



# Understanding the materials implications of the 2DS

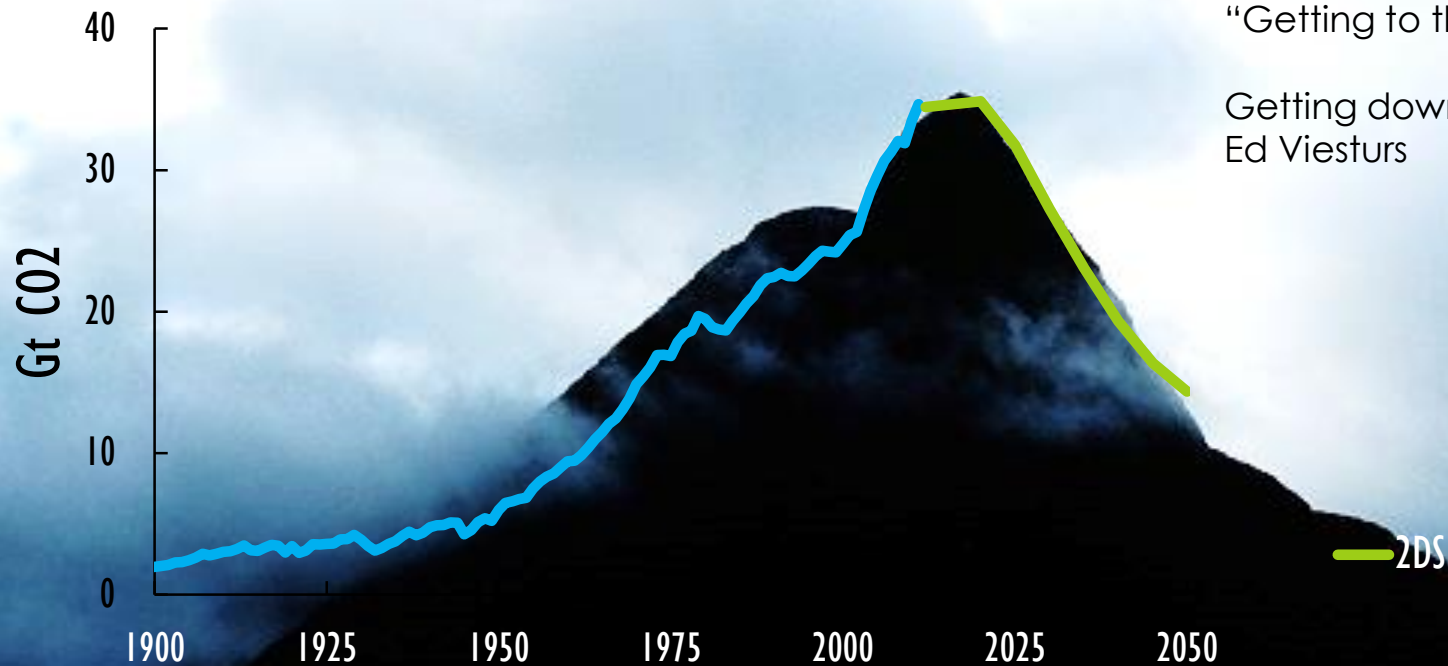
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Araceli Fernandez

Experts' Dialogue on Materials trends in Transport. Paris, 8 March 2018



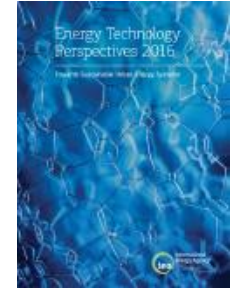
# The global challenge: Climbing down the mountain



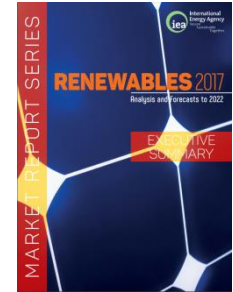
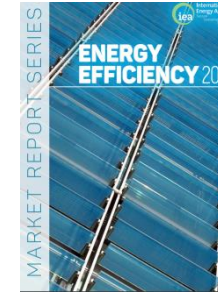
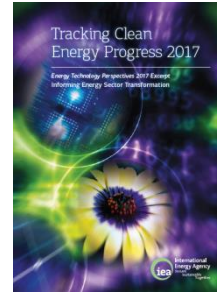
"Getting to the top is optional.

Getting down is mandatory."  
Ed Viesturs

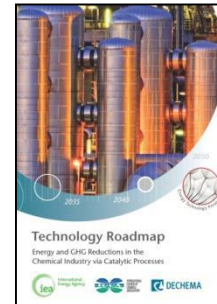
1. Where do we need to go?



