



International  
Energy Agency

Secure • Sustainable • Together

# Complementary Measures: Activating more than pricing and regulations

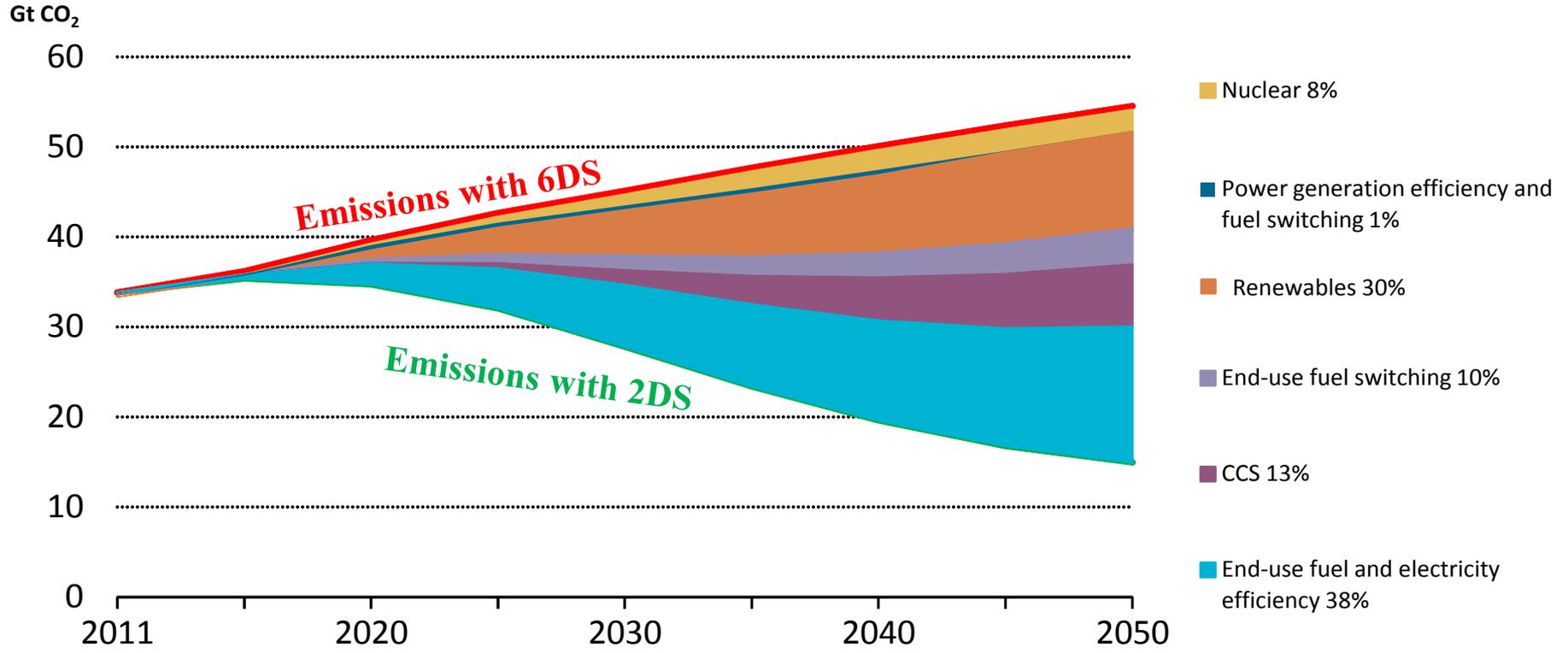
Workshop on Industry/business use of 'complementary measures' for decarbonisation:  
Looking beyond pricing and regulation to voluntary and other approaches

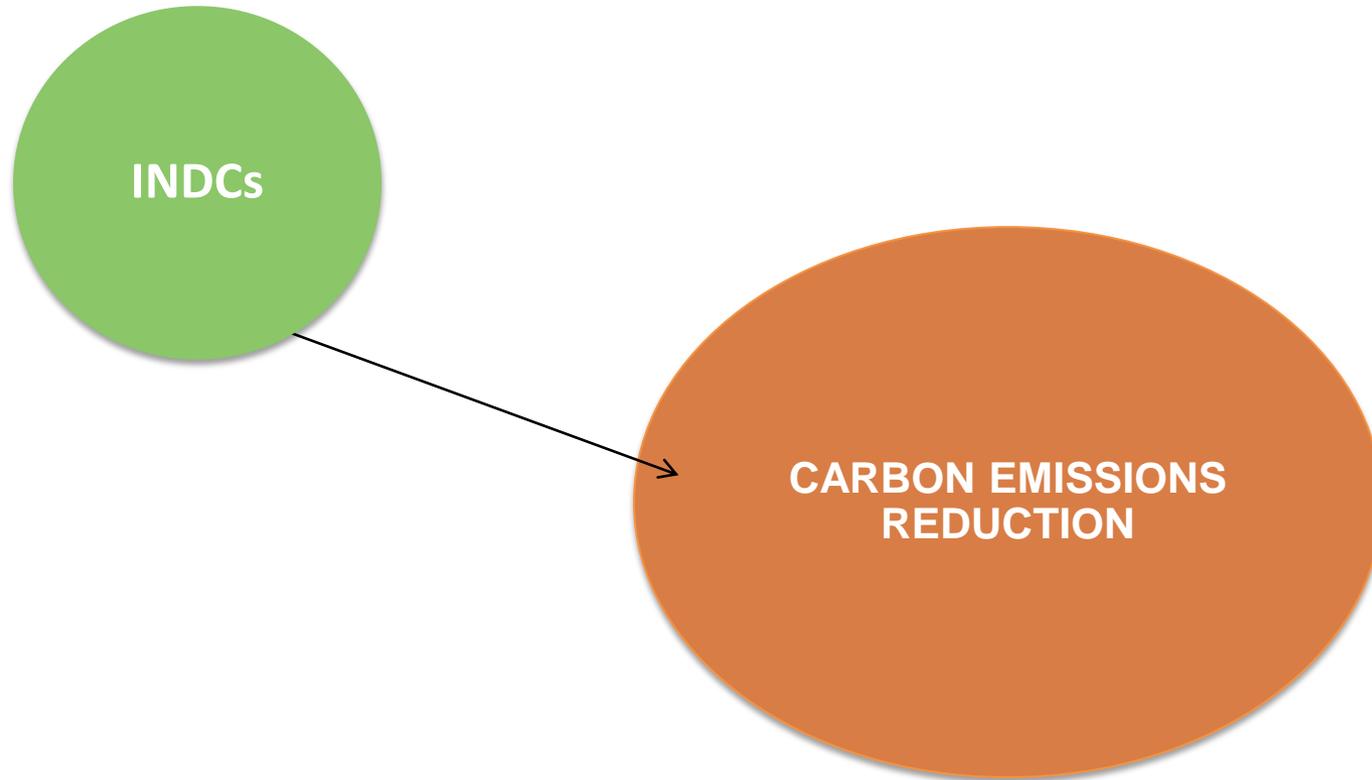
22 June 2015  
IEA, Paris

***Philippe Benoit***

*Director (Acting), Sustainable Energy Policy and Technology  
International Energy Agency*

