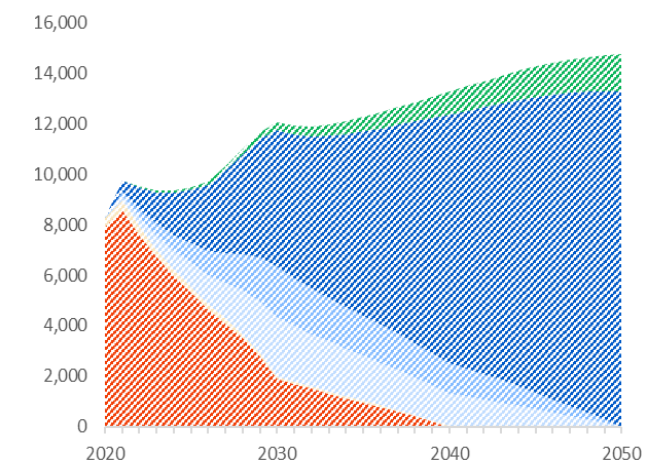
CNF



BEV75



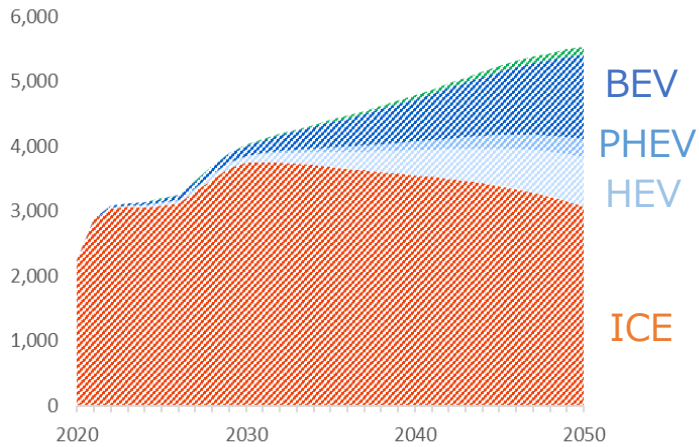
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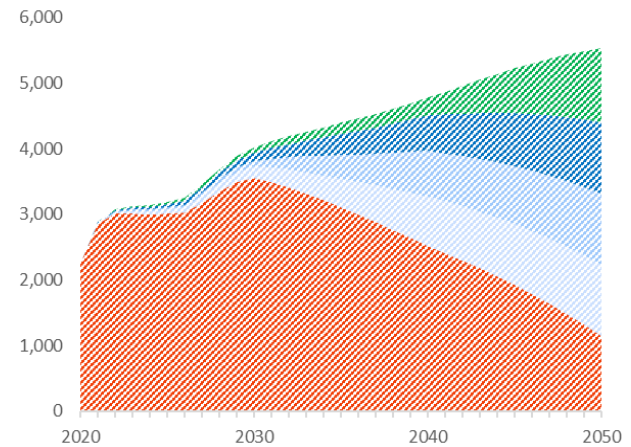
New Commercial Vehicle Sales (Latin America)

(x 1,000 units)