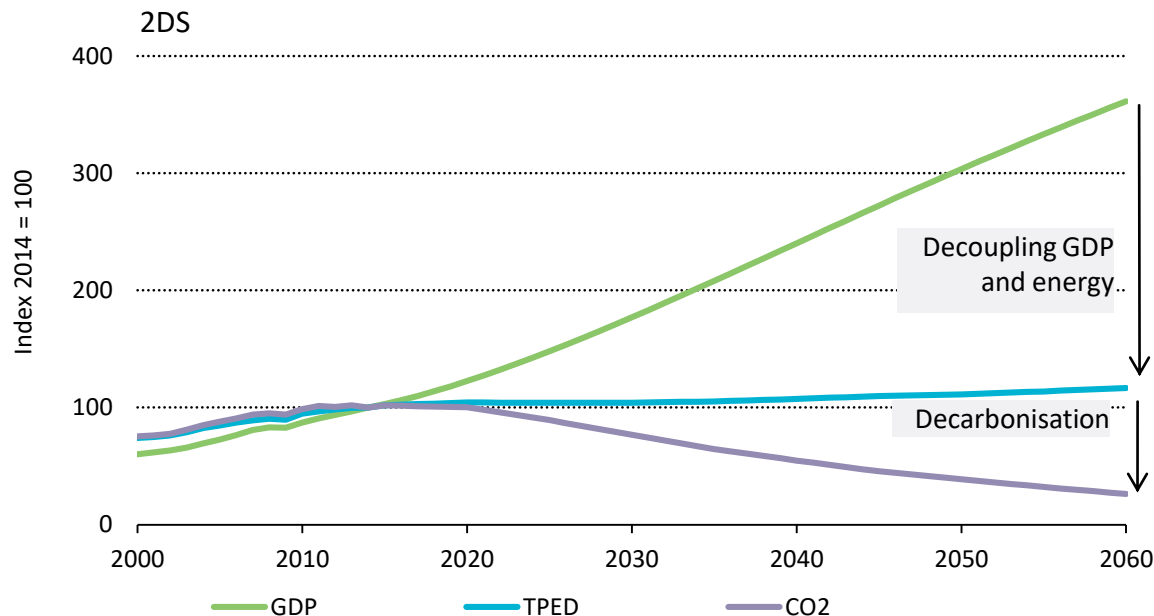
2. Where are we today?



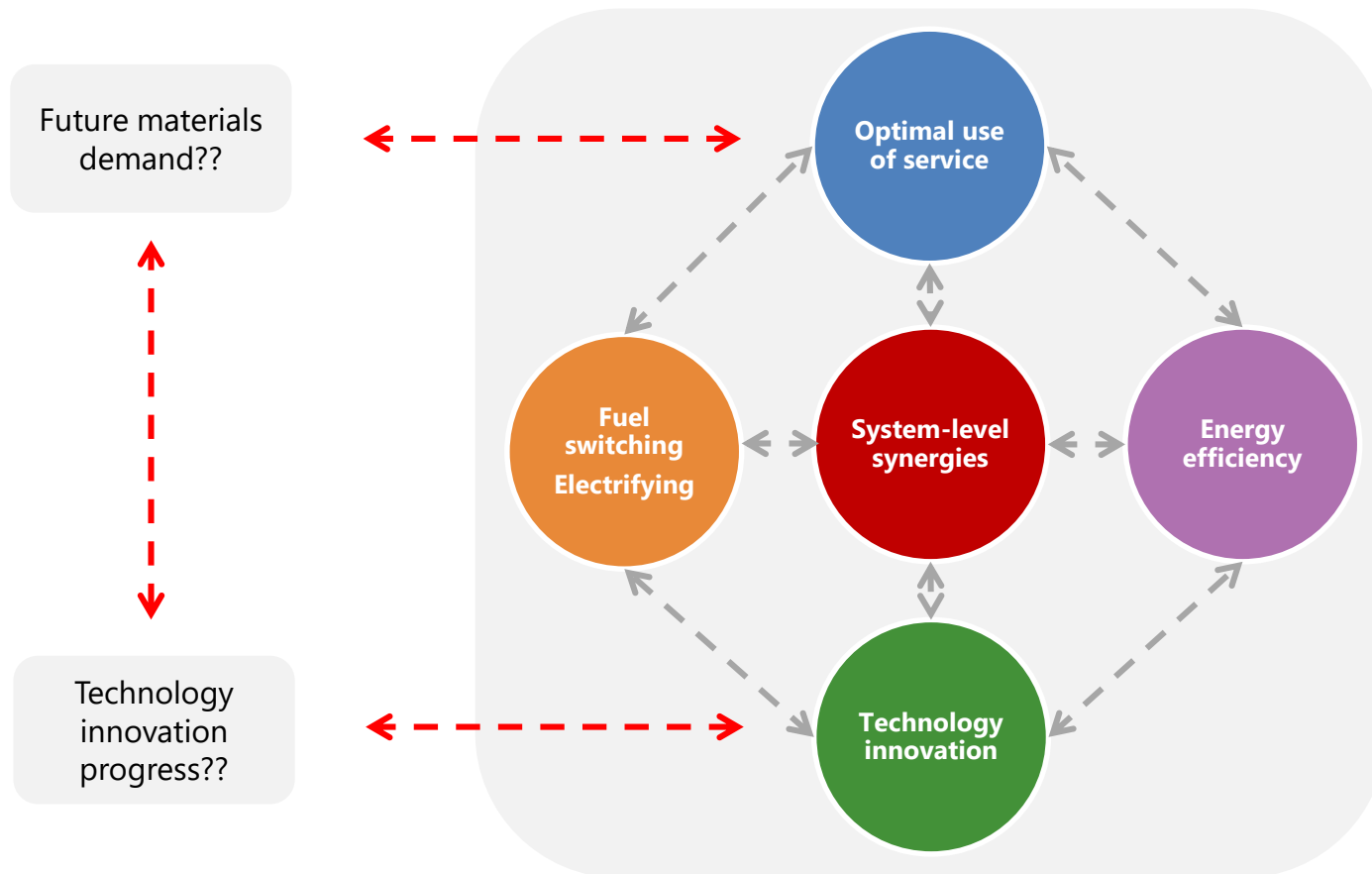
3. How do we get there?