# THE 2DS REMAINS WITHIN REACH: THE PORTFOLIO OF ENERGY TECHNOLOGIES

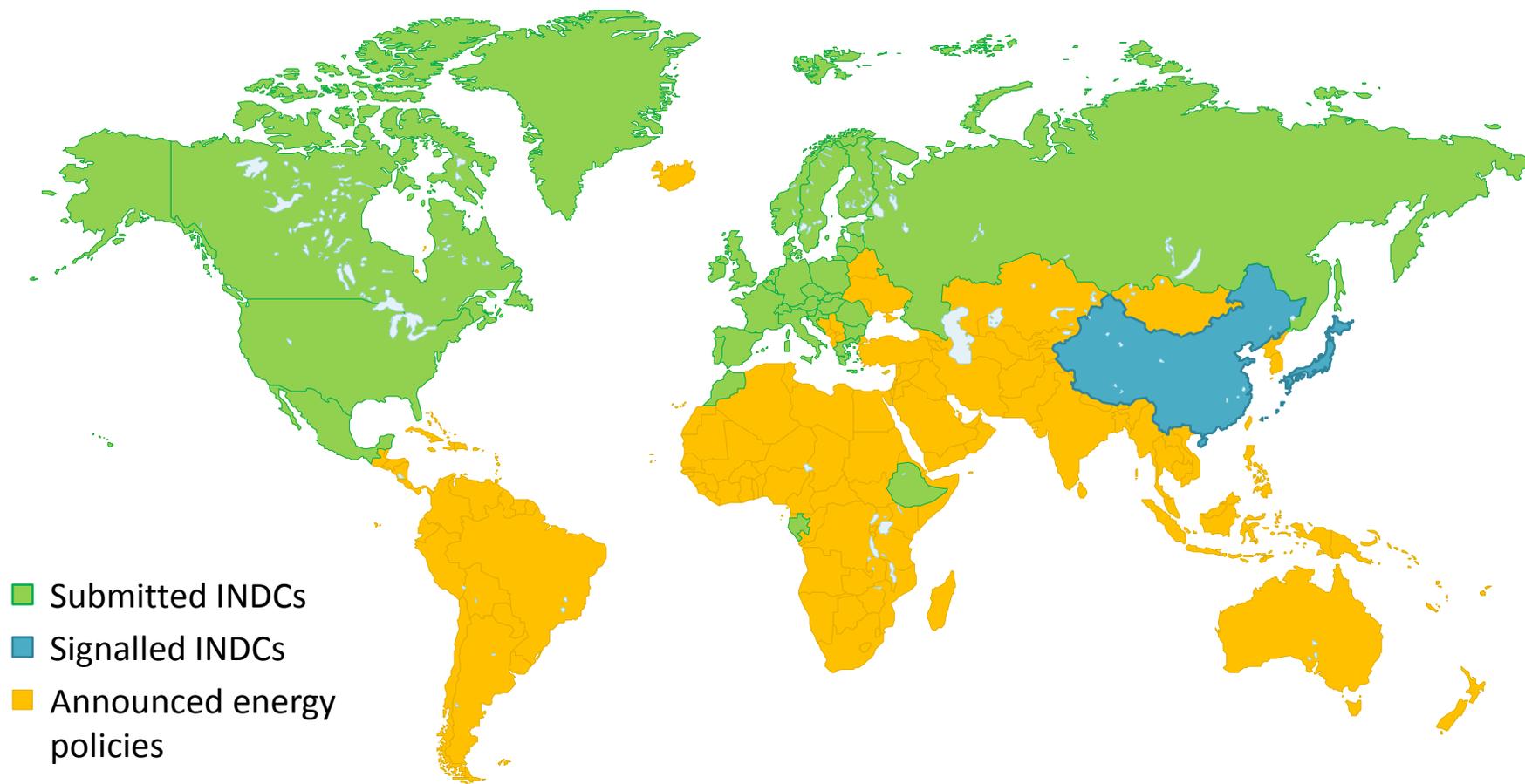




# National pledges build towards a global agreement

WEO Special  
Report on

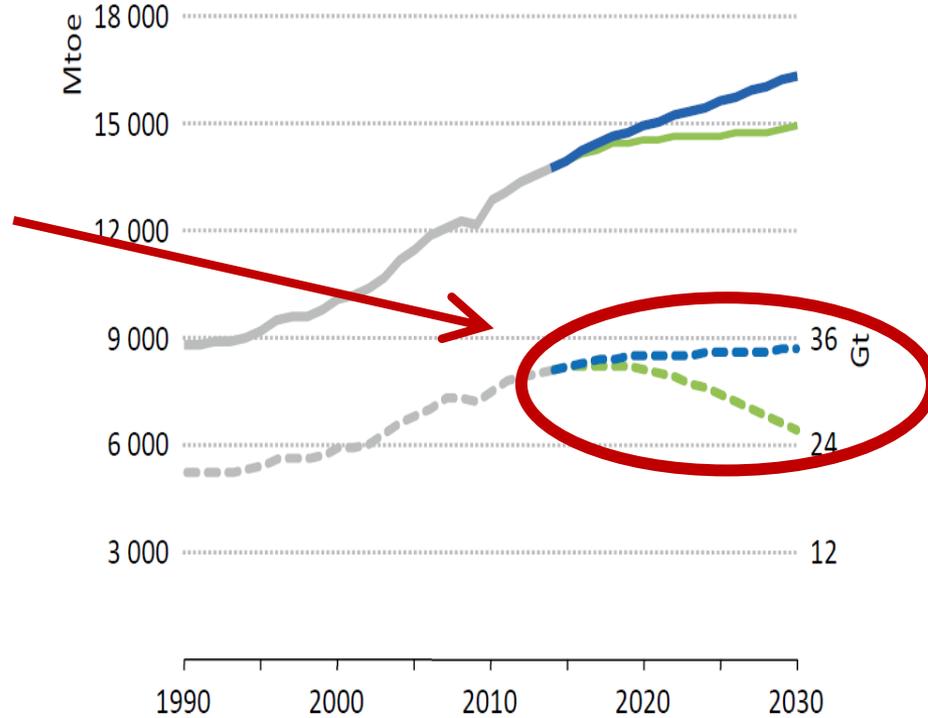
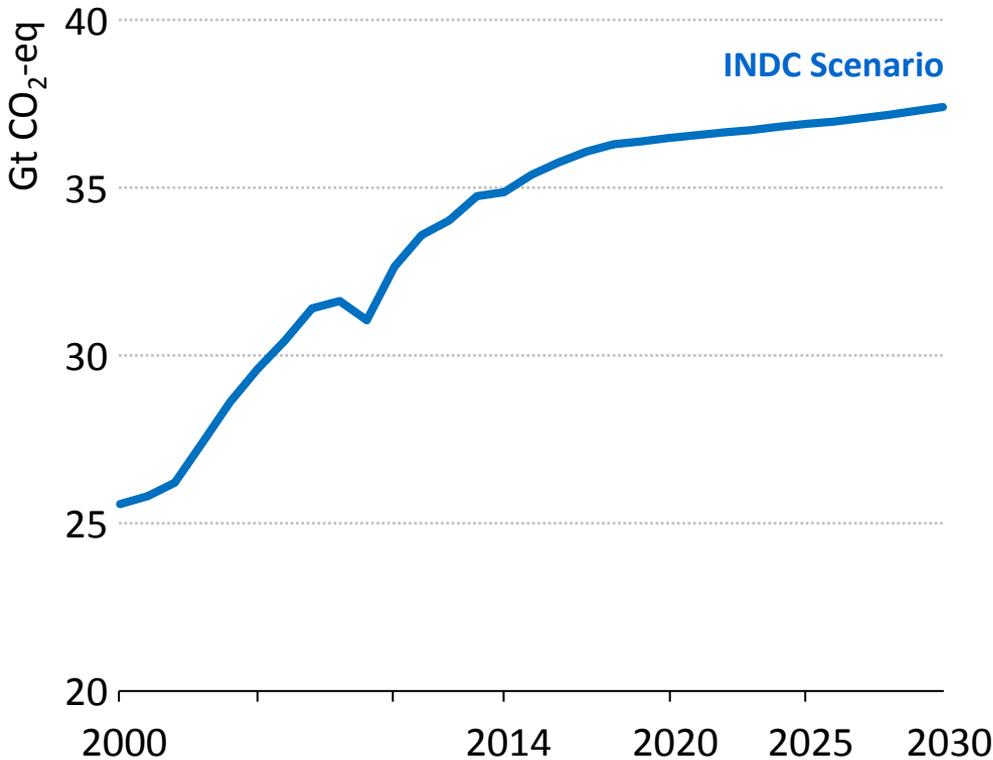
Energy &  
Climate  
Change



***Submitted & signalled INDCs cover two-thirds of energy-related GHG emissions, with implications for future energy & emissions trends***

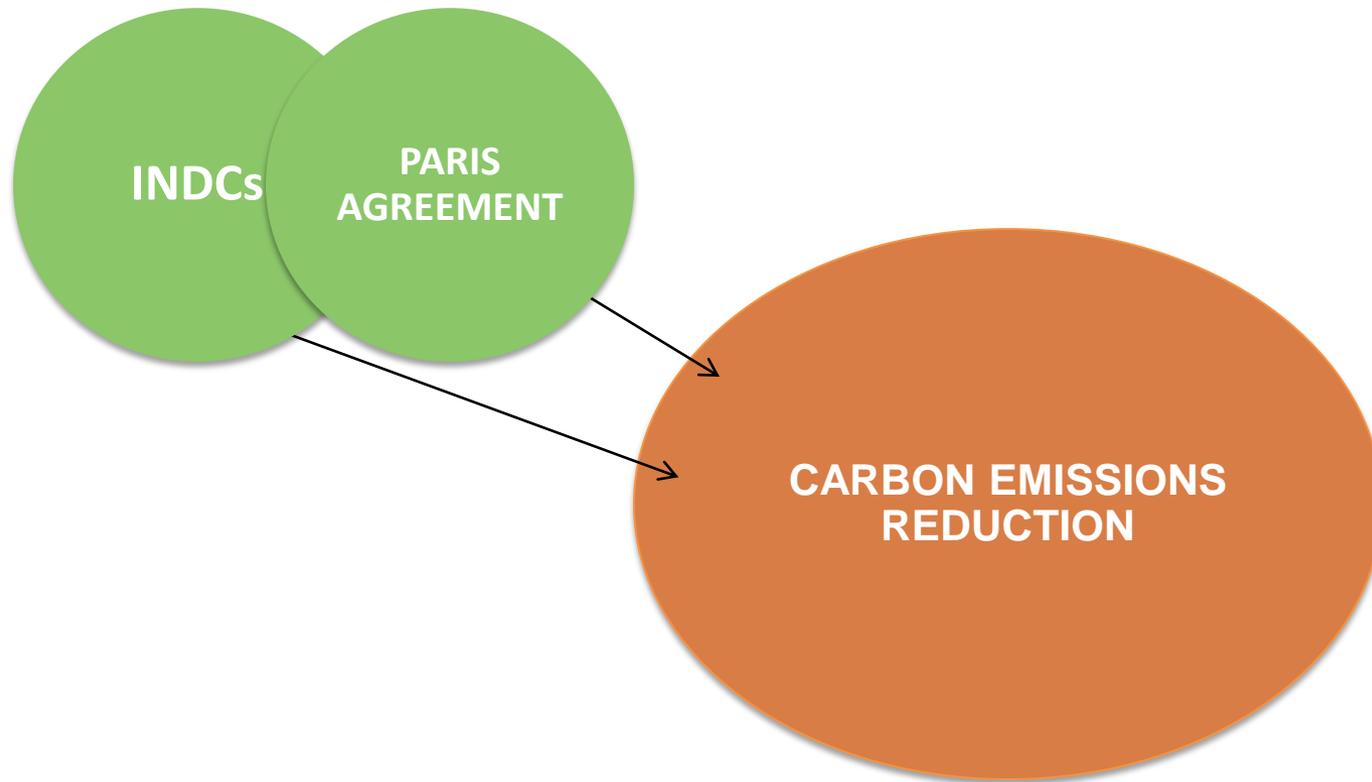
# 1. INDCs:

### Global energy-related GHG emissions



Note: Mtoe = million tonnes of oil equivalent; Gt = gigatonnes.

- Primary energy demand:**
  - INDC Scenario
  - 450 Scenario
- CO<sub>2</sub> emissions (right axis):**
  - - INDC Scenario
  - - 450 Scenario

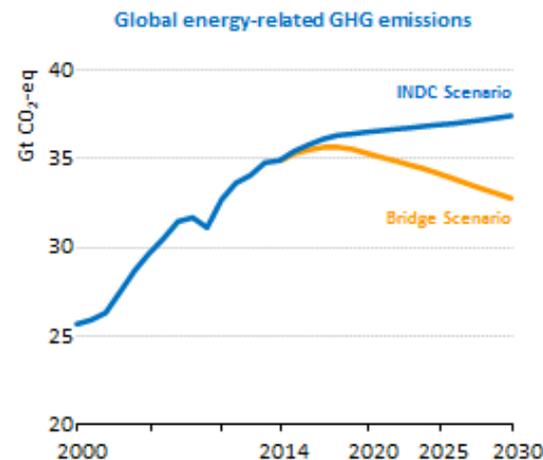


# Possible key elements of a Paris Agreement

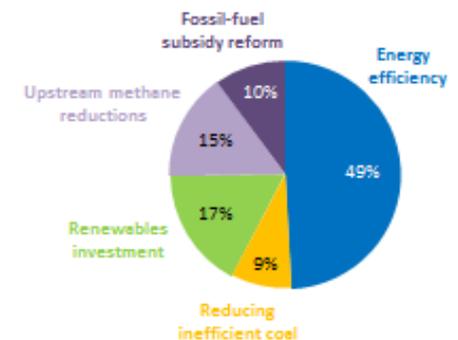
## ■ The IEA proposal for COP21:

1. *Peak in emissions – set the conditions which will achieve an early peak in global energy-related emissions*
2. *Five-year revision – review contributions regularly, to test the scope to lift the level of ambition*
3. *Lock in the vision – translate the established climate goal into a collective long-term emissions goal*
4. *Track the transition – establish a process for tracking energy sector achievements*

