



Are very carbon-intensive pathways plausible?

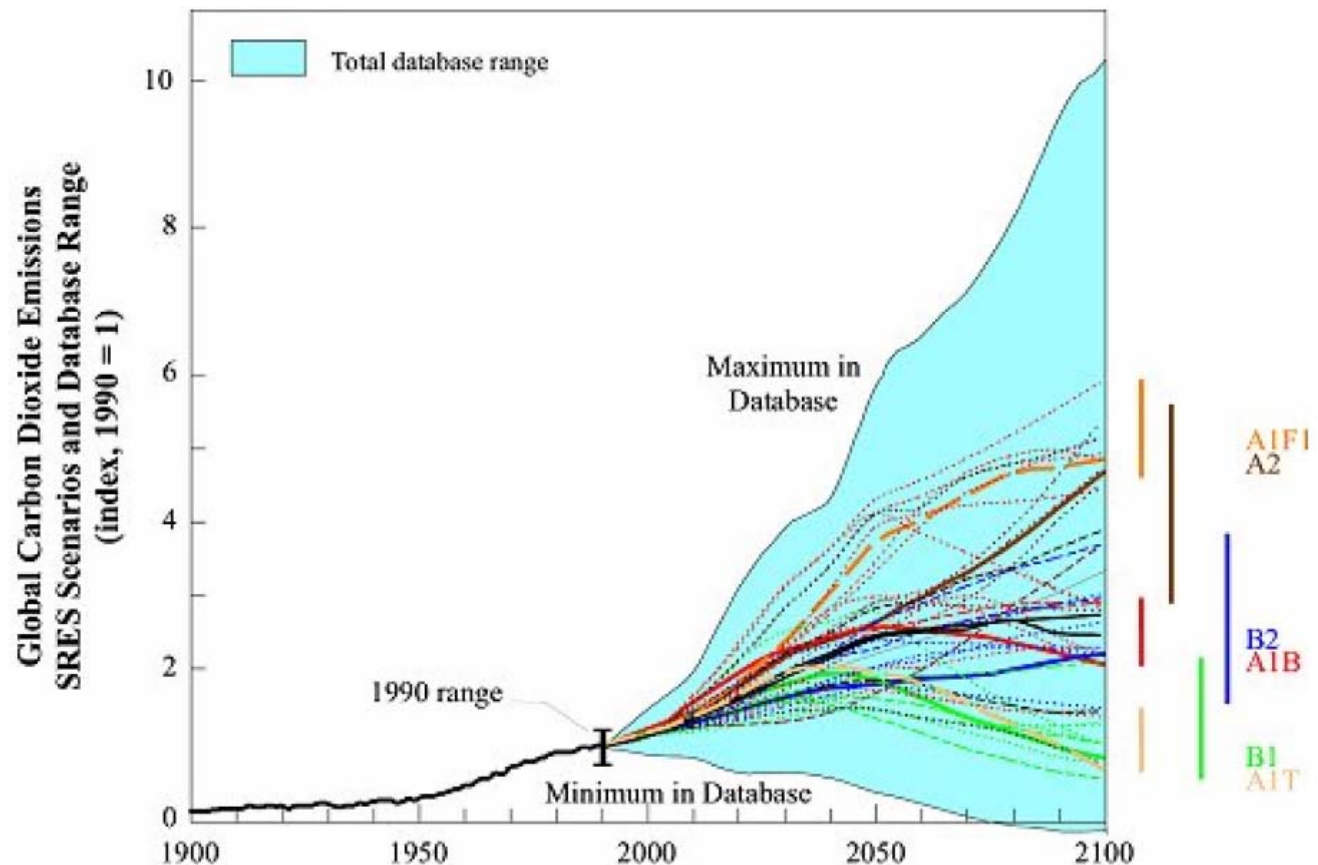
Insights from the Imacim-R modeling framework

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GIS Climat,
Observatoire de Paris
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Mixed dissatisfactions with current modeling practices and ongoing trends

- Non Plausible spread of SRES scenarios ?
- Recent criticism of Pielke et al. about BAU efficiency gains



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- Bad control of uncertainty?

‘Kaya’ identity

$$E_{CO_2} = POP \cdot \frac{GDP}{POP} \cdot \frac{Energy}{GDP} \cdot \frac{E_{CO_2}}{Energy}$$

Economic growth:
productivity, catch-up

Carbon intensity : energy mix,
sequestration

Energy intensity : efficiency
gains, dematerialization,
structural change

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Rate of decoupling between GDP and Emissions

	1.9 % /an	2.0 % /an	2.1 % /an
0.9 % par an	1733 GtC	1628 GtC	1530 GtC
1.0 % par an	1992 GtC	1868 GtC	1753 GtC
1.1 % par an	2229 GtC	2152 GtC	2016 GtC

