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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **India**
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Title: Question on energy modelling and emission trends

Question From Party: United Kingdom of Great Britain and Northern Ireland

Question raised on: 28.08.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Thank you, India, for the opportunity to comment on your 1st Biennial Transparency Report. The UK has a couple of questions, on which we'd welcome your response: 1. How do you account for the growth in energy demand from data centres in the modelling of your emissions projections? 2. How do you currently model the use of air conditioning in your projections, and how do you account for expected future growth in demand? 3. How does India ensure consistency between renewable energy deployment statistics, energy-sector mitigation policies, and reported GHG emissions trends?

Answer:

Answer: India thanks the United Kingdom for its questions and provides the following clarifications.

Response to Question 1:

India's BTR-1 presents projections of GHG emissions up to 2030 under the With Existing Measures (WEM) scenario, described in Section 2.7 of BTR-1. The projections are based on historical GHG emissions trends during 2005–2022, project GDP growth rates from the Department of Economic Affairs, Ministry of Finance, and sector-specific growth assumptions bas on current trends, expected shifts in energy efficiency and productivity in sectors, new directions of sectoral development ar expert judgment.

The numerator (emissions) is projected based on shifts in energy sources, assuming current policies continue until 2030, wh the denominator (GDP) includes current shifts in economic activity and their sources. The growth in electricity demand arisi from emerging activities, including data centres, is therefore implicitly reflected in the broader economic and energy-sec growth assumptions, but not specifically disaggregated and modelled as a separate end-use category. As this is also a relative new development, it may be progressively considered more explicitly in subsequent reports, depending on the scale of growth.

Response to Question 2:

Section 2.7 of India's BTR-1 discusses GHG projections under the WEM scenario, based on sectoral emission trends, project economic growth and the continuation of existing policies and measures for both energy efficiency improvement and t deployment of non-fossil-fuel energy sources.

The GHG projections in BTR-1 reflect electricity consumption associated with space cooling and air conditioning within t overall electricity-demand and energy-sector trends. These include observed trends in cooling demand growth, which is significant adaptation need in India. While estimates are internally tested against more detailed energy demand models that u appliance stock and vintage, penetration rates of energy-efficient appliances for cooling (both air conditioning and refrigeratio and associated cooling-degree-day assumptions, the BTR does not include these models in the GHG projections reported.

Given that access to cooling is also a specific adaptation need, the projection of cooling demand is an important aspect of ma national modelling studies. However, the dynamic nature of India's growth (encompassing structural and sectoral shifts) al implies that the uncertainties associated with projections are higher, particularly in the household sector where technology use fragmented, and the use of refurbished or pre-owned appliances is currently high but changing. This is also one of the reaso why India has availed flexibility (FX) to go beyond 2030 for projections in BTR-1.

Response to Question 3:

India uses official national datasets, established institutional arrangements and sector-specific methodologies consistent with t 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

Renewable energy installed capacity and electricity-generation statistics are compiled by the concerned national institutior including the Central Electricity Authority (CEA) and the Ministry of New and Renewable Energy (MNRE). Energy activity data f the national GHG inventory are drawn from official sources, including CEA and relevant sectoral ministries and agencies.

The GHG emissions reported in India's BTR-1 are estimated using fuel-consumption and other relevant activity data, togeth with appropriate emission factors, in accordance with applicable IPCC methodologies.

It is important to distinguish between renewable energy installed capacity, actual electricity generation and resulting GH emissions. An increase in renewable energy capacity does not necessarily lead to a corresponding absolute reduction in energ sector emissions, particularly in a growing economy with rising electricity demand. Renewable energy deployment contributes reducing the emissions intensity of electricity generation and helps avoid emissions that would otherwise arise from fossil fu based generation.

India's BTR-1 reports progress in implementing its NDC through relevant indicators, including the share of non-fossil fuel sourc in installed electricity capacity and the reduction in emissions intensity of GDP. These indicators are assessed using th respective official datasets and methodologies.