# The 2DS implications

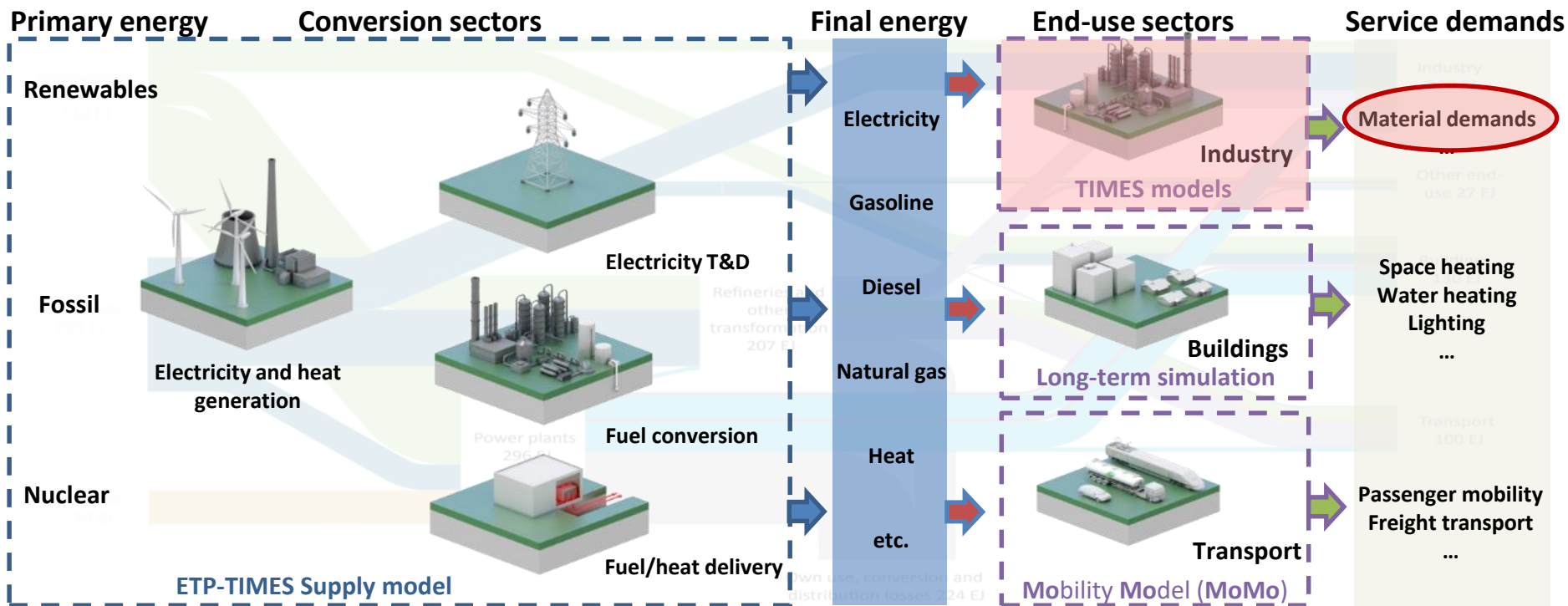


**Achieving the 2DS will require a significant decoupling between energy use and economic growth, with the decarbonisation of the energy mix occurring in parallel.**