Mean Productivity
growth rate

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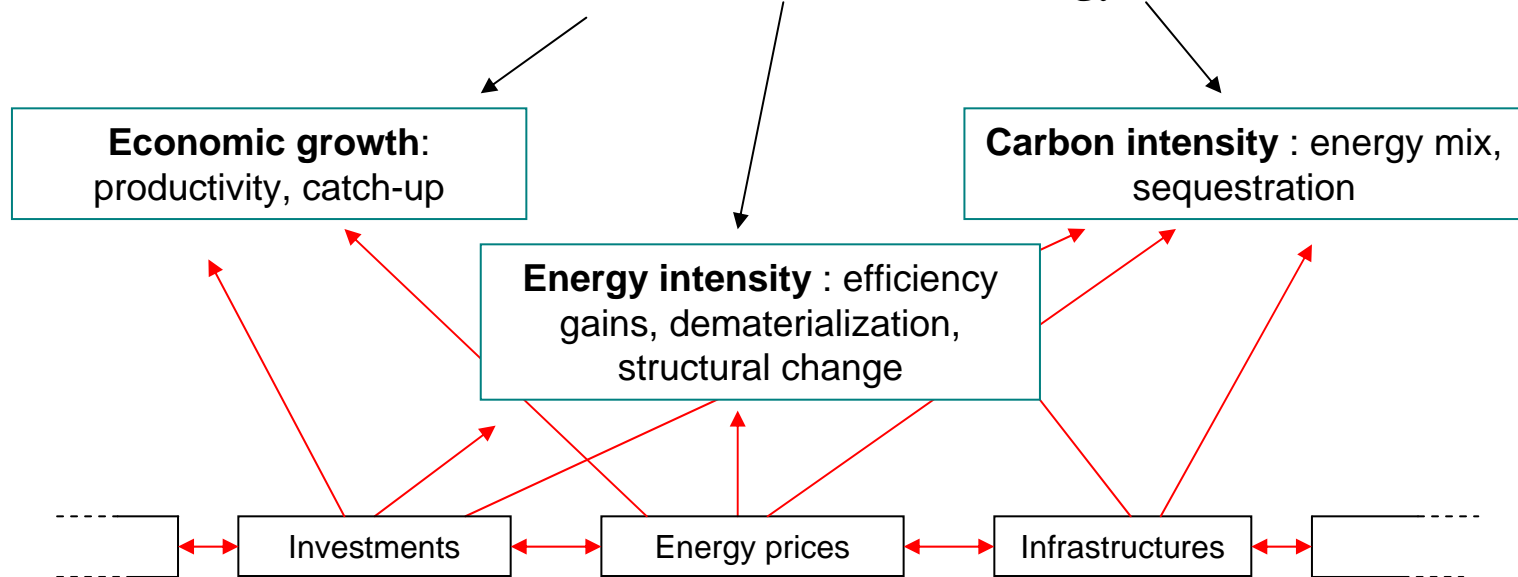
- The intuition that the future drivers of growth and of its physical content are likely to be very carbon intensive
 - Growth dynamics in emerging and developing countries will require an extraordinary amount of materials and energy (consumption + investments)
 - Fossil fuels have a large competitiveness margin
 - Transportation demand is likely to grow steeply despite tensions on oil prices

- Recently observed trends warns us against global optimism (Raupach et al.)
 - Current emissions profile is to exceed upper SRES bound
 - Current stagnation of carbon intensity

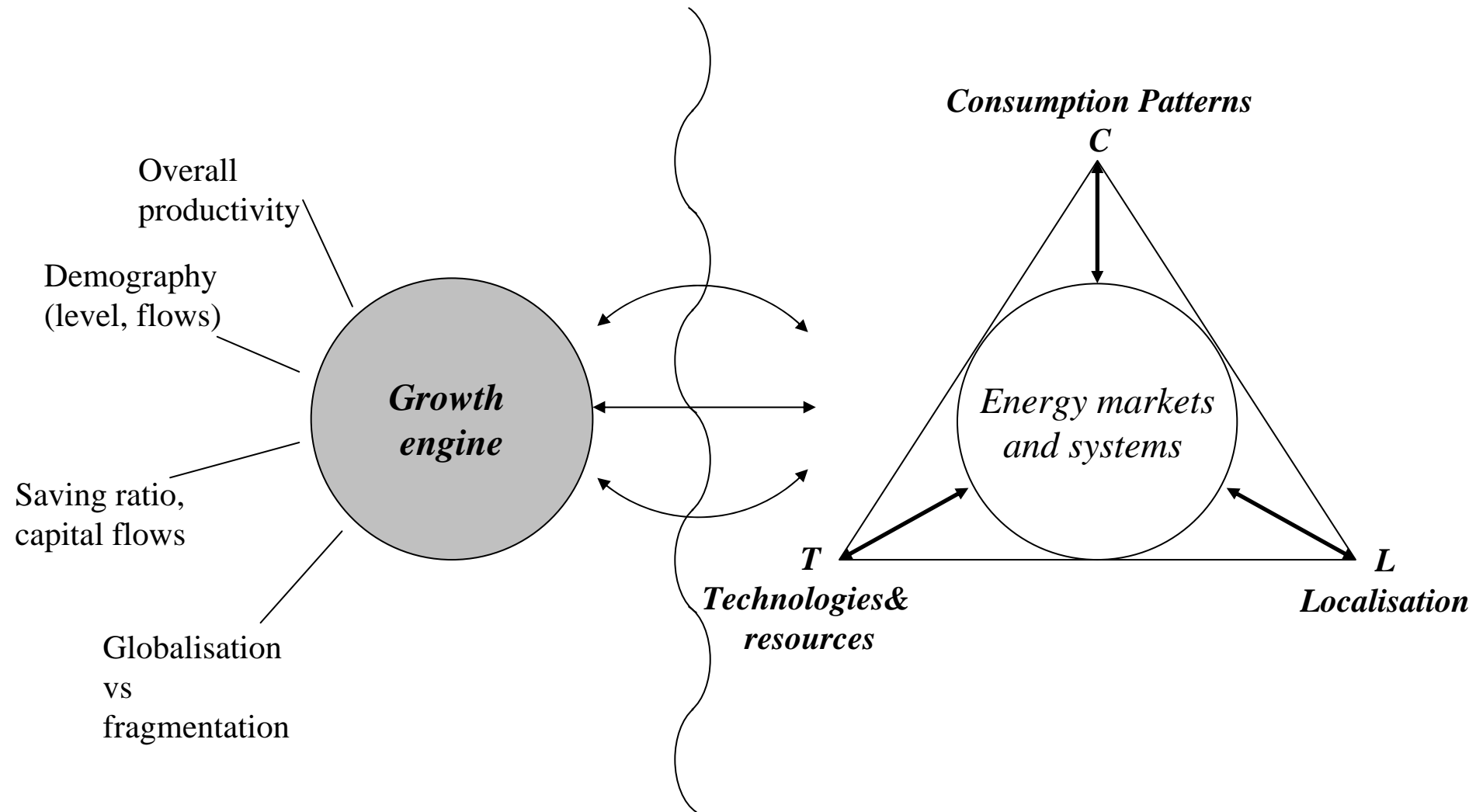
An improved consistency requires to represent underlying mechanisms

‘Kaya’ identity

$$E_{CO_2} = POP \cdot \frac{GDP}{POP} \cdot \frac{Energy}{GDP} \cdot \frac{E_{CO_2}}{Energy}$$



What would we like to represent?