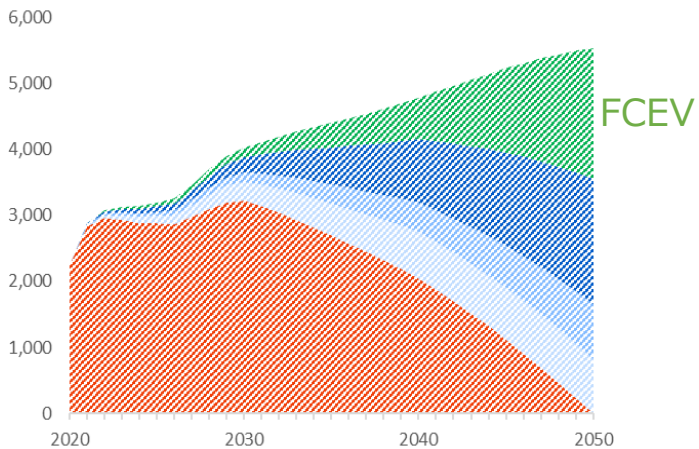
BAU



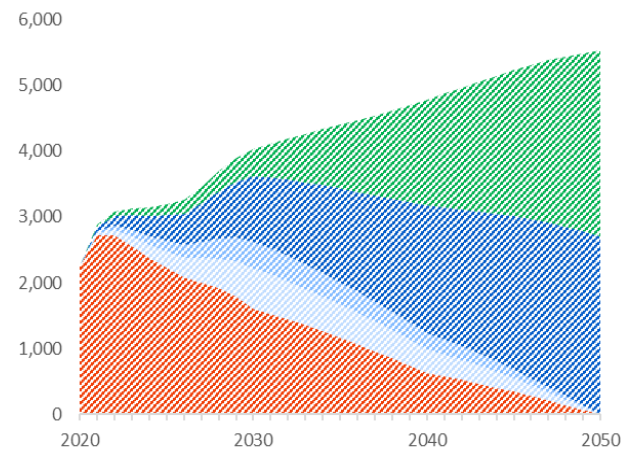
CNF



BEV75



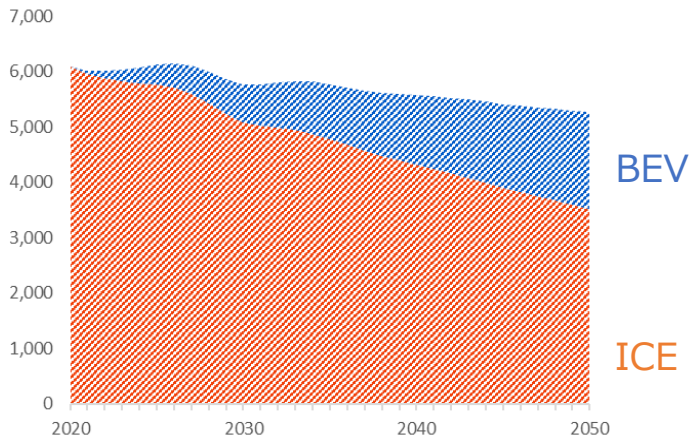
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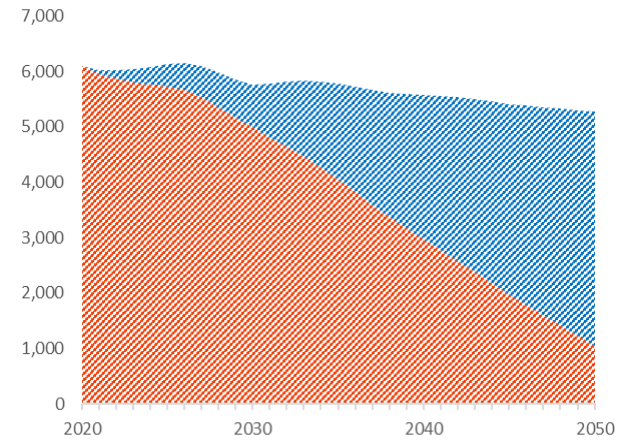
New Motorcycle Sales (Latin America)

(x 1,000 units)

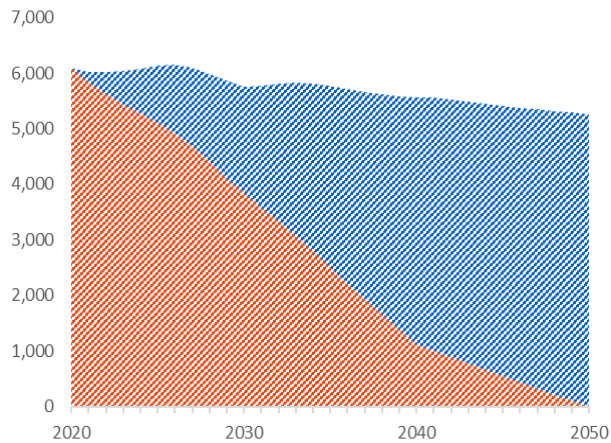
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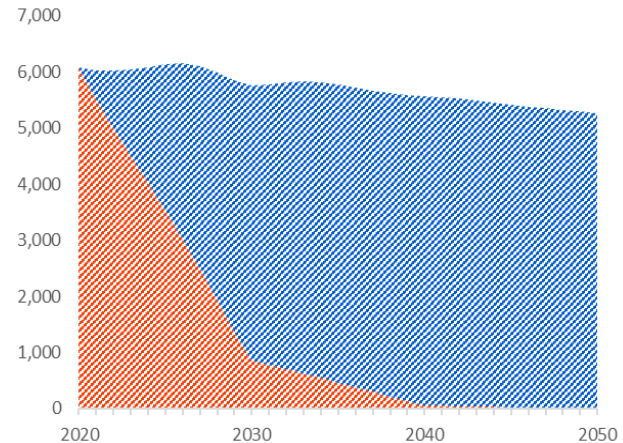
CNF