### 1. Peak in emissions: IEA strategy to raise climate ambition

WEO Special  
Report on  
Energy &  
Climate  
Change

### Savings by measure, 2030

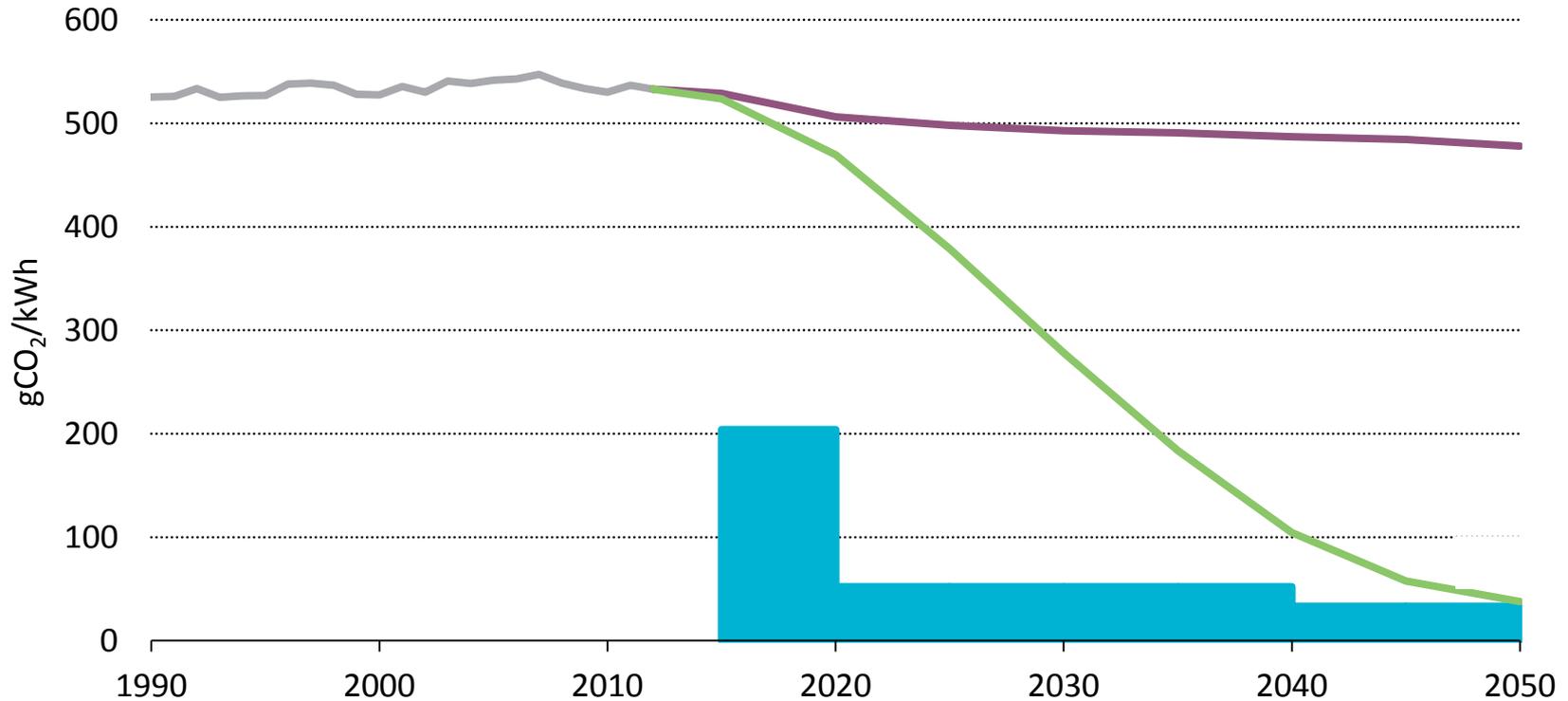


Five measures – shown in a “Bridge Scenario” – achieve a peak in emissions around 2020, using only proven technologies & without harming economic growth

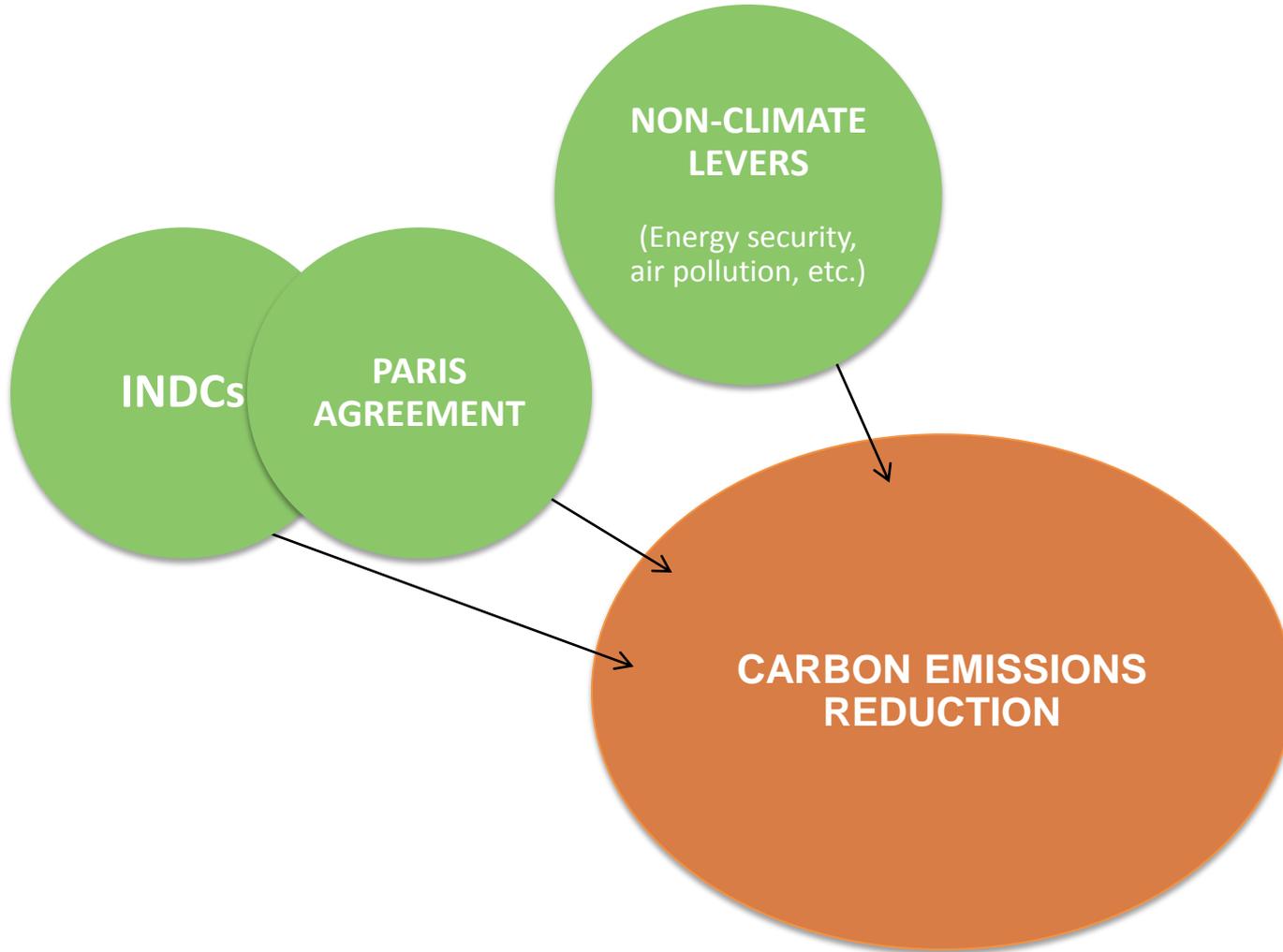
© OECD/IEA 2015

# Tracking: choosing the right metric can help stimulate the right actions

Global fleet average and new-build plants emissions intensity of power generation in IEA scenarios

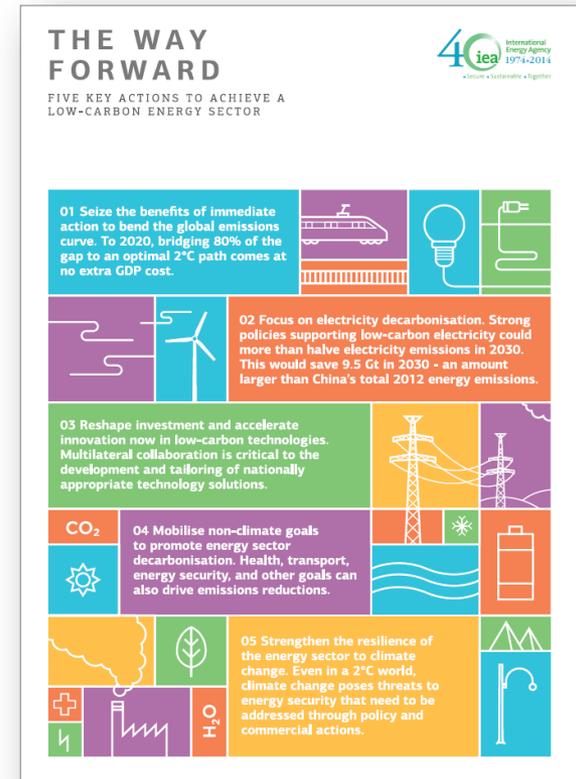


*Developing richer data and tracking the right metrics can push for better outcomes*



# IEA COP-20 messages on Climate Change: 5 strategic thrusts

1. Seize the benefits of immediate action to bend the global emissions curve
2. Focus on electricity decarbonisation
3. Reshape investment and accelerate innovation now in low-carbon technologies
4. Mobilise non-climate goals to promote energy sector decarbonisation
5. Strengthen the resilience of the energy sector to climate change