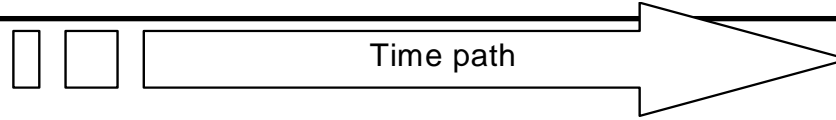
Main modeling principles

- An **hybrid modelling** in physical and money flows so as to
 - Ensure that the technological progress embodied in global growth is consistent with sector - based expertise
 - Ensure global macroeconomic consistencies and inter-sector feedbacks

- A **growth engine with disequilibrium ...**
 - With imperfect foresight and routine behaviours
 - With energy (and other) price cycles
 - Allowing for structural imbalances (unemployment...) and endogenous shocks

- Endogenized structural and technical changes in order to represent internal macro economic feedbacks

A recursive and modular architecture: static equilibria + dynamic relations informed by sector based expertise

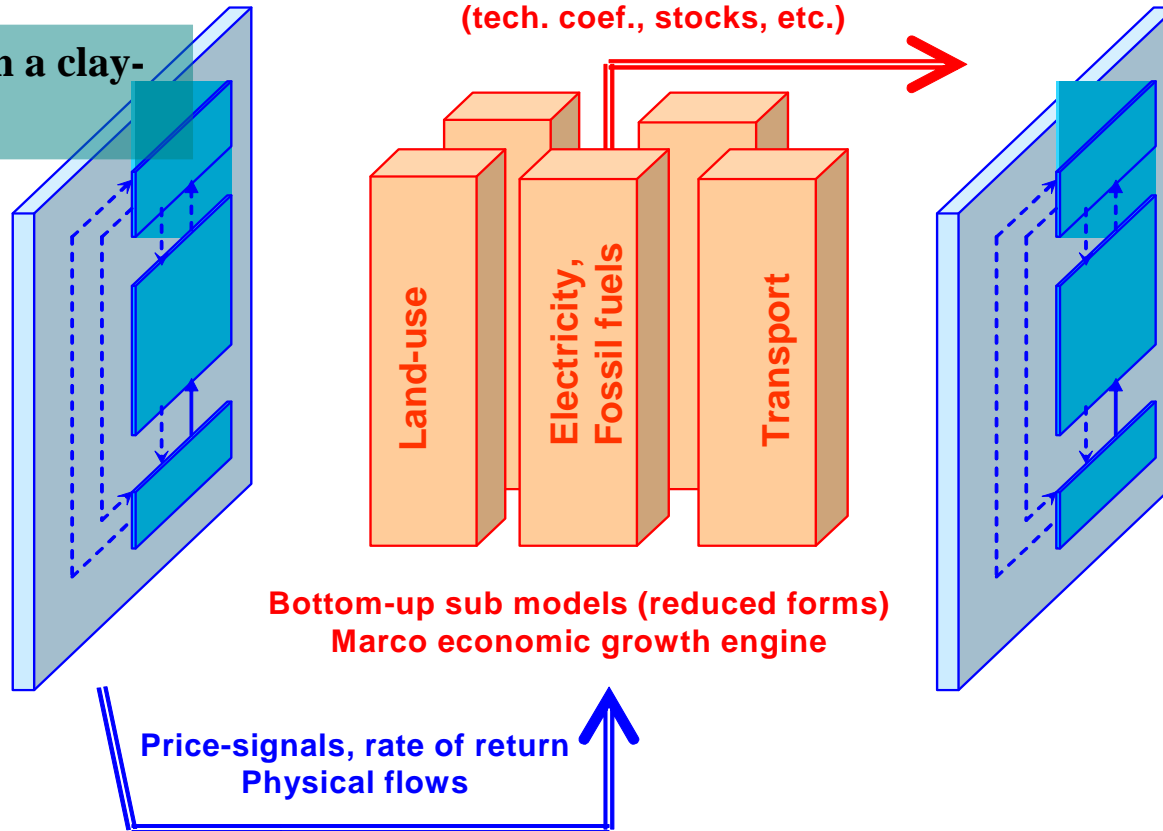


Static Equilibrium t

Static equilibrium $t+1$

Updated parameters
(tech. coef., stocks, etc.)