The GHG inventory and NDC tracking indicators are compiled through coordinated institutional arrangements involving t concerned ministries and technical agencies. Data verification, consistency checks and quality assurance/quality control (QA/Q procedures are carried out as part of the national inventory preparation and reporting process.

Title: Estimating the expected emission reductions of policies and measures

Question From Party: Japan

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: India has applied flexibility in reporting its expected emission reduction in 2030 from policies and measures and reported as "FX". Furthermore, in Chapter 5 of its BTR1, India reports 5 years as timeime for improvement. What actions does India plan to take in the future to estimate the expected emission reductions from policies and measures in five years?

Answer:

Answer: India thanks Japan for its question and provides the following clarification:

Response:

India has applied flexibility in reporting expected GHG emission reductions from policies and measures, given the existing limitations in sector-specific data, baseline scenarios, methodologies, and institutional capacity for ex-ante quantification of impacts of mitigation measures.

As indicated in Chapter 5 of India's BTR-1, India envisages progressively addressing these capacity constraints over a period of five years through the following measures:

1. **Strengthening institutional arrangements:** Enhancing coordination with concerned line Ministries, sectoral agencies and research institutions for systematic collection of data on implementation and mitigation outcomes as well as impacts of mitigation policies and measures.
2. **Development of methodologies:** Developing appropriate sector-specific methodologies, baseline scenarios, emission factors and assumptions for estimating expected GHG emission reductions and avoidance from major mitigation policies and measures.
3. **Improving data management:** Strengthening national data collection and information management systems to facilitate consistent monitoring of sectoral activity data, policy implementation indicators and associated emission reductions.

4. **Capacity building:** Undertaking technical training and capacity-building activities for relevant institutions in emissions modelling, scenario analysis, mitigation impact assessment and monitoring, reporting and verification.
5. **Progressive quantification and reporting:** Prioritising major mitigation policies and measures in key emitting sectors, including energy, industry, transport, agriculture and waste, for quantitative assessment of their expected emission reductions towards 2030.

India is undertaking preparatory activities under its ongoing transparency-related initiatives, including preparing subsequent BTRs, to strengthen its technical and institutional capacities.

These efforts are expected to progressively enable India to provide quantified estimates of expected GHG emission reductions from relevant policies and measures, to the extent possible, in subsequent BTRs, consistent with the MPGs under Decision 18/CMA.1.

India will continue to seek appropriate financial, technical, and capacity-building support to implement these improvements under the Paris Agreement's Enhanced Transparency Framework.

Title: Article 6 cooperation

Question From Party: New Zealand

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: India’s BTR reports that the Government of India notified the National Designated Authority for the Implementation of Article 6 of the Paris Agreement (NDAIAPA) in 2022 to develop processes and frameworks for international carbon trading, and that eligible activities have been identified. Could India share the key benefits it expects from Article 6 cooperation?

Answer:

Answer: India thanks New Zealand for its question and provides the following clarification:

Response:

India views voluntary cooperation under Article 6 of the Paris Agreement as an important mechanism for enhancing implementation, facilitating international cooperation and mobilising additional resources for mitigation activities, consistent with national circumstances and sustainable development priorities. The Government of India established the National Designated Authority for the Implementation of Article 6 of the Paris Agreement (NDAIAPA) in 2022 to develop the necessary institutional and regulatory framework for participation in international carbon market mechanisms.

India envisages the following potential benefits from Article 6 cooperation:

1. **Mobilisation of climate finance:** Facilitating additional international financial resources for mitigation activities, particularly in emerging low-carbon technologies and sectors facing financial barriers.
2. **Technology transfer:** Promoting access to and cooperation on advanced low-carbon technologies, including green hydrogen, energy storage, industrial energy efficiency and emissions avoidance measures and other innovative mitigation solutions.
3. **Capacity building:** Strengthening domestic technical and institutional capacities for carbon market participation, including monitoring, reporting, verification and accounting of emission reductions.
4. **Cost-effective mitigation:** Enabling implementation of additional mitigation activities through market-based cooperation while promoting sustainable development and environmental integrity.
5. **Sustainable development:** Supporting employment generation, innovation, energy security and other sustainable development co-benefits associated with low-carbon investments.