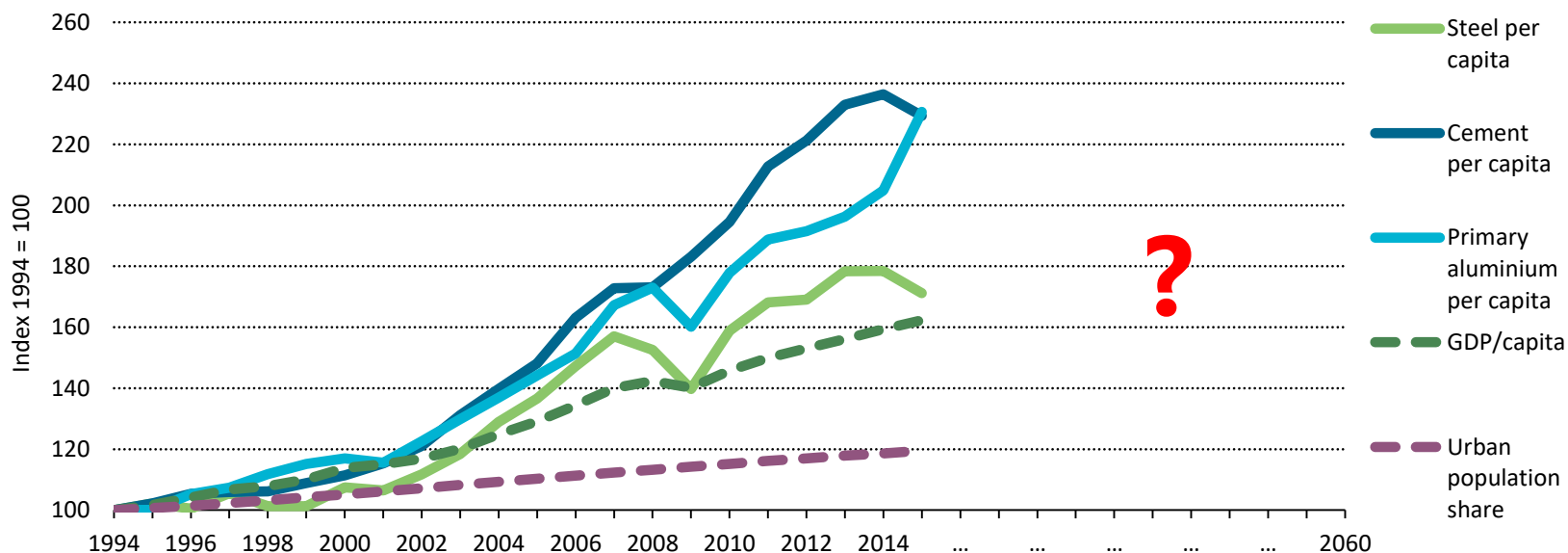
- General principle: analysed variants should meet 2DS carbon budget and similar annual CO<sub>2</sub> emissions in 2060
- Specific 2DS variants
  - Variant A: Limited CCS 2DS variant
  - Variant B: Materials flow and efficiency 2DS variant
- Global coverage but building on regional specific analysis
- Strong engagement with international stakeholders and research institutions
- Expected launch Q1 2019