Static equilibrium in a clay-clay world



Moving the production frontier, back to a 'putty' world



An 'agnostic' attitude toward BAU scenariii

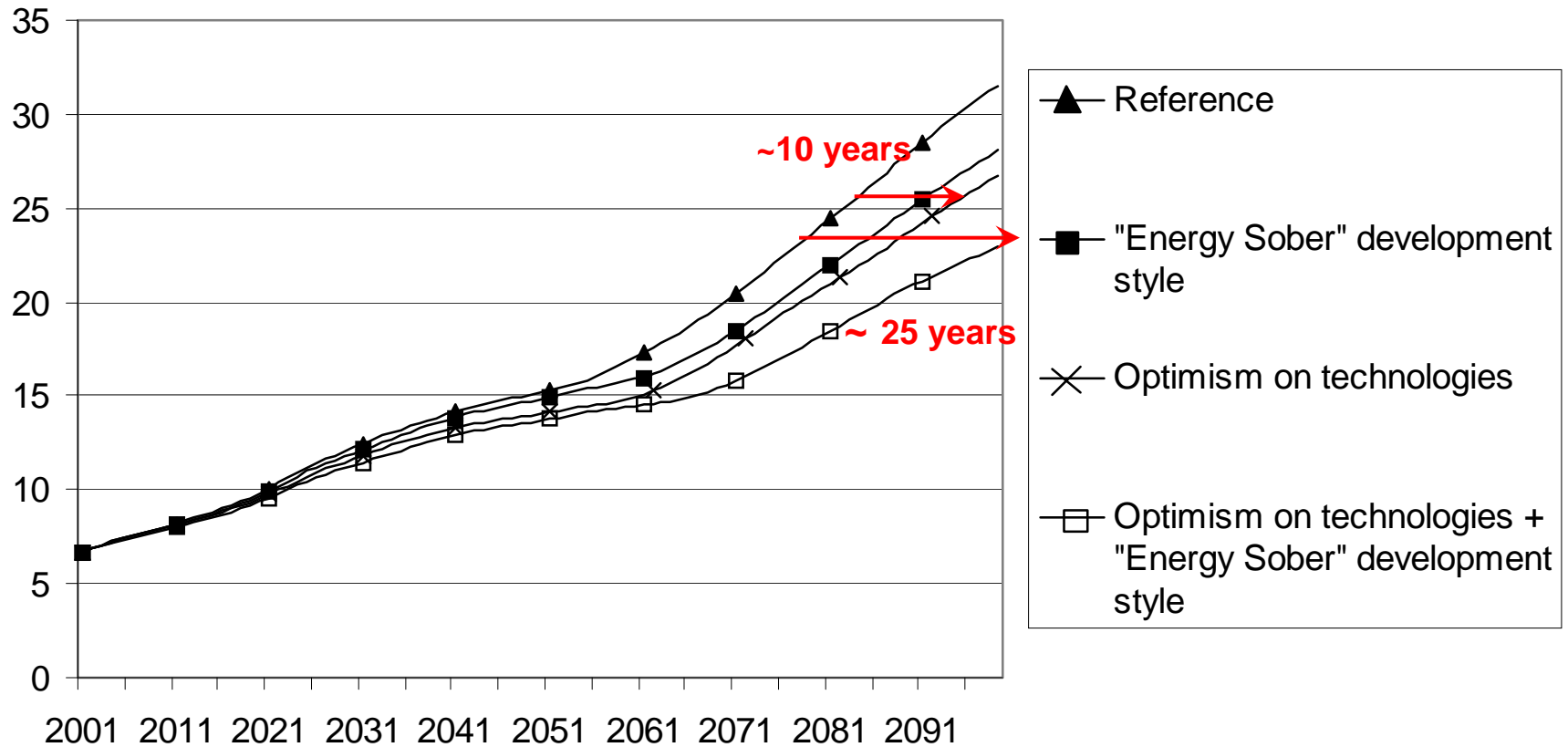
- The model allows for
 - Consistent interactions of various assumptions
 - A complex computation
- Change the procedure: from assumptions to unknown results
 - Demography from UN 1998 central scenario.
 - Mimetic catch-up of development styles.
 - Central assumptions on technologies costs and oil reserves (3.4 Tbl)
 - Median GDP growth, world GDP x7.7 between 2001 and 2100

A Sensitivity Test on underlying drivers of emissions

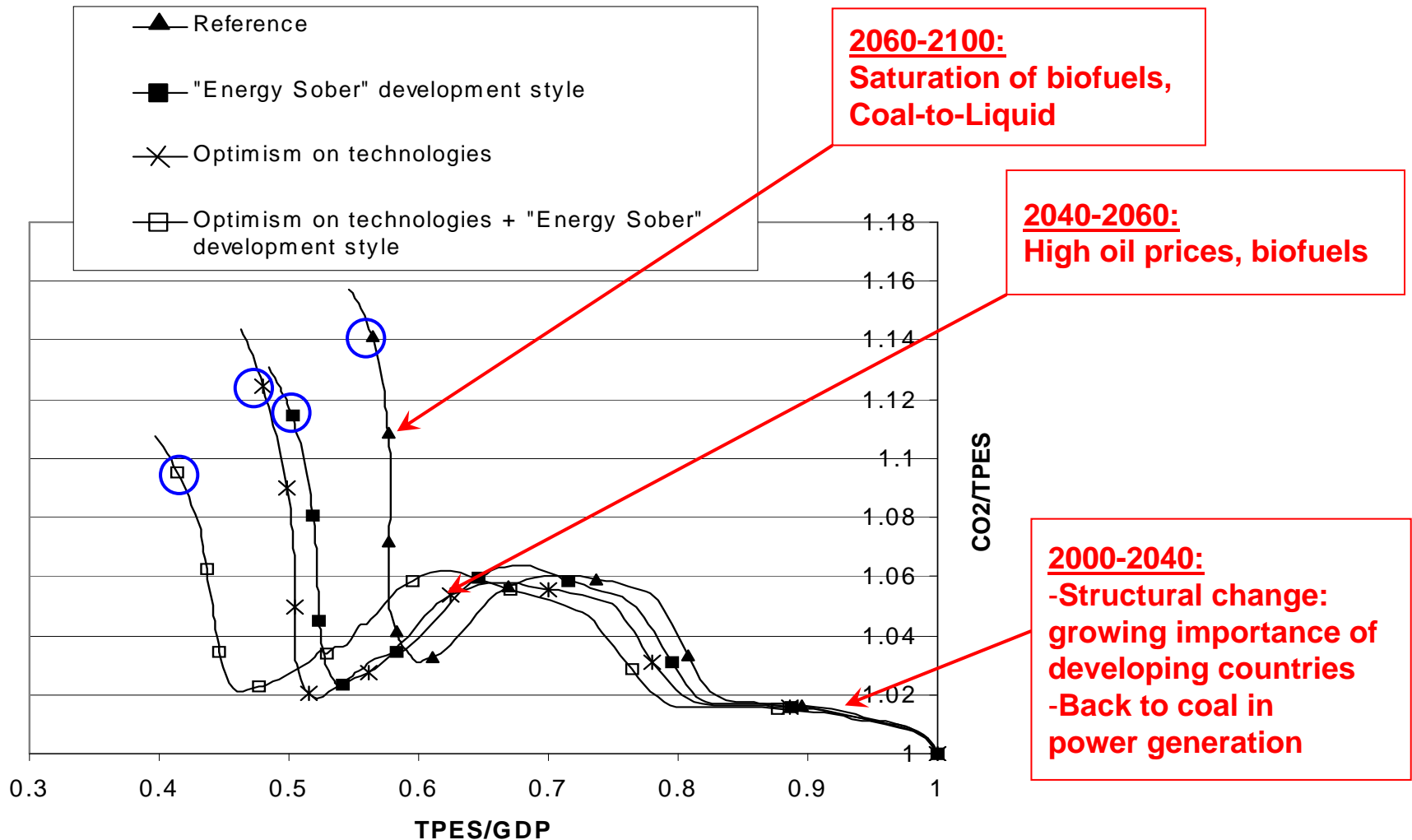
	Scenarios	Assumptions
Optimism on energy supply	Optimism on oil reserves	+30% reserves
Optimism on end-uses technologies	Optimism on AEEI	AEEI*1.5
	Optimism on truck, bus and train technologies	Energy efficiency improvement: speed*1.33
	Optimism on car technologies	Learning rate*3
	Optimism on residential end-uses technologies	Energy efficiency +30% in 2050
“Energy sober” development style	Lower freight content of growth	Decrease following AEEI
	Lower material content of consumption	Saturation level*0.66
	Slower car equipment	Elasticity to revenue*0.66