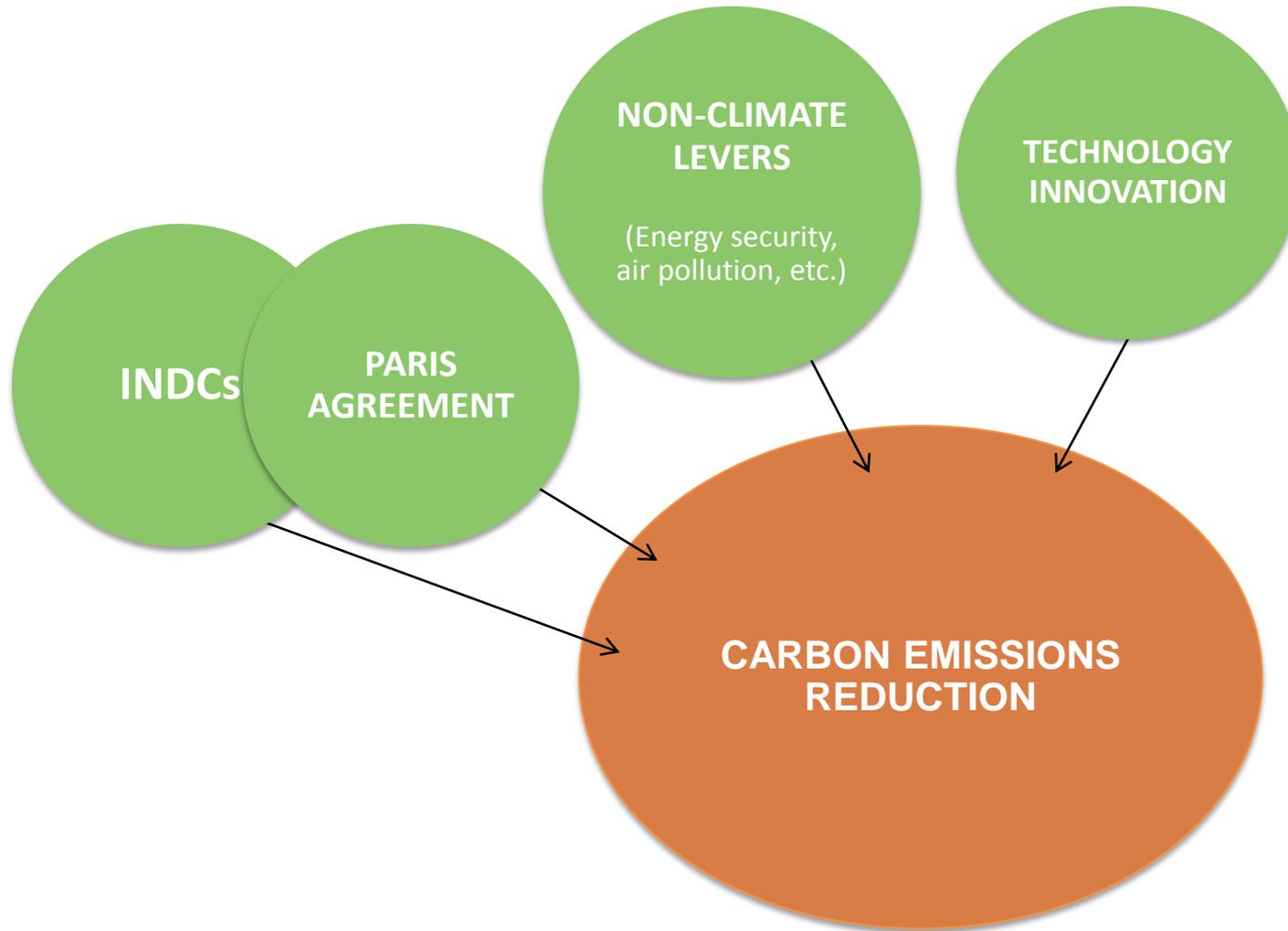


# **Dirty air prompts free public transport in Paris**

Public transportation in the capital will be "gratuit" from Friday morning to Sunday night, as officials battle against a spike in "dangerously" poor air quality. Velib' rental bikes and the car-sharing Autolib' scheme are also on the house.

**The Local**  
FRANCE'S NEWS IN ENGLISH

**Shifting to more efficient  
transport to fight  
air pollution**

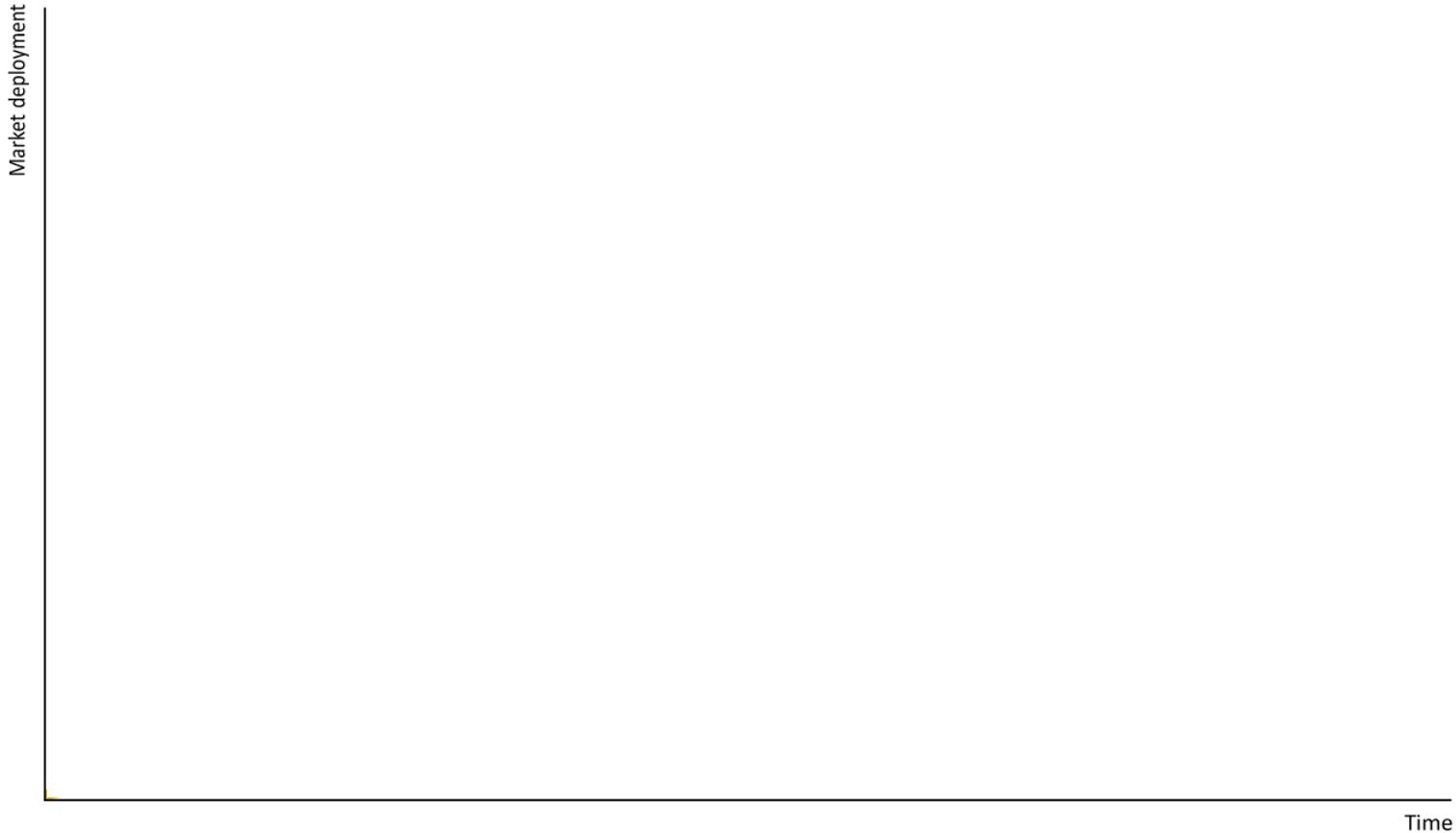


Energy Technology Perspectives 2015

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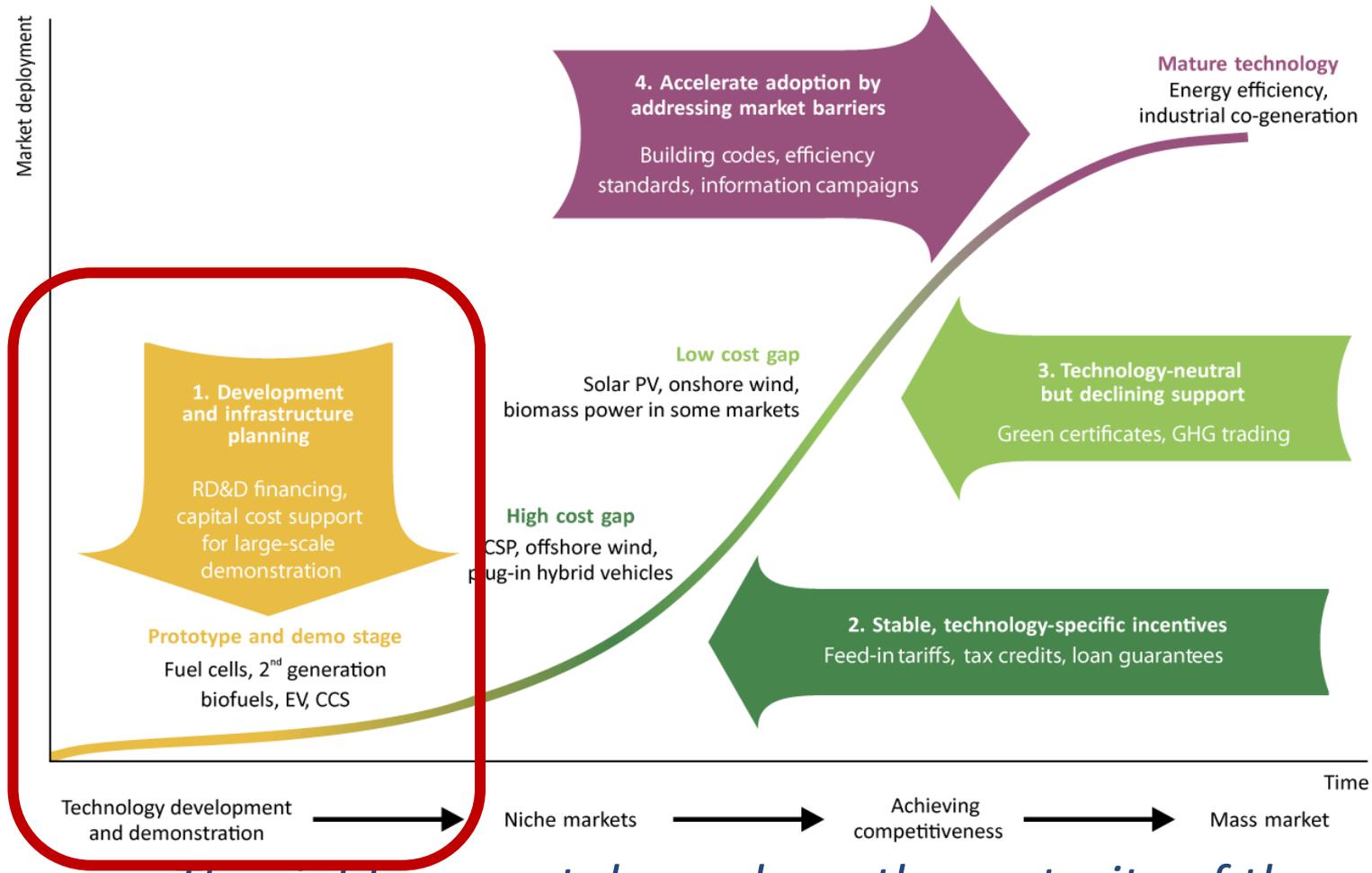
# Energy Technology Perspectives 2015: Mobilising Innovation to Accelerate Climate Action

