



**Corrigendum:** Air quality and climate policy integration in India

**Issued:** July 2021

**Link to report:** <https://www.iea.org/reports/air-quality-and-climate-policy-integration-in-india>

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On p.3 (Acknowledgements)

Add "**Anju Goel**," in the paragraph.

Special thanks to Sumit Sharma and his team, Ritu Mathur, **Anju Goel**, Shivani Sharma, Garima Vats and Nimish Singh from The Energy and Resource Institute (TERI), who modelled air pollution concentrations for this analysis.

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On p.9 (Executive summary)

Add the word "**reductions**" at the end of the third paragraph.

Converting the PAT scheme's energy saving to carbon saving certificates could further trigger fuel switching, which would contribute additional CO<sub>2</sub> emissions **reductions**.

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On p.9 (Executive summary)

Change the last part of the fourth paragraph (currently "electrify 30% of the road transport fleet by 2020" to the version below:

In response, India has adopted tighter emissions standards (Bharat Stage VI) effective for all vehicles manufactured after March 2020 and introduced the ambition to **reach a 30%-share of EVs in total vehicle sales by 2030**.

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On p.9 (Executive summary)

Change first percentage number in the fifth paragraph from 44% to **40%**.

In terms of air pollution, road transportation was responsible for more than **40%** of total NO<sub>x</sub> emissions (3.3 Mt) and around 7% combustion-related PM<sub>2.5</sub> emissions in 2019.

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On p.17 (Chapter 1)

In the second paragraph, add '**-intensity**'.

CO<sub>2</sub> emissions increased by nearly 50% over the same period, despite noted improvements to CO<sub>2</sub>-**intensity** and GDP energy-intensity.

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On p.22 (Chapter 1)

Change Mt to **Gt** in the first paragraph.

Furthermore, India's heavily fossil fuel-reliant energy sector released more than 2.3 **Gt** CO<sub>2</sub> in 2019, with coal the largest energy source in both power generation and industry, accounting for nearly 70%.

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On p.23 (Chapter 1)

Change "nearly 80%" to "**more than 70%**" in the second paragraph.

Coal combustion was the primary driver of SO<sub>2</sub> emissions, fuelling **more than 70%** of India's 2019 electricity generation and about 45% of industrial production.

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On p.33 (Chapter 2)

Delete number "34" before (**Figure 2.1**) in the second paragraph, making sure that the link to the Figure is still functioning.

Strong economic growth drove electricity generation up by more than 60% to 1580 TWh in 2019, with coal-fired power plants providing 72% of total electricity generation (**Figure 2.1**).

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On p.50 (Chapter 3)

First paragraph. replace 'sale shares' with '**sales share**'.

To achieve the government's aspiration of an average 30% EV **sales share** by 2030 will mainly be achieved through electrification of two/three-wheelers, with sales reaching a market share of more than 40% of this segment in 2030.

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On p.61 (Chapter 4)

Change "if" to **of** in the last two lines.

While India's population continues urbanising, increasing the share **of** urban population from one-third in 2019 to nearly 50% by 2040 in the STEPS, ...

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On p.73 (Chapter 5)

Figure 5.2: Add the following **Note** above the Source.

**Note: TPPs = Thermal power plants**  
Source: IEA analysis based on BEE (2021)

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Acronyms and abbreviations (p.79)

Add between TPED and WEM the term '**TPP – Thermal power plant**'.

TPED	Total primary energy demand
<b>TPP</b>	<b>Thermal power plant</b>
WEM	World Energy Model
WEO	World Energy Outlook

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