Overall look on global CO2 emissions

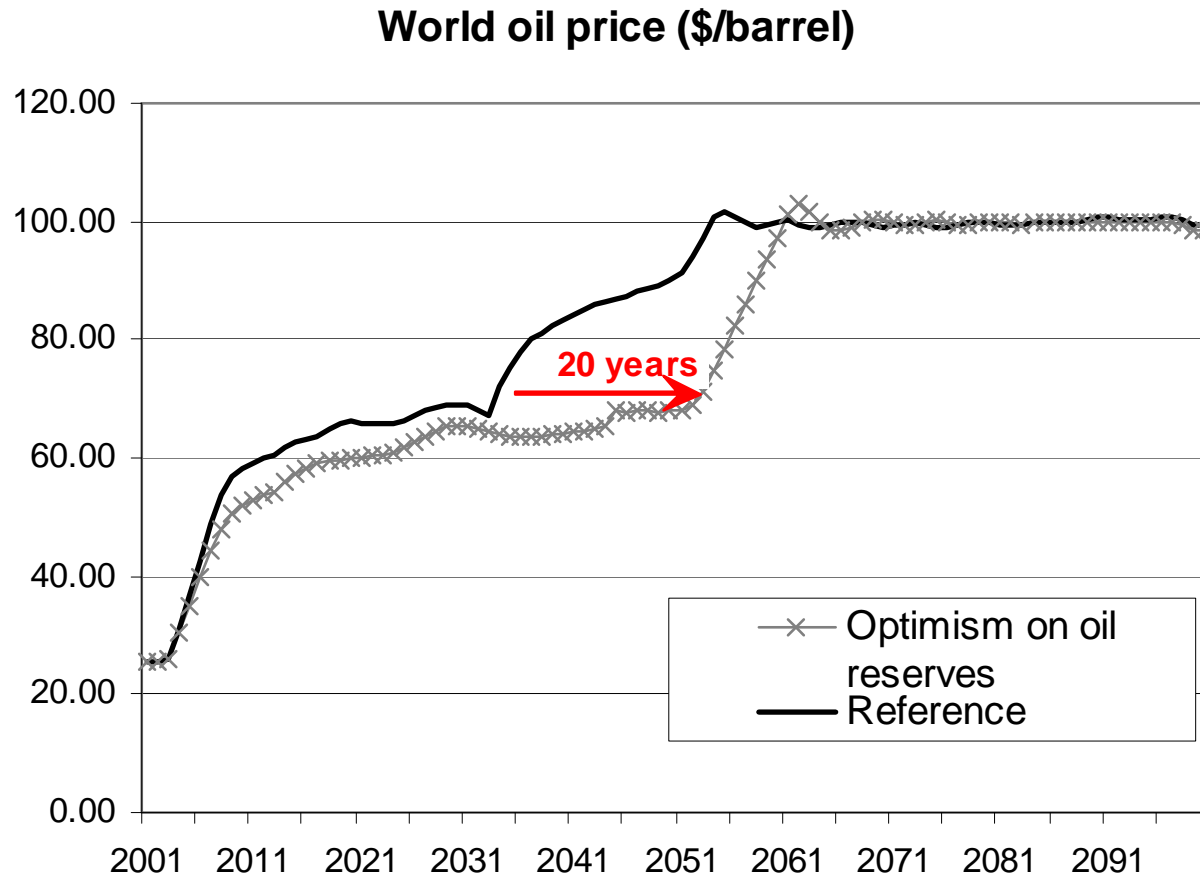
Global CO2 emissions (GtC)