# Supporting Energy Innovation: the right policy at the right time



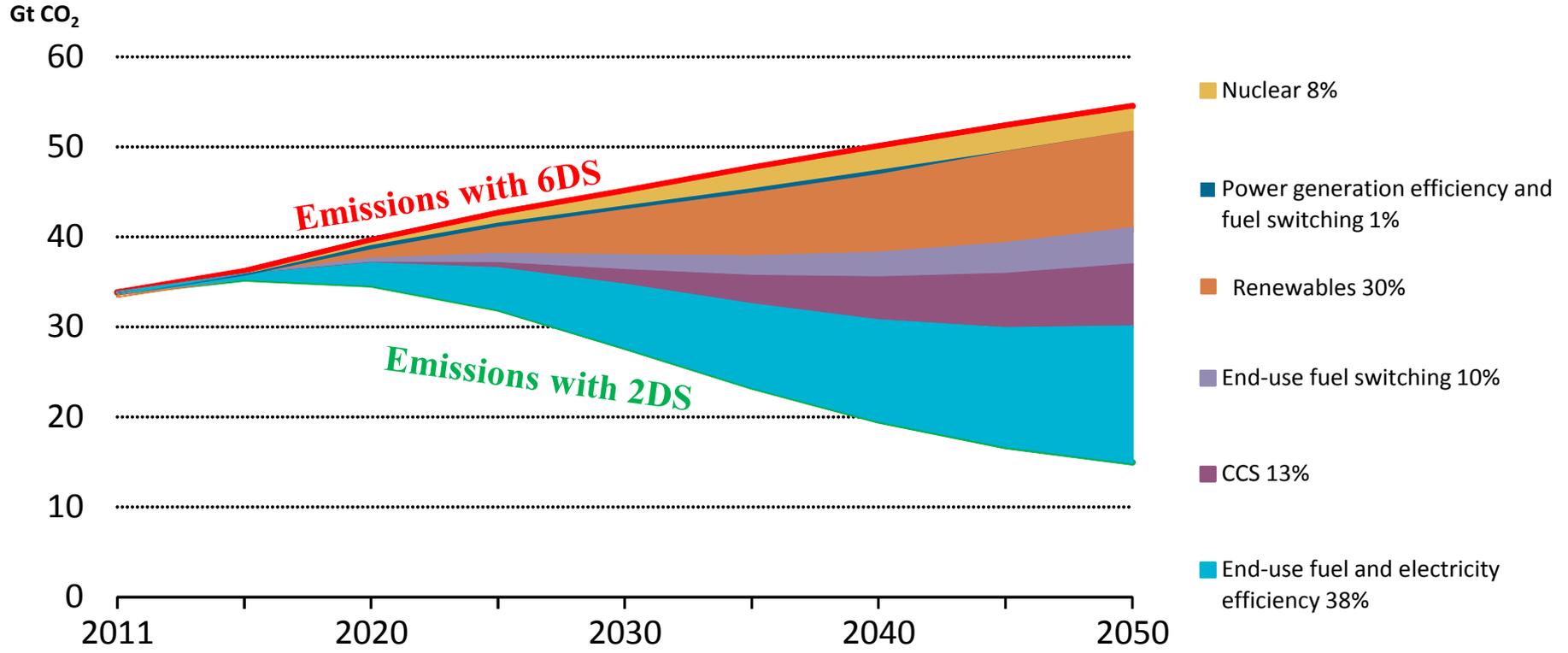
*The right support depends on the maturity of the technology and the degree of market uptake*

# Supporting Energy Innovation: the right policy at the right time

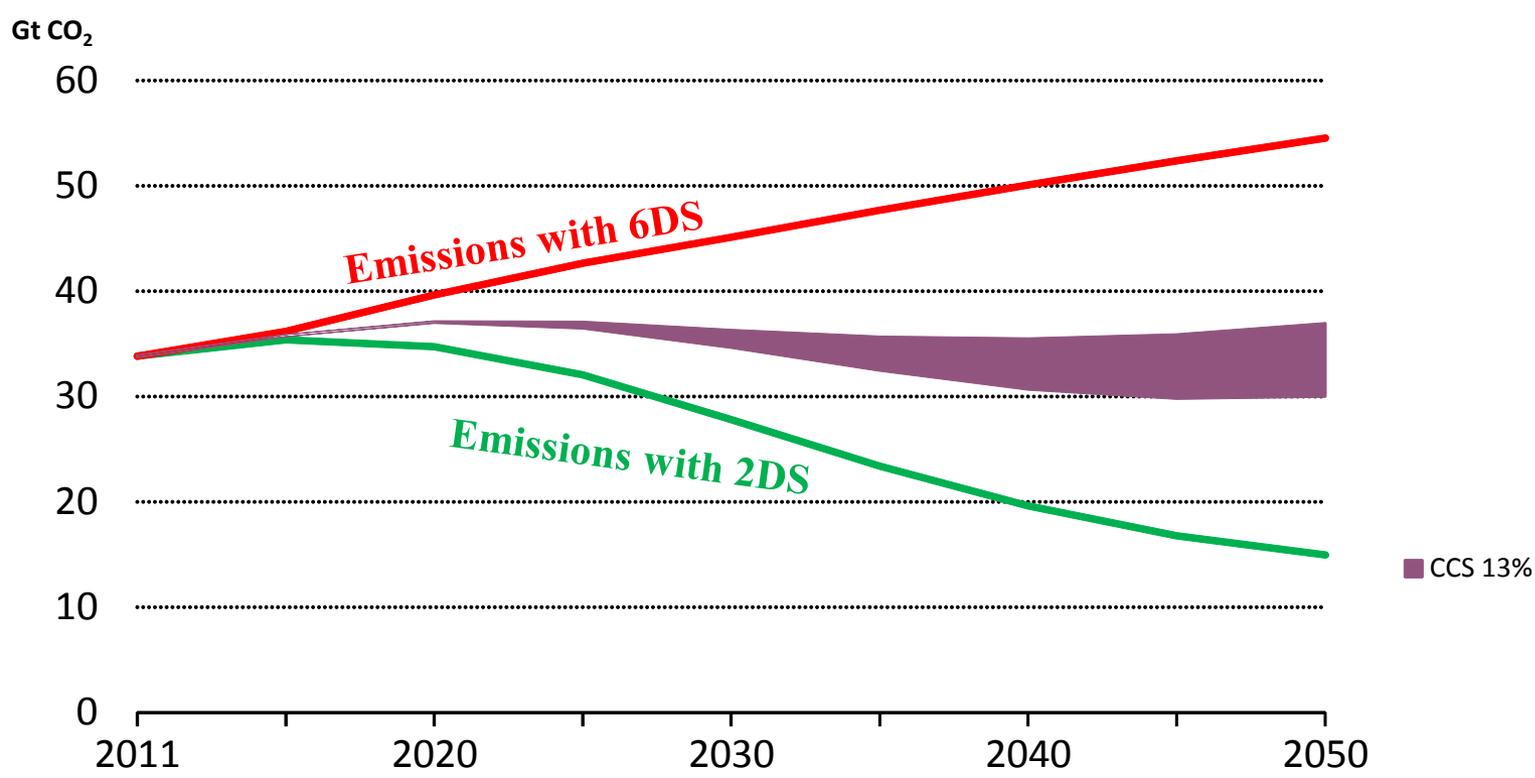


*The right support depends on the maturity of the technology and the degree of market uptake*

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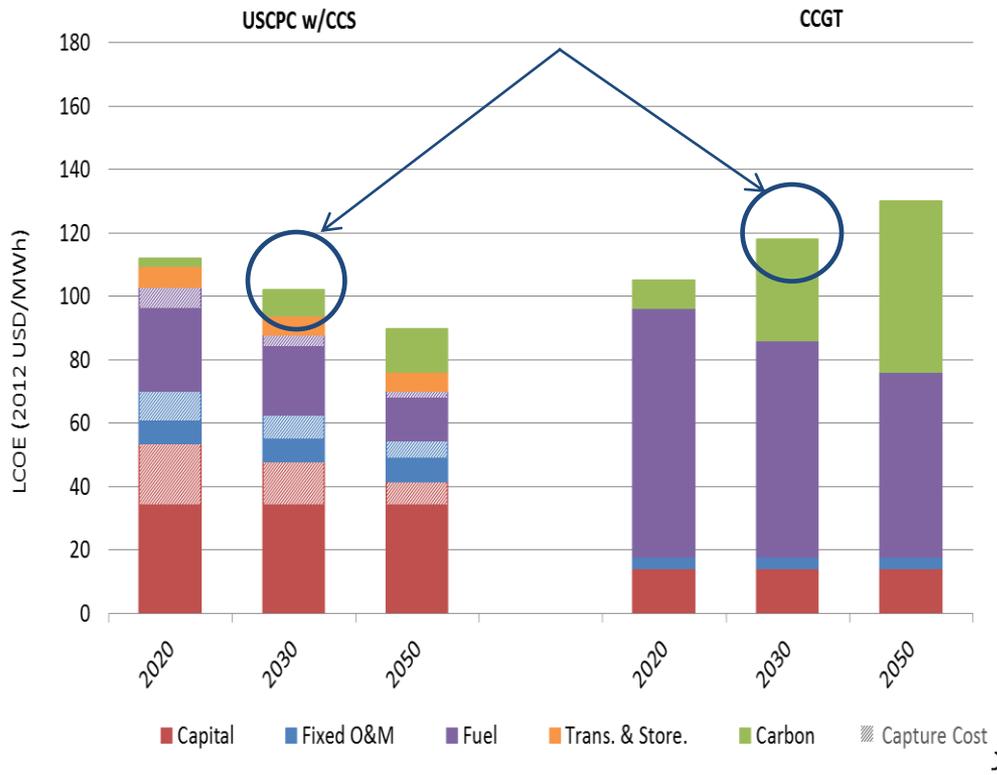


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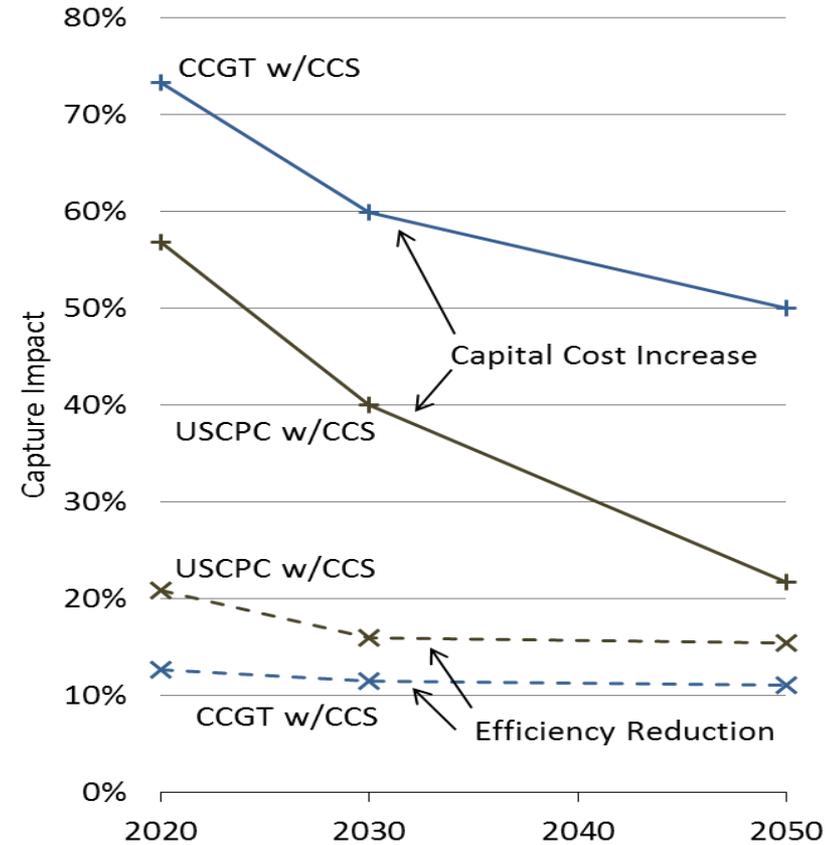