# Energy Technology Perspectives (ETP) modelling framework



# Projecting materials demand from socio-economic indicators... a difficult question!

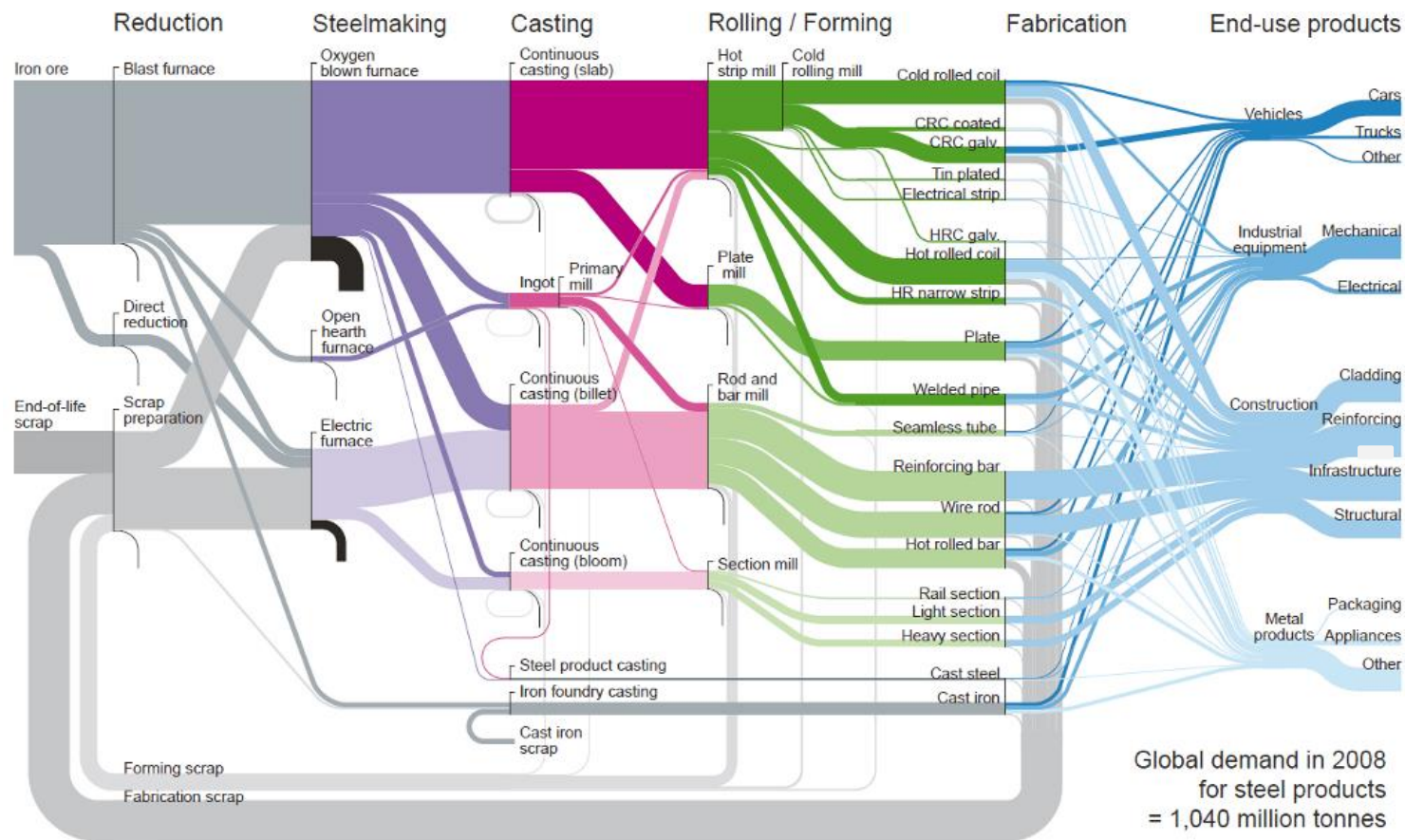
Global materials production and socio-economic indicators evolution