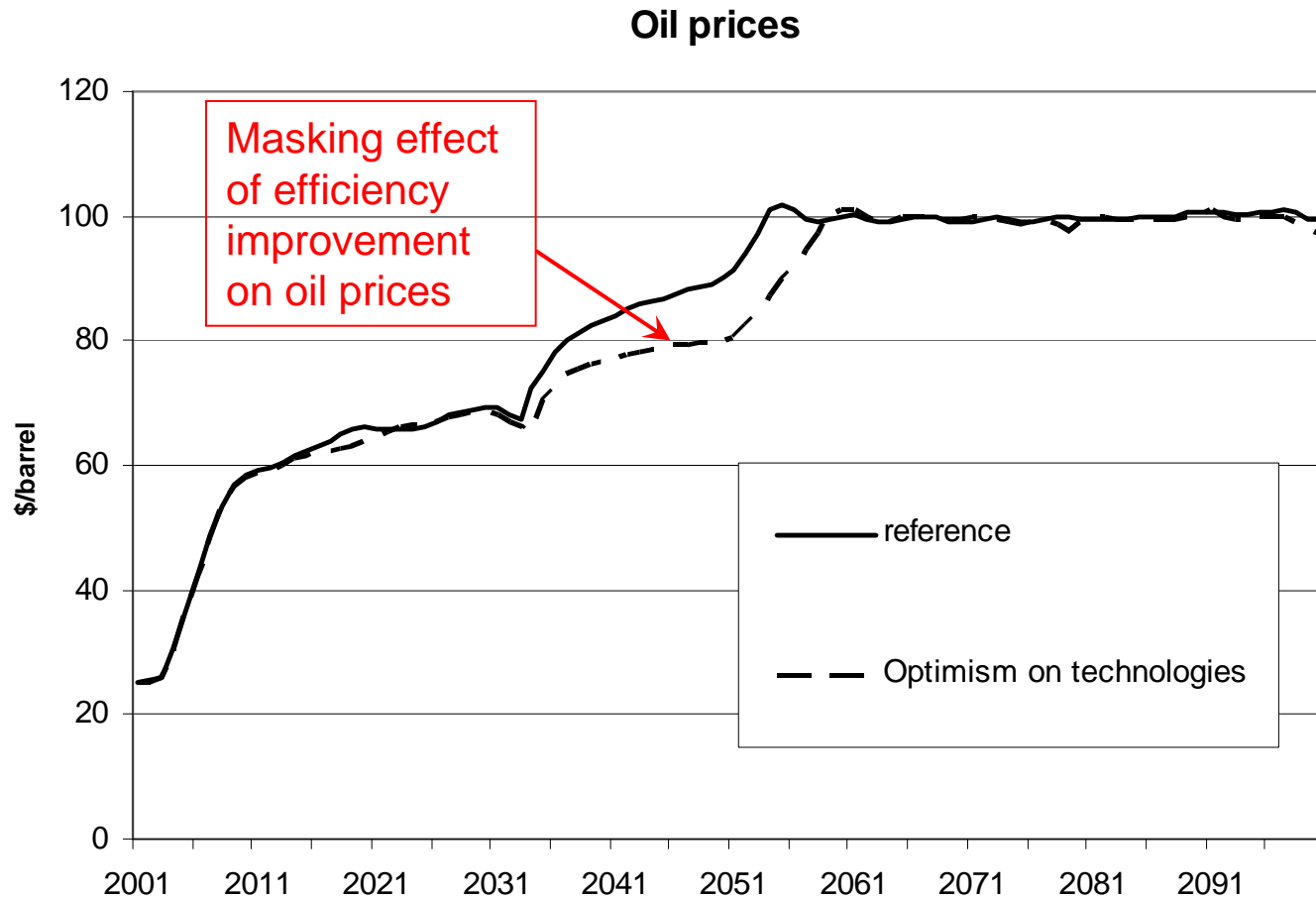
“Kaya” diagram: non trivial interactions!



The risks of carbon-intensive lock-in are highly dependent on signals from energy markets and regulatory uncertainty