# Early stage support is key to improve future technology competitiveness

## Projected Levelised Cost of Electricity of coal power generation in Asia

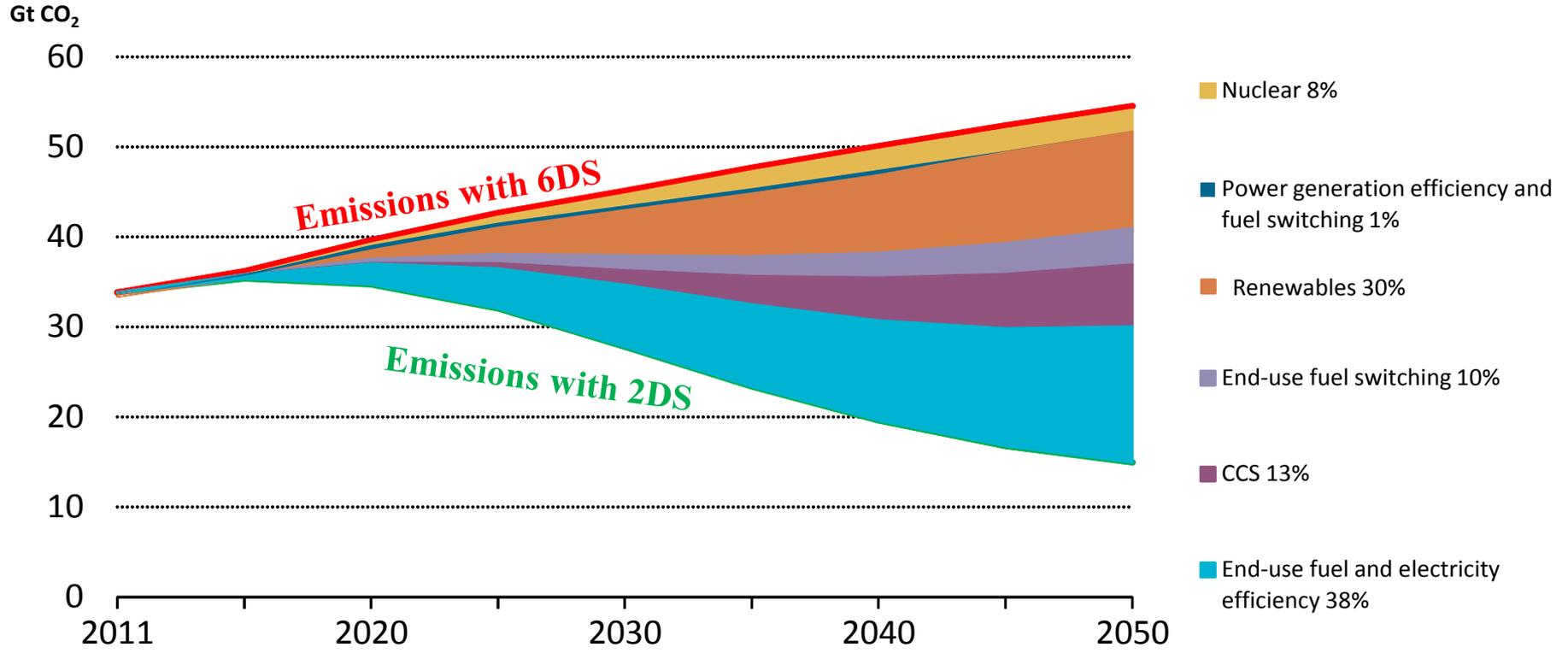


## Assumptions on Capture Cost and Performance in the 2DS

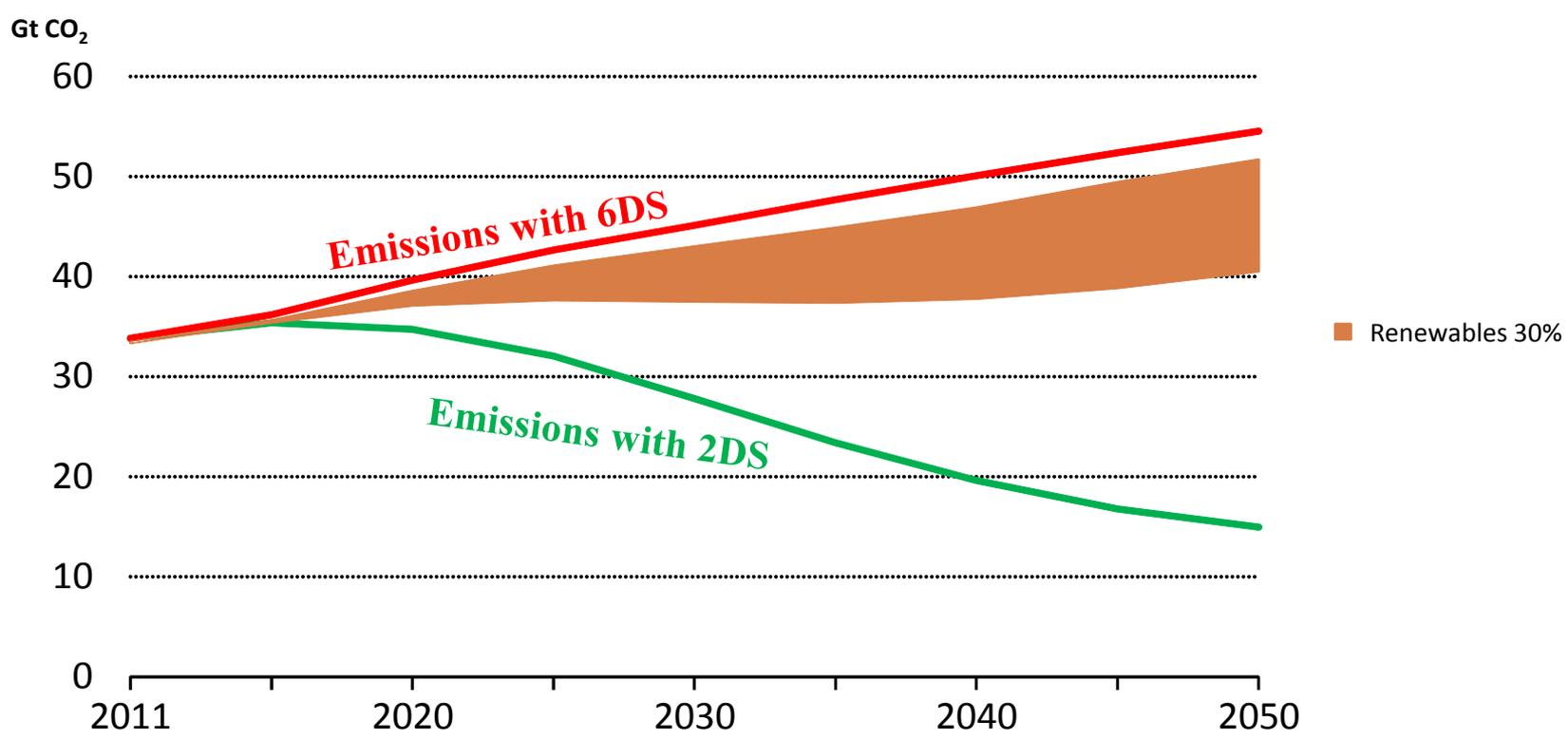


*Aggressive cost reductions are needed in the near term to make these projections a reality*

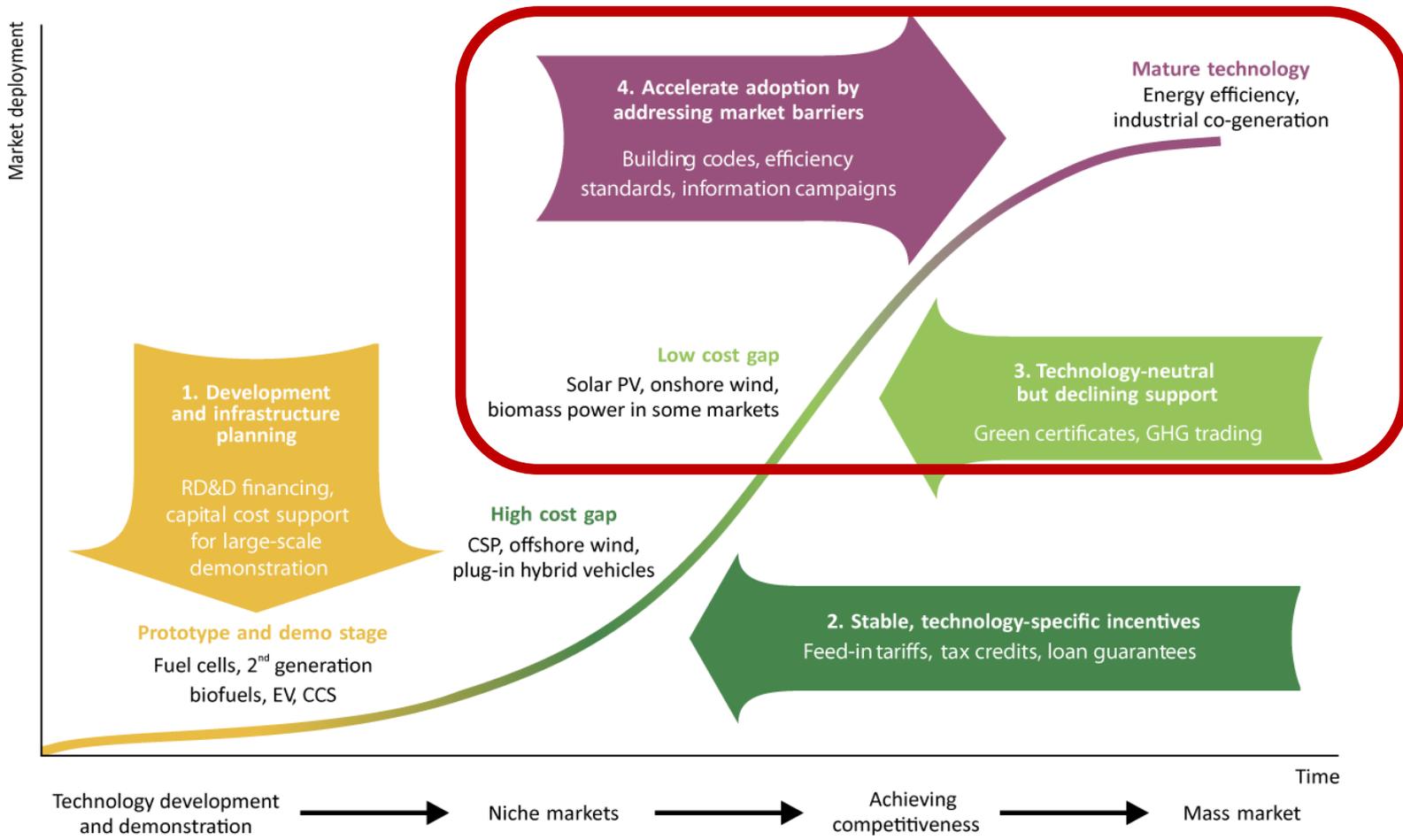
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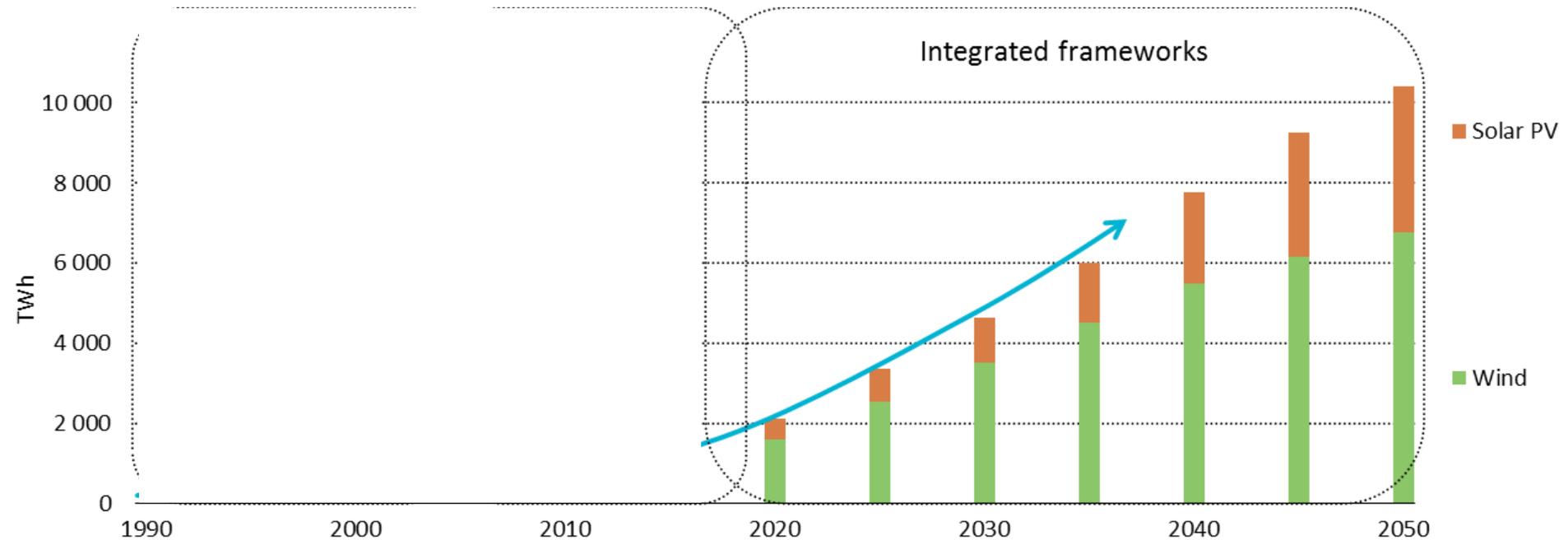
# Supporting Energy Innovation: the right policy at the right time