India has identified eligible activities for participation under Article 6 mechanisms and is progressively developing the necessary procedures for authorisation, accounting and reporting, consistent with the Paris Agreement and relevant CMA decisions.

India considers Article 6 cooperation as a supplementary instrument to domestic mitigation efforts. Its implementation will be guided by national priorities, environmental integrity, and transparency, while safeguarding India's ability to achieve its own

NDCs.

Title: Climate finance and capacity building

Question From Party: Australia

Question raised on: 09.09.2026 CEST

Question Category: Financial, technological development and transfer, and capacity-building support

Question: In Table III.10 of its first BTR, India indicates that it needs capacity-building support for securing climate finance, including in proposal writing, financial planning and grant management. Could India please provide further detail on the challenges it faces in accessing climate finance, including which institutions are most in need of support?

Answer:

Answer: India thanks Australia for its question and provides the following clarification:

Response:

India faces several institutional, technical and procedural challenges in accessing international climate finance, particularly in translating identified climate priorities into bankable projects and programmes that meet the requirements of international climate finance institutions.

The key capacity-building needs include:

1. **Access to climate finance:** Translating and complying with the diverse eligibility criteria, accreditation requirements, environmental and social safeguards, and fiduciary standards of international climate finance mechanisms, including the Green Climate Fund (GCF) and Global Environment Facility (GEF).
2. **Financial planning and grant management:** Strengthening institutional capacities for financial structuring, budgeting, procurement, fund utilisation, monitoring, reporting and compliance with donor requirements.
3. **Monitoring and evaluation:** Developing robust systems for estimating and tracking mitigation and adaptation outcomes, climate finance flows and project-level results.
4. **Capacity building for National and Sub-national analytical work:** To undertake domestic efforts for financial modelling, economic analysis and climate impact assessment, including the development of national and sub-national modelling
5. **Predictability of Climate Finance:** From project conceptualization to actual disbursement of projects, there is a large gestation period, which puts pressure on the implementing agencies to complete the task in compliance with the agreed deadlines

Capacity-building requirements are particularly relevant for State Government departments, State-level implementing agencies, local bodies, sectoral institutions and national implementing entities, which play an important role in identifying, developing and implementing climate-related projects.

India is undertaking capacity-building initiatives in collaboration with relevant national institutions and international partners. However, sustained technical assistance, simplified access procedures and predictable financial support remain important for strengthening institutional readiness and facilitating effective access to climate finance.

Title: Early Achievement of the Non-fossil Power Capacity Target, BTR p.20, Key Highlights

Question From Party: Republic of Korea

Question raised on: 09.09.2026 CEST

Question Category: Progress towards/achievement of the NDC

Question: We note that India achieved its non-fossil installed power capacity target of 50% five years ahead of schedule. On the other hand, what phase-down plans does India have for its existing coal-fired power plants?

Answer:

Answer: India thanks the Republic of Korea for its question and provides the following clarification:

Response:

India has achieved its NDC target of 50% cumulative installed electric power capacity from non-fossil fuel-based energy resources ahead of the 2030 timeline, reflecting its commitment to expanding non-fossil fuel-based energy sources.

India's energy transition is guided by its national circumstances, developmental priorities, energy security considerations and the principles of equity and common but differentiated responsibilities and respective capabilities (CBDR-RC).

India is pursuing a balanced approach through the progressive expansion of non-fossil fuel capacity, retirement of ageing and inefficient thermal power units where appropriate, renovation and modernisation of existing plants, improvements in thermal efficiency, biomass co-firing and flexible operation of coal-based plants to facilitate greater integration of renewable energy.

The future role of coal-based generation will be determined by India’s sustainable development priorities, electricity demand, availability of reliable alternatives, grid requirements, technological developments, national energy security considerations, as well as the availability of financial and technological support from developed countries in keeping with their obligations.

Title: Plans for Road Transport and Enteric Fermentation, BTR p.20

Question From Party: Republic of Korea

Question raised on: 09.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: We note that while the power and industrial sectors have quantitative management frameworks in place, road transportation and enteric fermentation appear to have relatively less developed quantitative reduction targets. Are there plans to establish such targets for these two sectors?