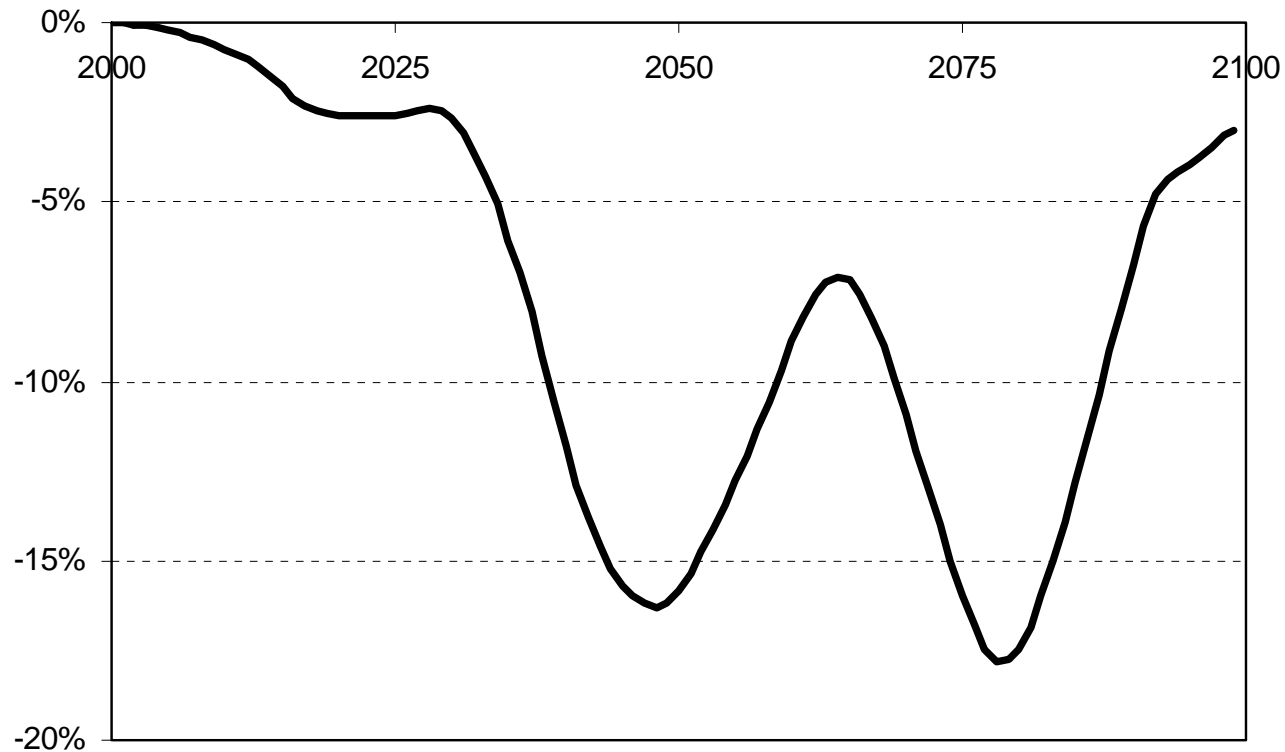


Efficiency improvement may have a masking effect on oil prices



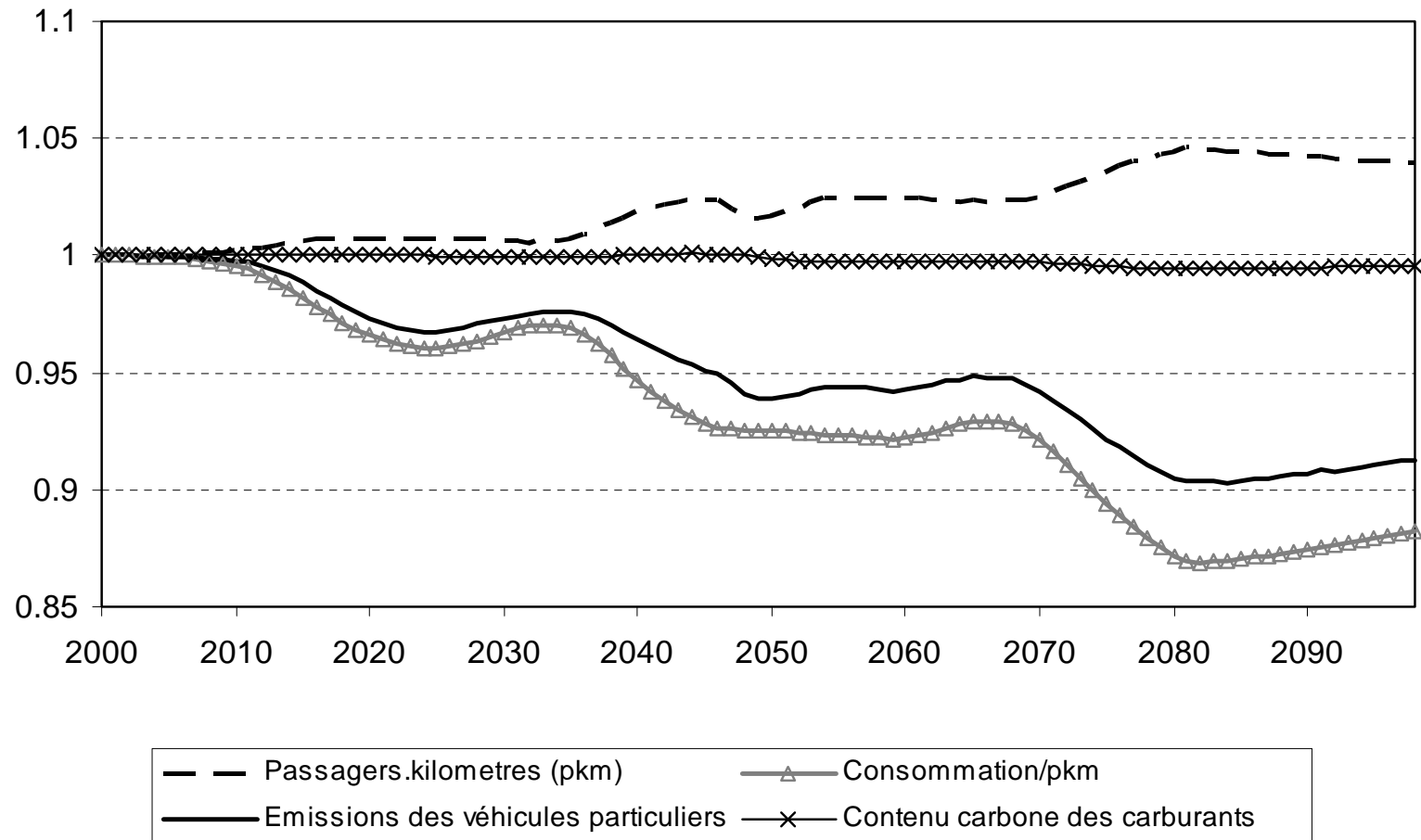
Controlling upstream emissions drivers could slow down technical progress to low carbon technologies

Slowdown of efficiency gains on car engines because of a lower use of personal vehicles