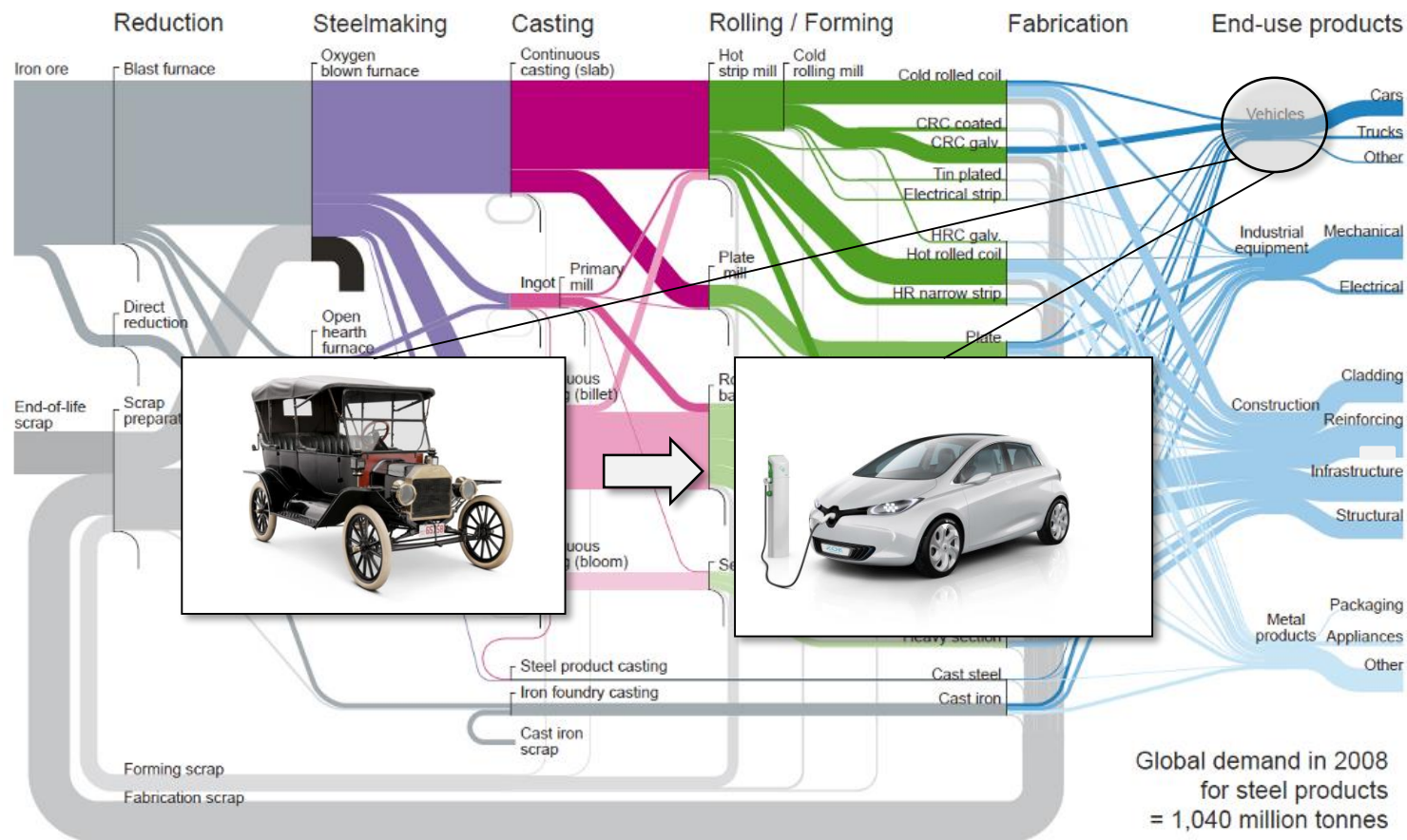
**Key materials demand responds differently across countries to per capita income and urbanisation trends depending on industrial structures, infrastructure development needs and other factors.**