Answer:

Answer: India thanks the Republic of Korea for its question and provides the following clarification:

Response:

India's NDC envisages an economy-wide reduction in the emissions intensity of GDP by 45% by 2030 from the 2005 level. Both sectors mentioned in the question play a role in contributing to the economy-wide target, but detailed quantitative management frameworks are more challenging due to the distributed nature of these sectors.

In the road transportation sector, India is implementing measures such as the PM E-DRIVE Scheme, Corporate Average Fuel Efficiency (CAFE) standards, ethanol blending, promotion of electric vehicles, expansion of public transportation and improvement of logistics efficiency. These measures are supported by EV deployment, fuel efficiency, fuel blending and fuel consumption and are also monitored through relevant line ministries.

For the livestock sector, India is promoting improved livestock productivity, balanced animal nutrition, improved feed and fodder management, breed improvement and scientific livestock management under programmes such as the National Livestock Mission and Rashtriya Gokul Mission. Research institutions, including Indian Council for Agriculture Research, are developing and evaluating feed-based interventions for reducing methane emissions from livestock. This sector in India is characterized by small enterprises and livestock owners, which makes it relatively more challenging to monitor. More importantly, adaptation is a priority for this sector.

Title: Inventory - energy sector emissions

Question From Party: European Union

Question raised on: 09.09.2026 CEST

Question Category: National inventory report

Question: The European Union notes that India's 2022 GHG inventory shows that energy and industrial activities represent a particularly significant part of India's GHG emissions. Energy sector emissions increased from 1.25Gt CO_2e in 2005 to 2.49Gt CO_2e in 2022. 1. Iron and Steel fuel combustion and cement process emissions are among India's largest individual inventory categories. Which technological pathways does India expect to deliver the largest reduction in these sectors towards 2030 and does India intend to report quantifies mitigation impacts from these measures in subsequent BTRs? 2. Furthermore, could India provide information domestic monitoring processes and arrangements to identify which mitigation measures are expected to have the largest impact on emissions related to these industries across inventory categories towards 2030? 3. Could India explain how its mitigation plans balance out enhancing Land-Use Change and Forestry sector removal with measures addressing emissions at source in energy electricity generation and energy intensive industry and which of the measure are expected to make to most significant impact towards India's 2030 mitigation objectives? 4. Finally, what are the domestic monitoring mechanism to track implementation and progress of these measures?

Answer:

Answer: At the outset, India notes the observations of the European Union and appreciates its recognition of India's developmental imperative, which is reflected in the growth of its key sectors of energy, iron and steel, and cement. These are key industries to meet infrastructural needs in a developing country such as India and consequently also register higher increases in activity and emissions. Nevertheless, in keeping with India's commitment to contribute its fair share to global mitigation efforts, India has taken a series of steps toward low-emissions development and mitigation in these sectors, as detailed in the BTR. Some of these are summarized below in response to the question.

Response to Question 1: Iron and steel and cement industries

India is pursuing a range of technological and policy measures to reduce the emissions intensity in energy-intensive industries, including:

- **Iron and Steel:** Energy efficiency improvements under the Perform, Achieve and Trade (PAT) scheme, increased scrap-based steel production, greater use of electric arc furnaces, waste heat recovery, resource efficiency, and the gradual adoption of green hydrogen and other low-carbon technologies under the National Green Hydrogen Mission and Green Steel initiatives.
- **Cement:** Improved thermal and electrical efficiency, increased use of blended cement and supplementary cementitious materials, alternative fuels, waste heat recovery, among others.

Response to Question 2: Domestic arrangements for identifying and assessing mitigation impacts

India monitors industrial mitigation measures through institutional mechanisms involving the Ministry of Steel, Department for Promotion of Industry and Internal Trade, Ministry of Power, Bureau of Energy Efficiency (BEE), Ministry of New and Renewable Energy and other relevant agencies directly coordinating with major industries.