BEV75



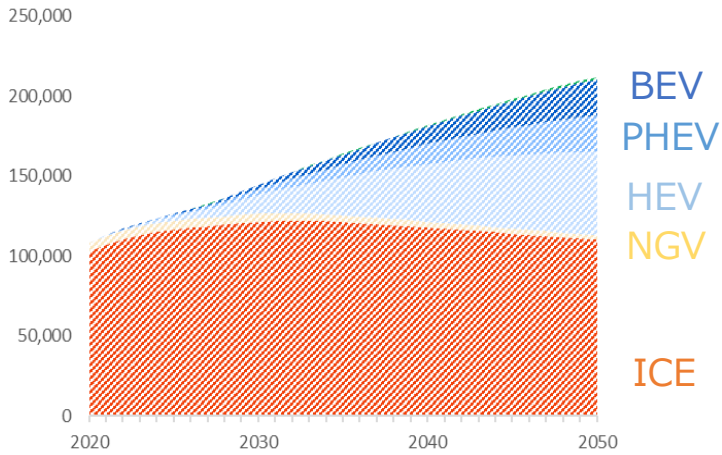
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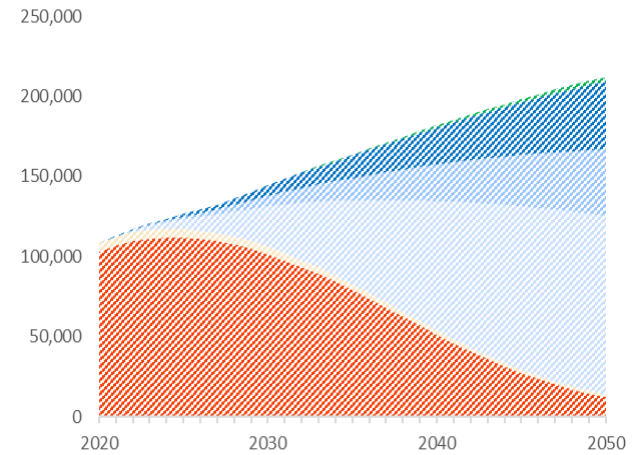
In-Use Passenger Car Fleet (Latin America)

(x 1,000 units)

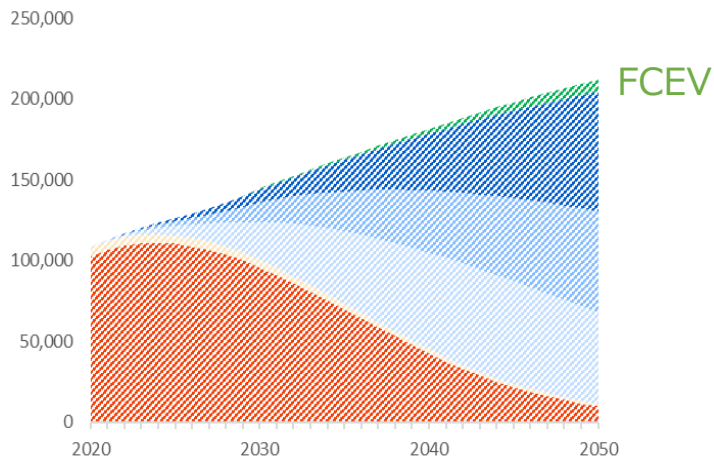
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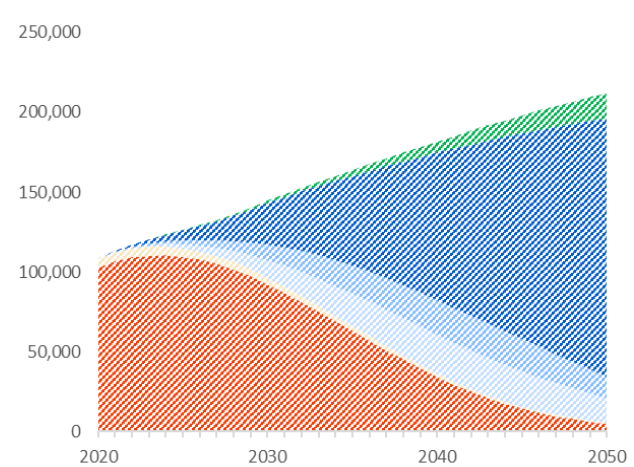
CNF