# Understanding existing complex supply value chains is needed...



# ...but supply value chains are also continuously evolving

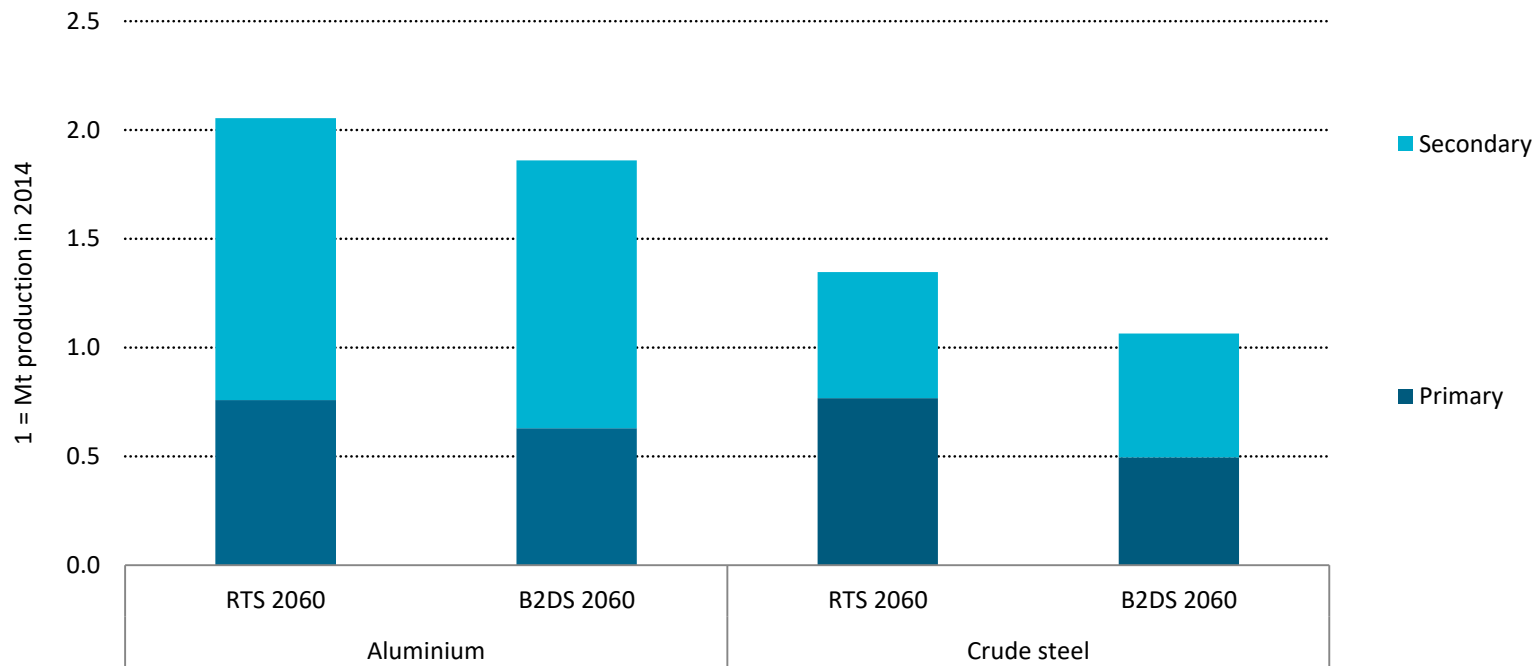


# ...and materials efficiency strategies also impact supply chains

	Industry	Transport	Buildings	Supply
<b>Light-weighting (using less materials for same service)</b>	Producing less dense office paper or lighter plastic bottles. Using less detergent for same cleanliness level	Optimal component design strategies to reduce materials mass for same service; more shared transport and building services?; improved construction techniques		Optimum distribution grids routing
<b>Reducing yield losses</b>	Semi-manufacturing and manufacturing yields improvements			
<b>Extending product life time or using products more intensively (related to users)</b>	Longer-lasting industrial facilities Consumer products being used for a longer-time	Longer-lasting vehicles, including modular designs	Longer-lasting buildings and appliances; including modular designs	Longer-lasting infrastructures
<b>Finding alternative ways of using scrap without remelting (scrap diversion)</b>	Limited application			
<b>Others</b>	Clinker-to-cement ratio reduction			
<b>Recycle</b>		Steel, aluminium, plastics scrap recycling	Steel, aluminium, plastics scrap recycling	Steel, aluminium, plastics scrap recycling
<b>Reuse</b>	Post-consumer scrap fed directly to manufacturing processes. Re-use of plastic consumer products (e.g. bottles, packaging)	Remanufacturing; reuse/repurposing of components (e.g., batteries)	Reusable building components and assemblies	Reuse of components, e.g. remanufacturing of wind turbines

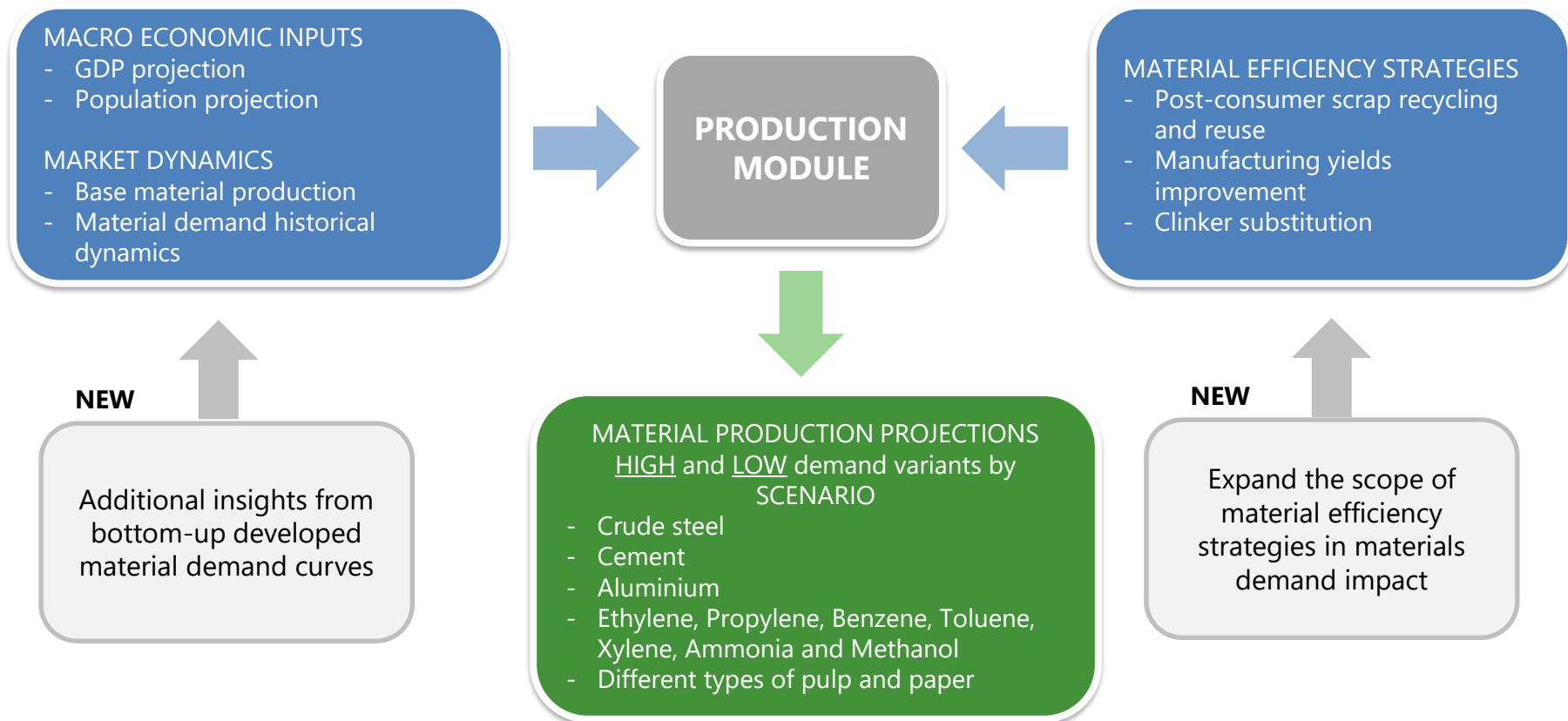
# Material efficiency opens opportunities for energy and CO<sub>2</sub> savings