The PAT scheme detailed in the BTR and its associated monitoring, reporting and verification arrangements provide information on energy savings and efficiency improvements in designated industrial consumers. Sector-specific programmes and studies further support the assessment of technological interventions and their potential mitigation impacts at the sub-national level as well.

Response to Question 3: Balancing emission reductions and removals

India's mitigation strategy follows a comprehensive approach encompassing both emission avoidance at source and enhancement of carbon sinks.

Measures in the energy and industrial sectors include expansion of non-fossil fuel electricity capacity, renewable energy deployment, energy efficiency, cleaner industrial processes and deployment of emerging low-carbon technologies.

Simultaneously, India is enhancing forest and tree cover through afforestation, restoration and agroforestry programmes to support its NDC goal of creating an additional carbon sink of 2.5–3 billion tonnes of CO_2 equivalent by 2030.

It is important to underline here however that while India pursues its NDC objectives in a holistic manner, activities in each sector are studied, understood, and implemented in a manner that consider the constraints, challenges, opportunities specific to that sector as well. Indias's forests are not only carbon sinks, but also important for livelihoods, biodiversity, and the provision of a range of other ecosystem services. Additionally, India's agricultural sector is characterised by small holder farmers for whom adaptation remains India's over-riding priority. Nevertheless, these sectors contribute to the enhancement

of removals in India, as demonstrated by both India's national GHG inventory and BTR, even as the policies and schemes for the LULUCF sector are circumscribed by multiple objectives keeping, people, livelihoods, and environment at the centre.

Response to Question 4: Domestic monitoring mechanisms

India has established institutional arrangements to monitor the implementation of mitigation measures through concerned line Ministries, sectoral agencies and national reporting mechanisms.

Key mechanisms include monitoring of non-fossil electricity capacity by the Ministry of Power and MNRE on a monthly basis, energy efficiency and PAT implementation by BEE on an annual basis, industrial sector programmes by concerned Ministries, and forest carbon stocks through the Forest Survey of India's periodic assessments.

MoEFCC coordinates national GHG inventory preparation and NDC tracking under the Enhanced Transparency Framework of the Paris Agreement, drawing upon information from these relevant Ministries and agencies, among others.

Title: Carbon Credit Trading Scheme

Question From Party: European Union

Question raised on: 09.09.2026 CEST

Question Category: Financial, technological development and transfer, and capacity-building support

Question: The European Union notes from India's first BTR that India is developing the Carbon Credit Trading Scheme (CCTS) as an important instrument for industrial decarbonisation. Furthermore, under India's NDC Goal 7, India identifies carbon market among the instruments relevant to climate-finance mobilisation. 1. How does India expect the CCTS to mobilise additional private and domestic finance for industrial decarbonisation and does India intend to develop indicators that distinguish finance mobilised through the carbon market from other investment? 2. Could India indicate what quantitative contribution to the GHG emissions intensity reduction it expects the CCTS to deliver by 2030, particularly in the main covered energy-intensive sectors? 3. How does India expect the CCTS impact to become visible in its GHG inventory?

Answer:

Answer: India thanks the European Union for its question and provides the following clarification:

Response to Question 1: Mobilisation of private and domestic finance through CCTS

India has established the Carbon Credit Trading Scheme (CCTS) under the Energy Conservation Act, 2001, as amended in 2022, to provide a market-based mechanism for avoiding and/or reducing greenhouse gas emissions domestically.

The CCTS is expected to mobilise private and domestic investment in low-carbon development by creating economic incentives for entities to improve their GHG emissions intensity through energy efficiency, cleaner fuels, technological upgrades and adoption of low-carbon technologies.

Under the compliance mechanism, entities that achieve emissions intensity below their prescribed targets may earn carbon credit certificates, which can be traded with entities that need credits to meet their compliance obligations. This mechanism is expected to encourage cost-effective mitigation and facilitate investment in cleaner technologies.

India is progressively developing the institutional and monitoring arrangements for this scheme, including the development of additional indicators and reporting requirements for national entities. Information on carbon credit issuance, trading and compliance is expected to support assessment of market activity and associated financial flows. The feasibility of distinguishing carbon-market-related finance from other investments may be examined as the market evolves, while avoiding double counting, and some of this will depend on learning-by-doing.