BEV75



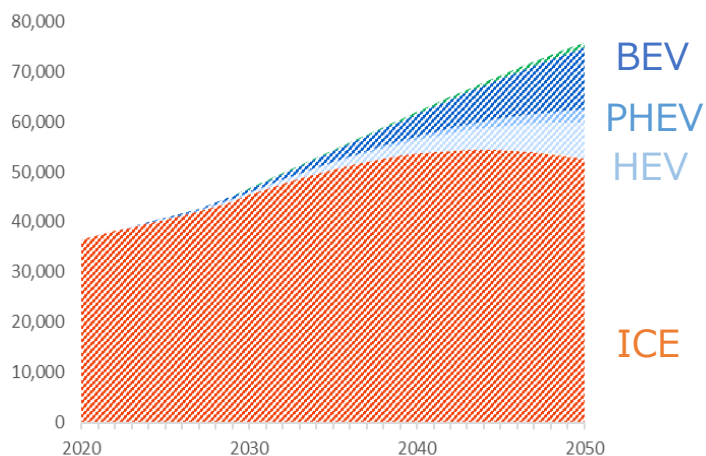
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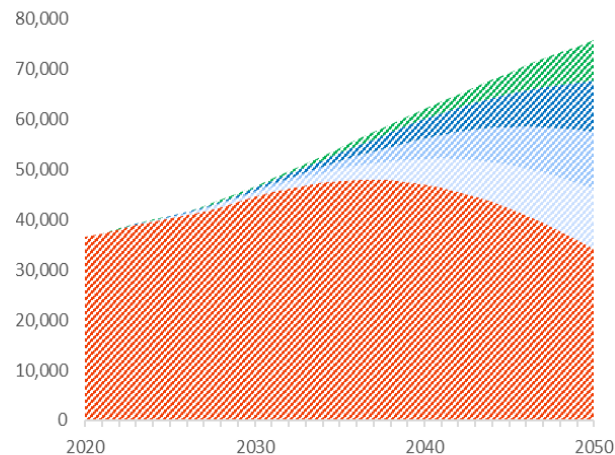
In-Use Commercial Vehicle Fleet (Latin America)

(x 1,000 units)

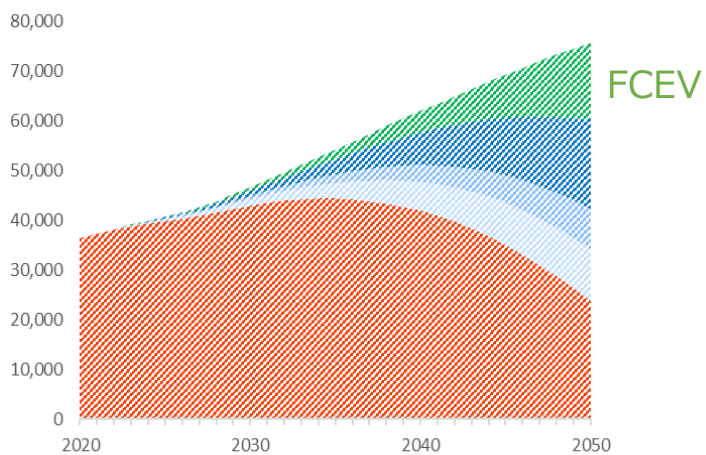
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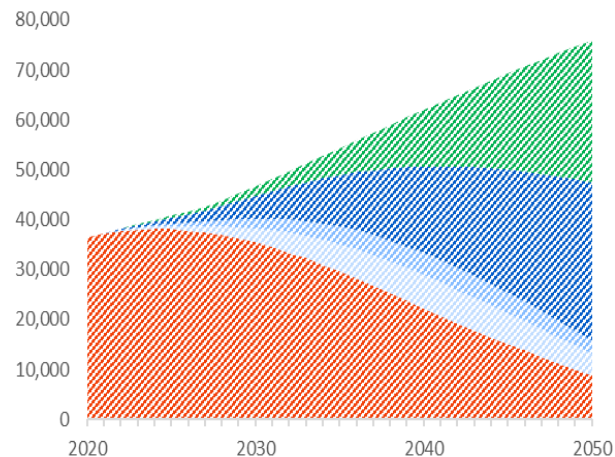
CNF