*The right support depends on the maturity of the technology and the degree of market uptake*

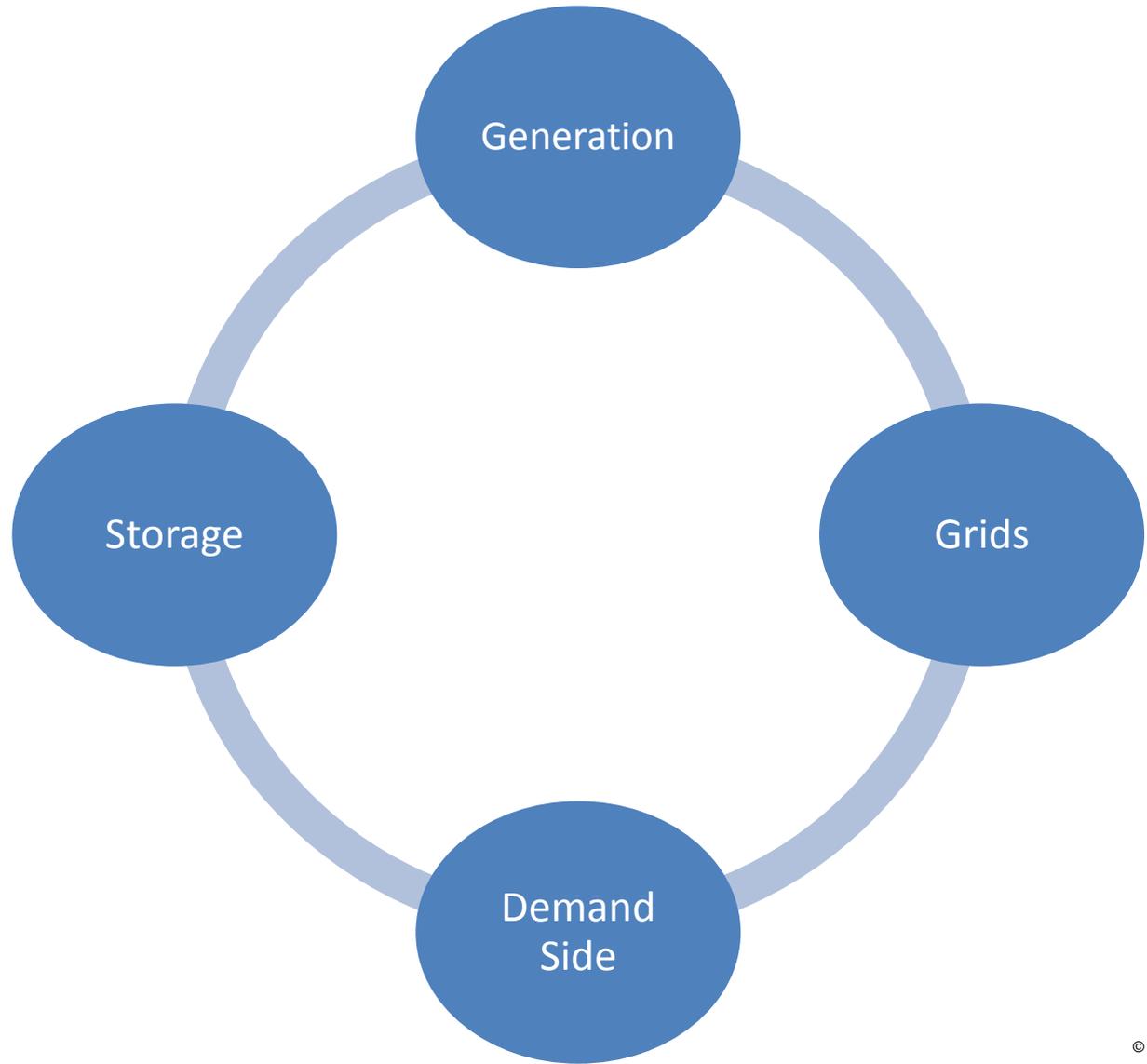
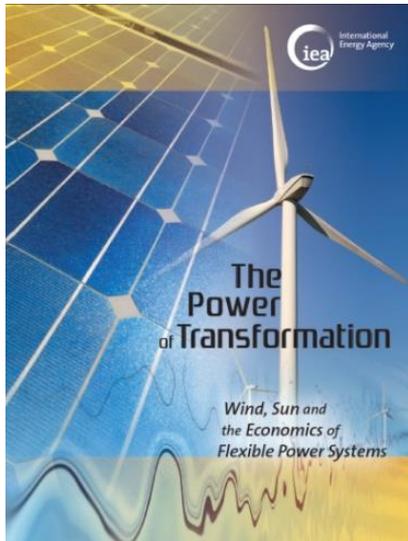
# Later stage innovation support must focus on market uptake barriers

## Projections of wind and solar PV generation



*Wind and solar PV support needs to move from strictly incentives to integrated and well-designed market, policy and regulatory frameworks*

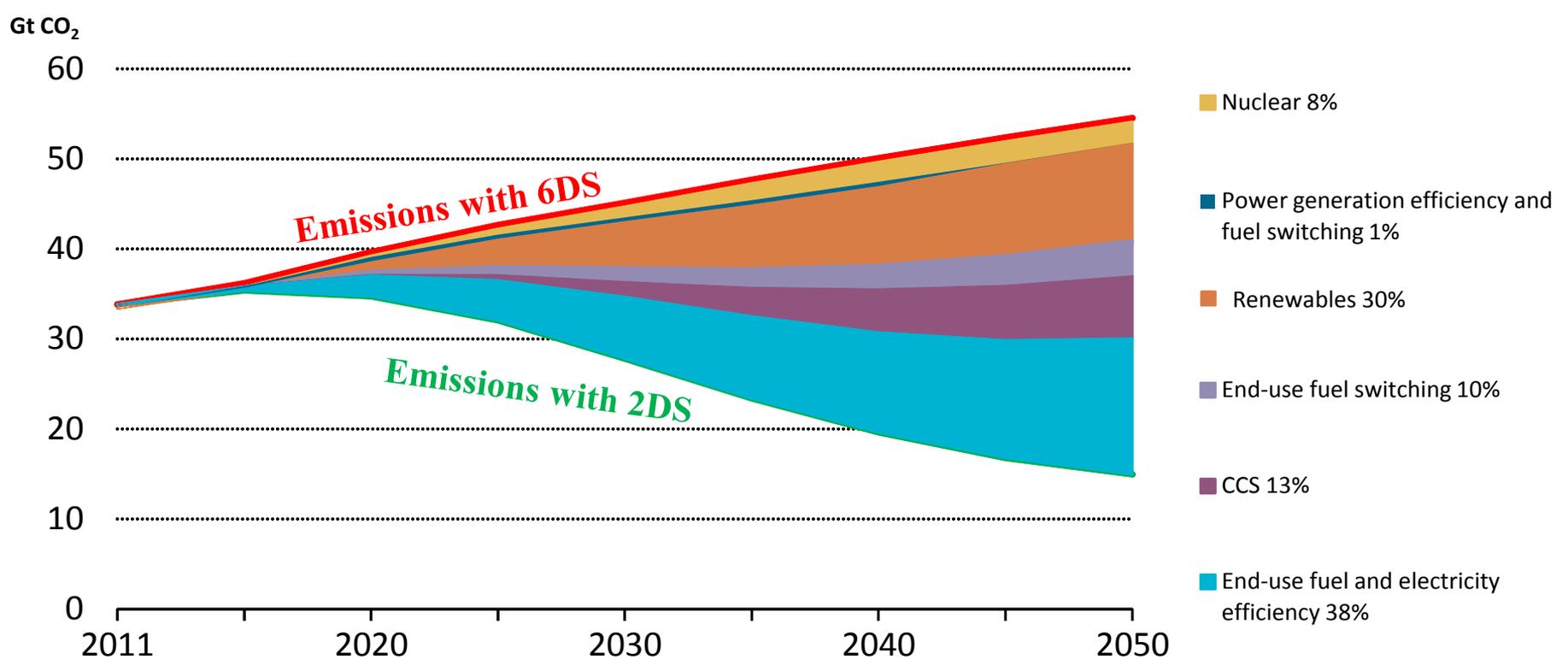
# System integration of large share of variable renewables: Key drivers