Response to Question 2: Expected quantitative contribution of CCTS towards the 2030 emissions intensity reduction target

The compliance mechanism is designed to cover major energy-intensive industries, including iron and steel, cement, aluminium, fertilisers, and other notified sectors, through sector-specific GHG emissions intensity targets, and these are expected to contribute to India's economy-wide emissions intensity reduction goal communicated in its NDC. However, the NDC is not as contingent on this mechanism, as it is still evolving and as the scope of its implementation increases and challenges and opportunities become clearer, quantitative contributions specific to this mechanism may become possible to

measure. At present, India has not established a separate, consolidated quantitative estimate of the CCTS contribution to the economy-wide emissions intensity reduction target for 2030.

The actual emissions intensity reduction achieved will also depend on notified targets, sectoral production levels, technological interventions and compliance performance of obligated entities.

Response to Question 3: Reflection of CCTS impacts in the national GHG inventory

India prepares its national GHG inventory using IPCC methodologies and relevant national activity data and emission factors. The inventory reports actual emissions and removals and does not attribute them separately to individual policies.

Title: PaM - Transport sector

Question From Party: European Union

Question raised on: 09.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: The European Union notes that the reduction in emissions intensity of India's GDP is a broad economy-wide indicator, the achievement of which requires action across all major sources of emissions. Moreover, the European Union notes that India provided information on the share of non-fossil fuel-based installed power capacity to demonstrate progress in the electricity sector (Goal 3). Could India elaborate on how the emissions intensity reduction target under Goal 1 is expected to be achieved across other key emitting sectors and through which policies and measures? Also, could India clarify which measures are being implemented or planned in the transport sector and how their implementation and mitigation impacts will be monitored and tracked, particularly considering that emissions from the transport sector, or Category 1.A.3, increased by 181% between 2005 and 2022?

Answer:

Answer: India thanks European Union for its question and provides the following clarification:

Response to Question 1: Sectoral policies and measures contributing to the emissions intensity reduction target (Goal 1)

India's NDC goal of reducing the emissions intensity of GDP by 45% by 2030 from the 2005 level is an economy-wide objective, supported by various mitigation policies and measures across major sectors. A reduction in the emissions intensity of GDP can be achieved by increasing the share of non-fossil fuel energy sources in the energy mix as well as by improving energy efficiency across sectors.

India has adopted a comprehensive, multi-sectoral approach encompassing key sectors with details provided in the BTR. We briefly summarize the same below:

- **Energy and Power:** Expansion of non-fossil fuel-based installed power capacity and electricity generation, energy efficiency improvements including enhanced heat recovery and utilisation systems, strengthening of transmission infrastructure, promotion of energy storage.
- **Industry:** Implementation of the Perform, Achieve and Trade (PAT) scheme focusing on significantly improving the penetration of energy-efficient technologies, waste heat recovery, resource efficiency, and promotion of green hydrogen. The scope of the scheme has expanded across cycles, even as it particularly focuses on energy-intensive industries such as iron and steel, cement and fertilisers.
- **Transport:** Significant enhancement of public transportation, electric mobility, improved vehicle fuel efficiency, railway electrification, expanding mandates for adoption of biofuels and ethanol blending, and cleaner freight transportation systems. More details are provided below in response to the second part of the question.
- **Buildings and Appliances:** Energy Conservation Building Code, Eco-Niwas Samhita, Standards and Labelling Programme, and promotion of energy-efficient appliances.

These measures, alongside others across different sectors of the economy, collectively reduce emissions per unit of GDP while supporting India's developmental priorities.