BEV75



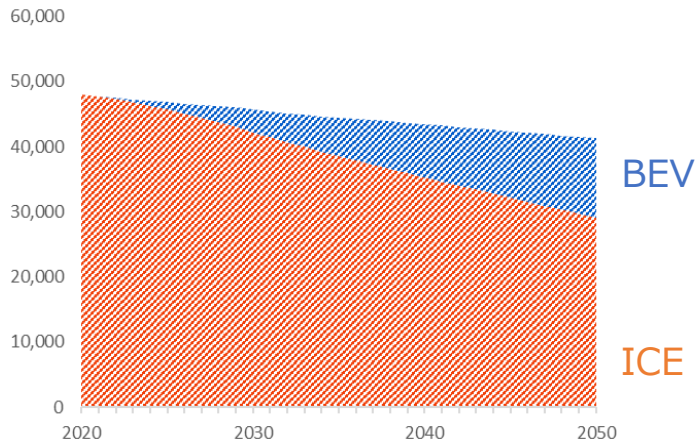
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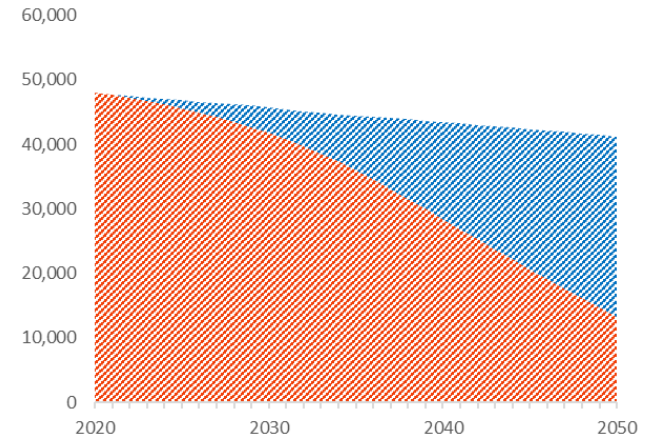
In-Use Motorcycle Fleet (Latin America)

(x 1,000 units)

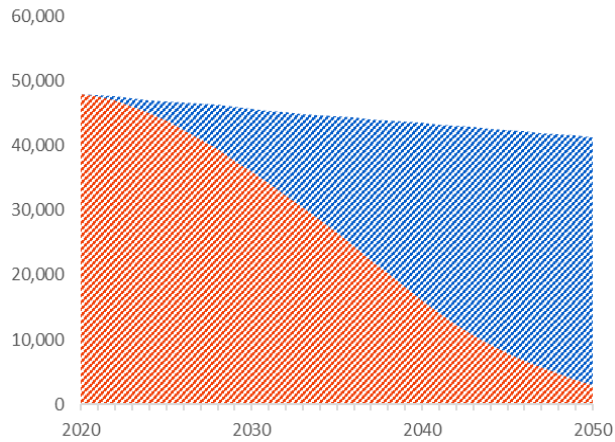
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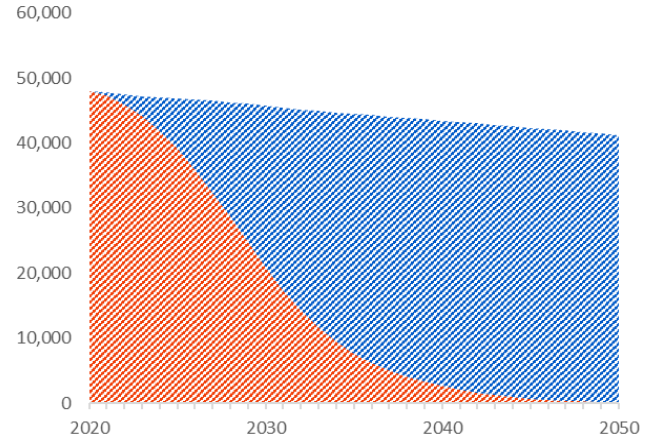
CNF