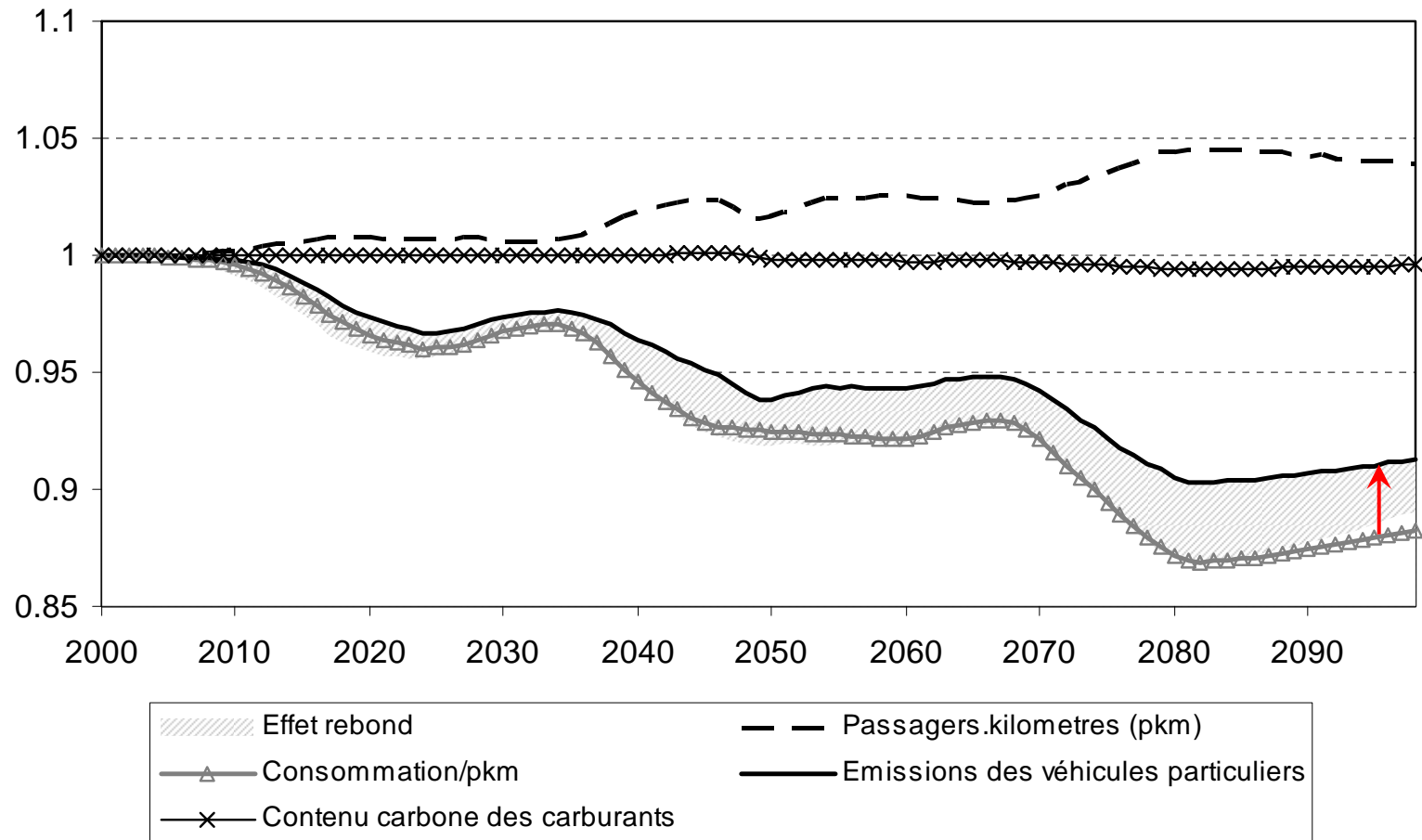
Sectoral Rebound effects

Emissions from personal transportation: Comparison between the optimist case with the reference case



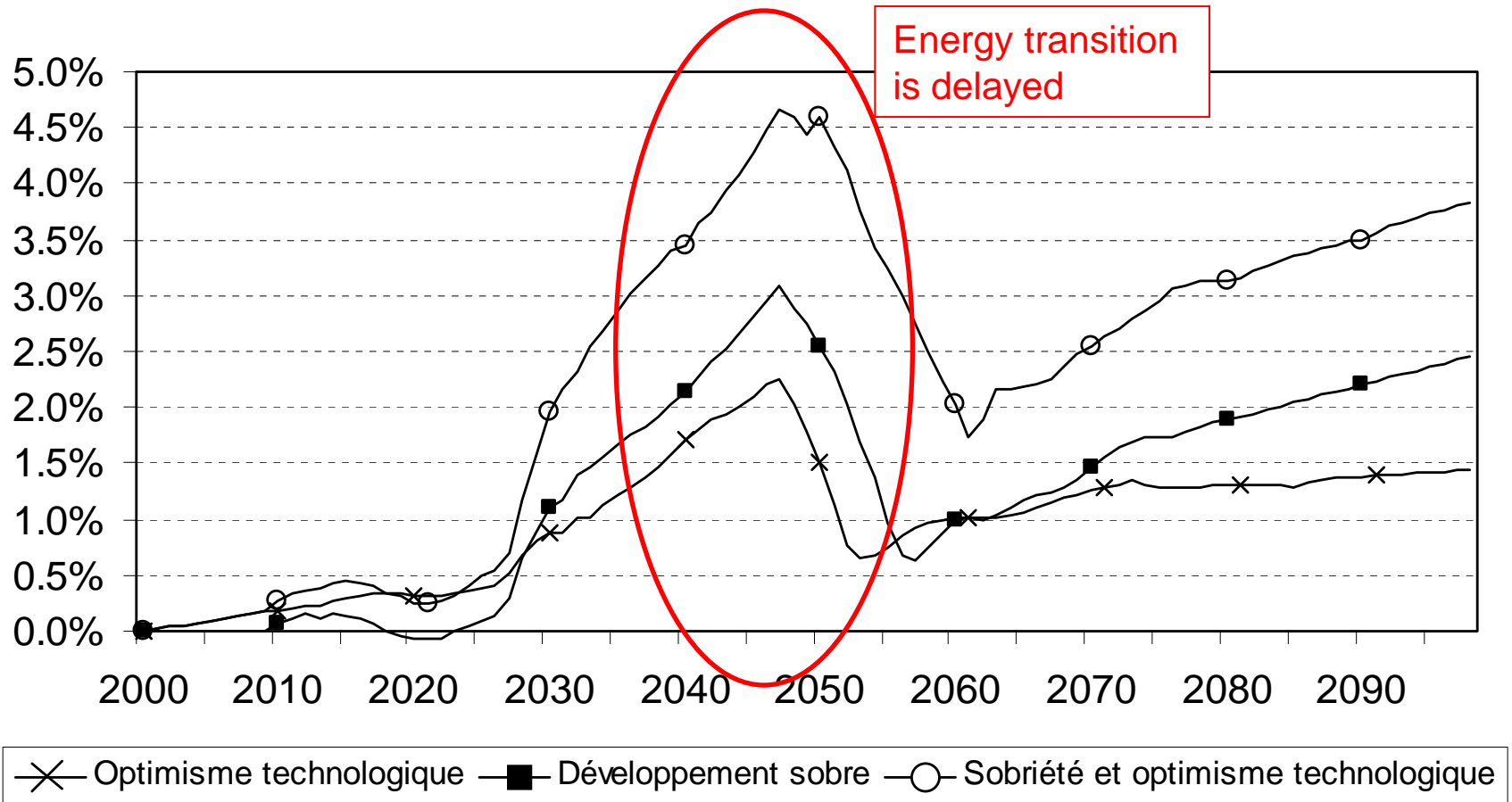
Sectoral Rebound effects

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Macroeconomic Rebound effects

Variation du PIB mondial par rapport au scénario central



A challenging transition for an attractive future

Category	Radiative forcing (W/m ²)	CO ₂ concentration ^{c)} (ppm)	CO ₂ -eq concentration ^{c)} (ppm)	Global mean temperature increase above pre-industrial at equilibrium, using “best estimate” climate sensitivity ^{b), c)} (°C)	Peaking year for CO ₂ emissions ^{d)}	Change in global CO ₂ emissions in 2050 (% of 2000 emissions) ^{d)}
I	2.5-3.0	350-400	445-490	2.0-2.4	2000-2015	-85 to -50
II	3.0-3.5	400-440	490-535	2.4-2.8	2000-2020	-60 to -30
III	3.5-4.0	440-485	535-590	2.8-3.2	2010-2030	-30 to +5
IV	4.0-5.0	485-570	590-710	3.2-4.0	2020-2060	+10 to +60
V	5.0-6.0	570-660	710-855	4.0-4.9	2050-2080	+25 to +85
VI	6.0-7.5	660-790	855-1130	4.9-6.1	2060-2090	+90 to +140

IPCC, 2007