Response to Question 2: Policies and measures in the transport sector

The increase in transport-sector emissions during 2005–2022 reflects growth in economic activity, increased mobility, demand, and transportation services. These are fundamental elements of India's development. Nevertheless, as a responsible member of the international community, India is committed to contributing its fair share to the global effort to mitigate climate change. To this end, India has taken many significant steps towards low-carbon development of its transport sector, provided in detail in the first BTR. We list some of these briefly below:

- **Public transport:** Expansion of metro rail, electric buses, mass rapid transit systems and integrated urban mobility infrastructure.
- **Railways:** Electrification of railway networks, energy efficiency improvements and increasing the share of freight transported by rail.
- **Electric mobility:** PM E-DRIVE Scheme, Production Linked Incentive (PLI) Scheme for automobiles and auto components, and development of electric vehicle charging infrastructure.
- **Fuel efficiency:** Corporate Average Fuel Efficiency (CAFE) standards for passenger vehicles, fuel-efficiency standards for heavy-duty vehicles, and vehicle scrappage initiatives.
- **Biofuels and ethanol blending:** Ethanol blending in petrol, promotion of compressed biogas under SATAT, and development of alternative and low-carbon fuels.
- **Logistics:** PM Gati Shakti and National Logistics Policy, aimed at improving logistics efficiency and multimodal transportation.

Response to Question 3: Monitoring and tracking of implementation and mitigation impacts

India monitors implementation of transport-related policies and measures through established institutional arrangements involving the Ministry of Road Transport and Highways, the Ministry of Heavy Industries, the Ministry of Railways, the Ministry of Petroleum and Natural Gas, the Ministry of Housing and Urban Affairs, the Bureau of Energy Efficiency and other relevant agencies.

Progress is monitored using sector-specific indicators, including electric vehicle registrations and deployment, fuel-efficiency performance, ethanol blending levels, railway electrification rates, public transport expansion and modal share, and fuel consumption data. The Ministry of Environment, Forest and Climate Change coordinates the preparation of national GHG inventories and tracking of NDC progress under the Enhanced Transparency Framework of the Paris Agreement.

Title: International cooperation for clean-energy

Question From Party: European Union

Question raised on: 09.09.2026 CEST

Question Category: Financial, technological development and transfer, and capacity-building support

Question: The European Union notes that India's 2022 GHG inventory shows that the energy sector remains the main sources of emissions and the energy sector emissions have almost doubled since 2005. At the same time, India is engaged in international cooperation on clean-energy measures. Could India elaborate on how such cooperation are being integrated in domestic mitigation policies and measures? Furthermore, what are India's tracking arrangements for financial support received and mobilised?

Answer:

Answer: India thanks the European Union for its questions and welcomes the opportunity to provide further clarification.

Response to Question 1: Integration of international cooperation into domestic mitigation policies and measures

India's energy sector is the main source of greenhouse gas (GHG) emissions, as reflected in its national inventory. As a developing country, India prioritizes energy access, poverty eradication, and sustainable development, as acknowledged under the Convention and reaffirmed under the Paris Agreement. The growth in India's energy sector emissions must be viewed in the context of India's economic growth, expanding industrialisation, increasing energy demand, infrastructure development and efforts to ensure universal access to affordable and reliable energy for all its people. Nevertheless, the share of non-fossil fuel energy sources in India's power sector in particular has increased rapidly over the last two decades, making it one of the world's largest deployers of renewable energy in the world.

International cooperation on clean energy is integrated into India's domestic mitigation policies as well as its contribution to developing the global climate policy architecture and environment. Initiatives such as the International Solar Alliance (ISA), Mission Innovation, and bilateral clean energy partnerships complement national programmes on renewable energy expansion, green hydrogen, energy efficiency, electric mobility and industrial decarbonisation, although much more effort is required from international partners to support India’s nationally determined pathways.

Response to Question 2:Arrangements for tracking financial support received and mobilised

India tracks international financial support through the relevant divisions and organisations in the Department of Economic Affairs, Ministry of Finance, using information collected from concerned Ministries, State governments, implementing agencies, bilateral and multilateral institutions, and project-level records.

The MoEFCC coordinates the compilation and reporting of financial support, technology transfer, and capacity-building support needed and received under the Enhanced Transparency Framework of the Paris Agreement, as reflected in India's First Biennial Transparency Report (BTR-1).

India’s reporting underlines the importance of enhanced, predictable, and accessible financial and technological support from developed countries, in accordance with the UNFCCC and its Paris Agreement.