BEV75



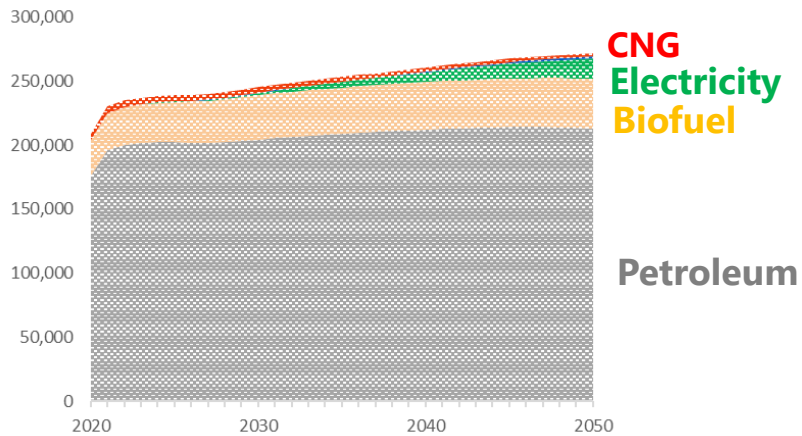
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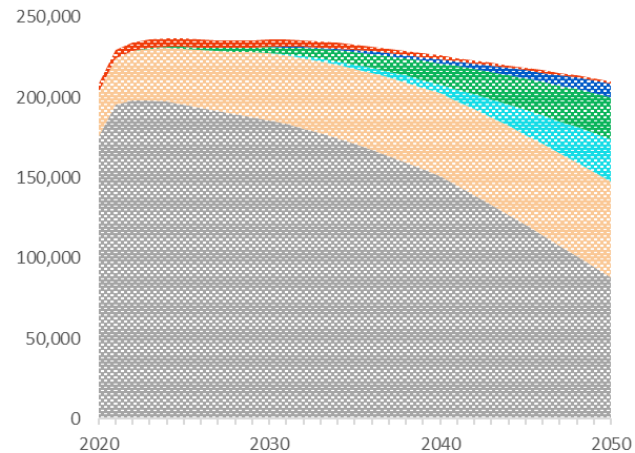
Automotive Fuel Mix (Latin America)

(In ktoe)

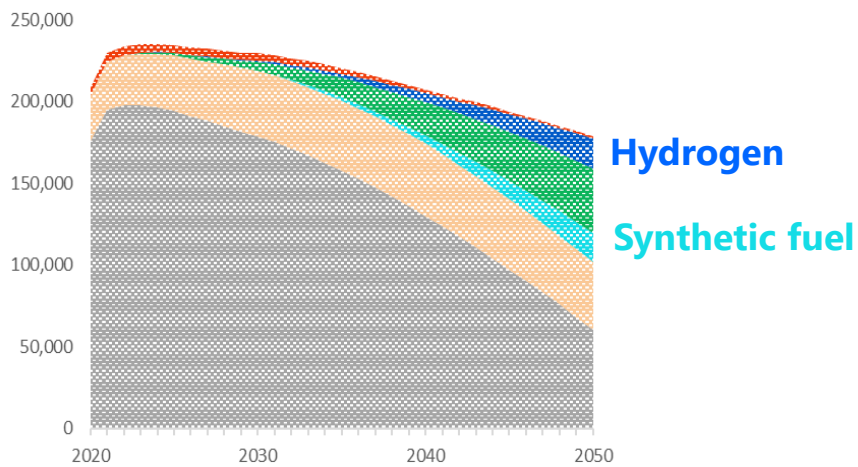
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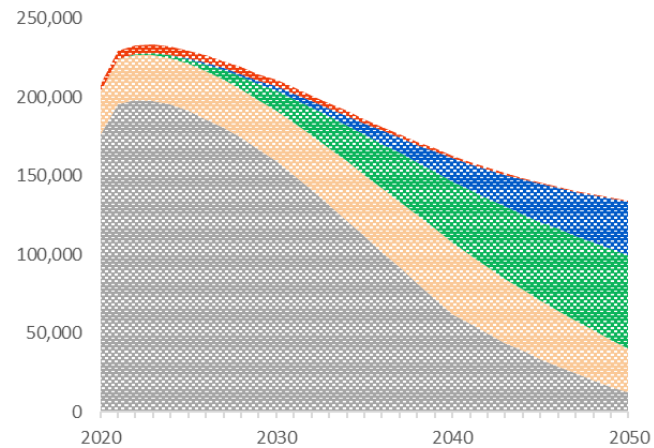
CNF