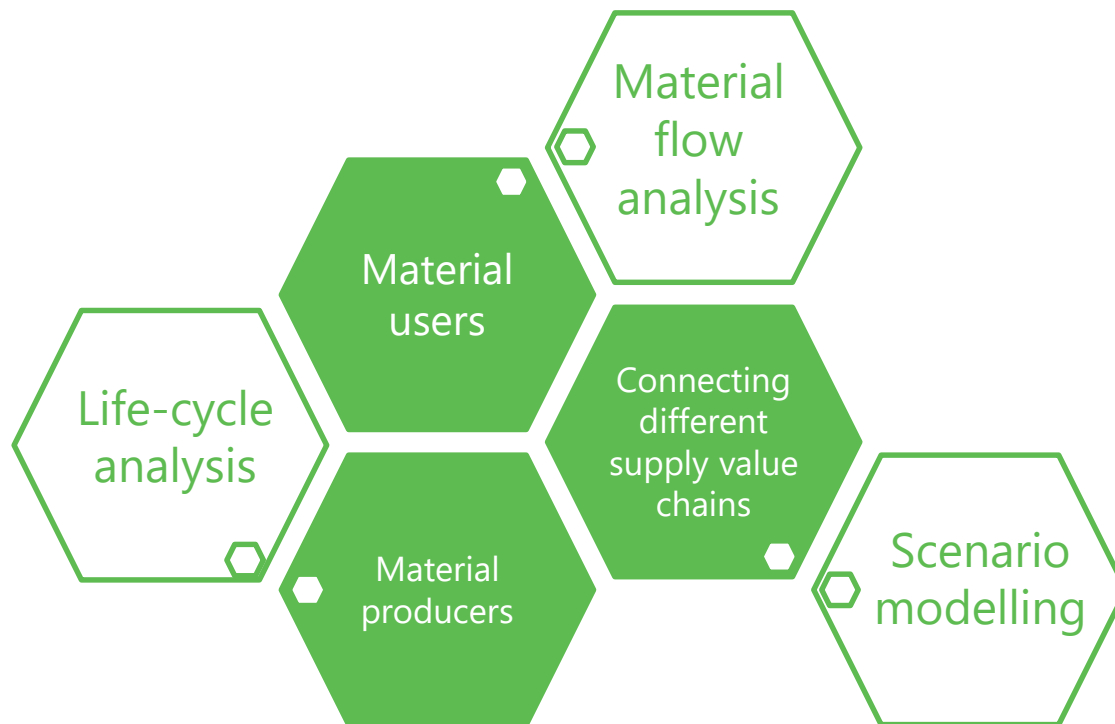
Normalised global materials production to 2014 levels



**Wider implementation of material efficiency strategies lead to a reduced demand of materials, as well as to increased shares of secondary routes production in the B2DS.**

# Improving the analysis of future materials demand







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