BEV75

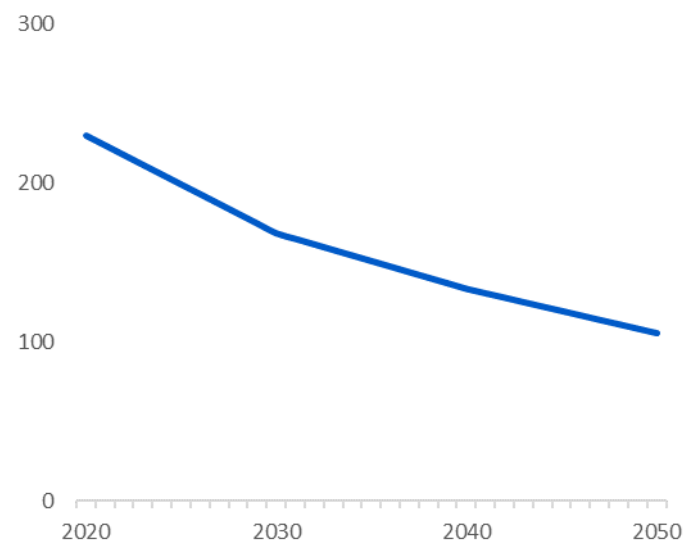
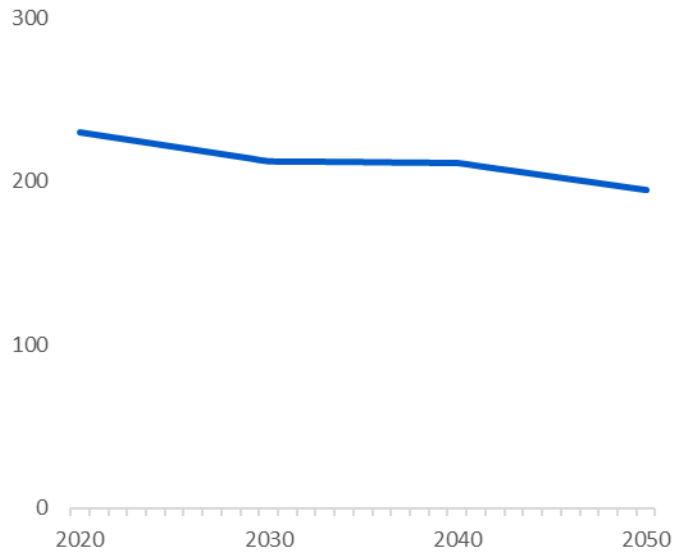
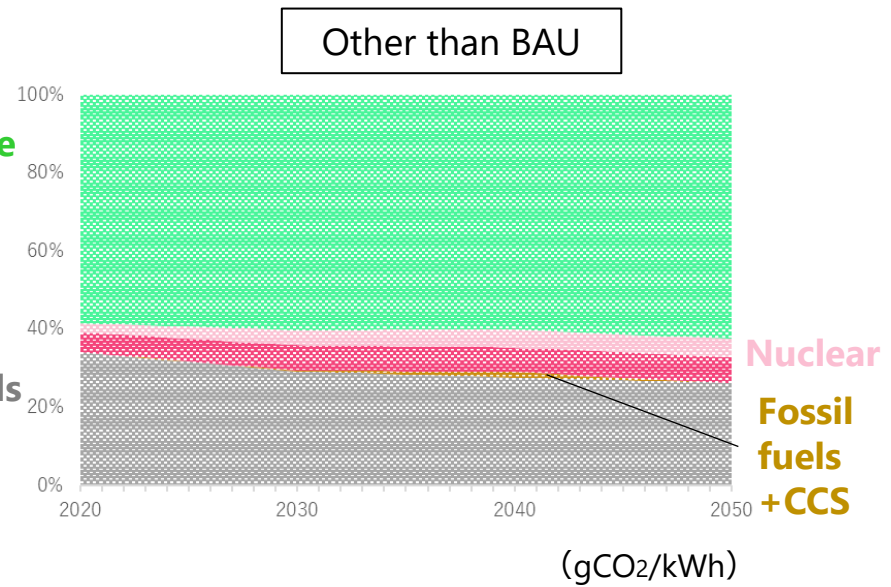
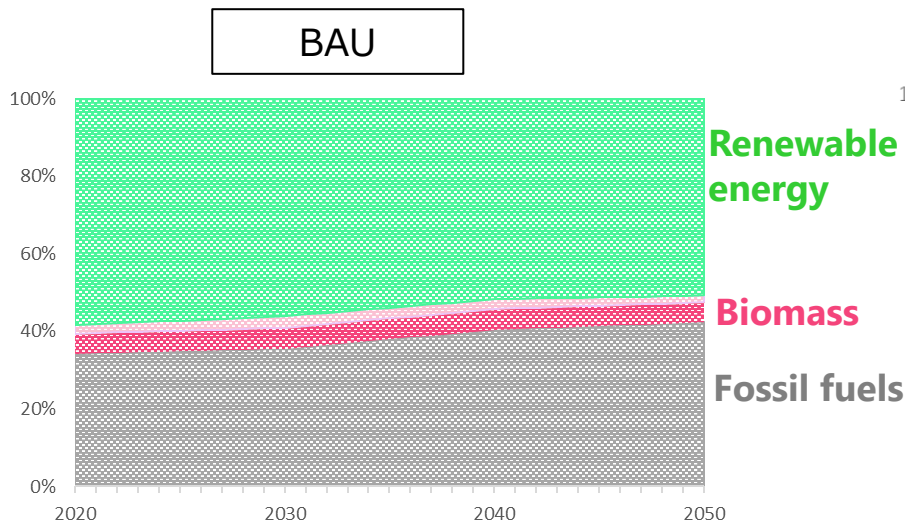


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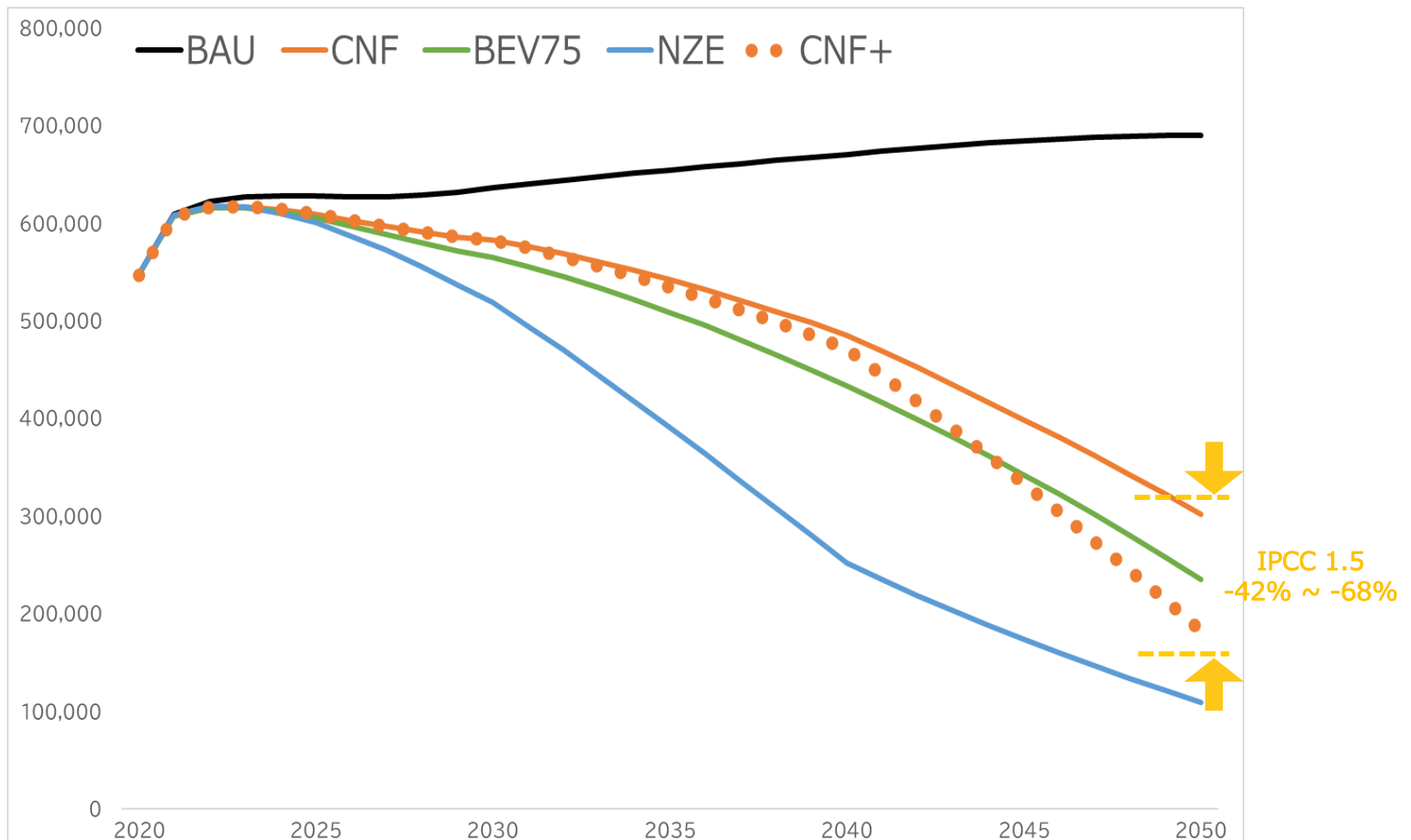
Energy Mix (Latin America)

(In %)



CO2 Emissions (Latin America)

(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 -45% to -80% compared to 2020.

(CO₂ emissions in non-BAU scenarios are within or lower than the IPCC 2050 1.5°C climate scenarios' -42% to -68% range.)