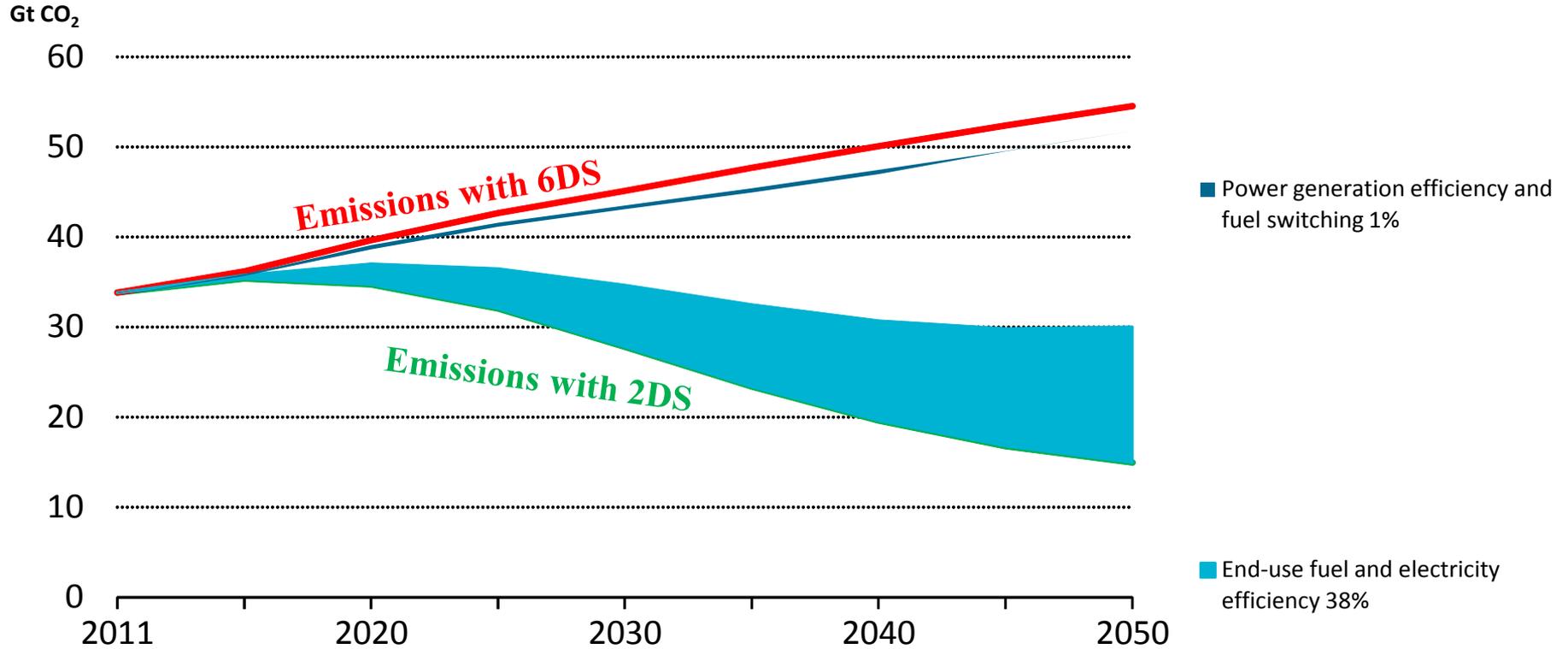
# Not just about Innovation in technology ...

**... also being innovative in our approaches**

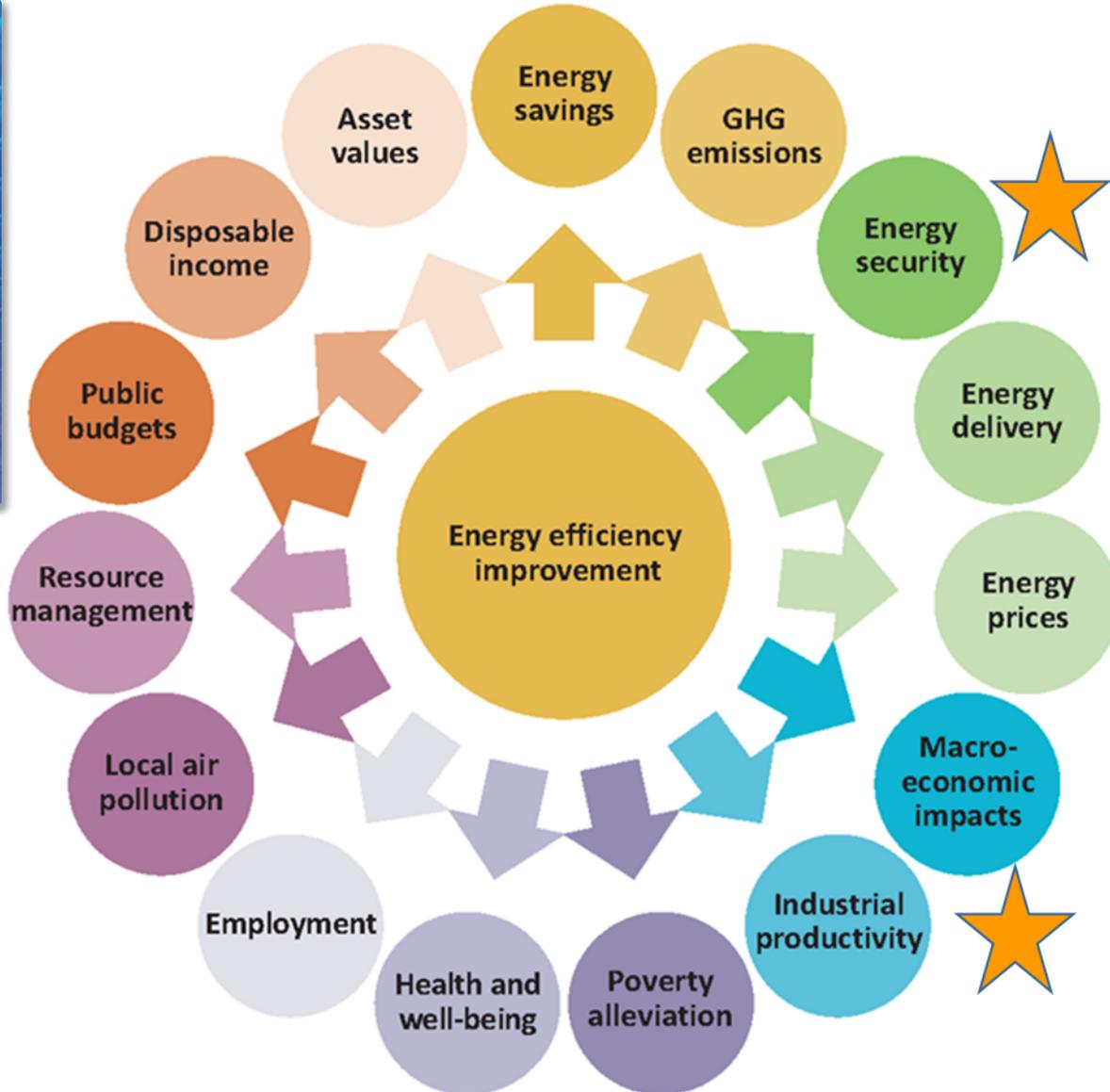
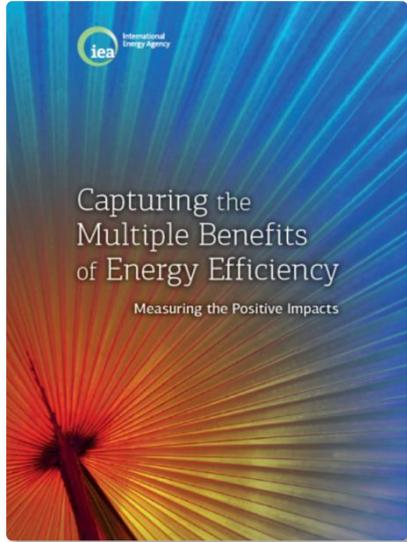
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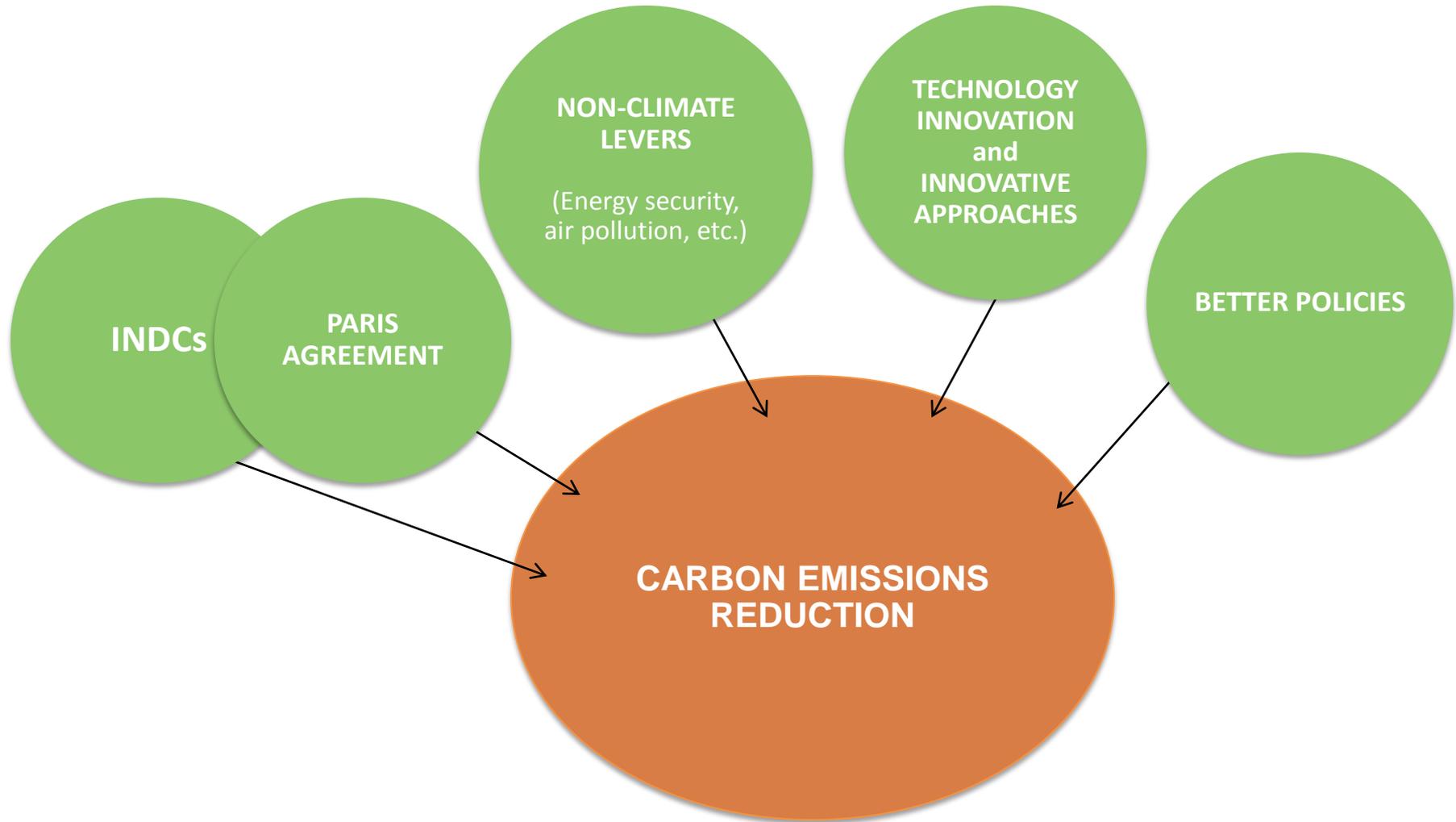


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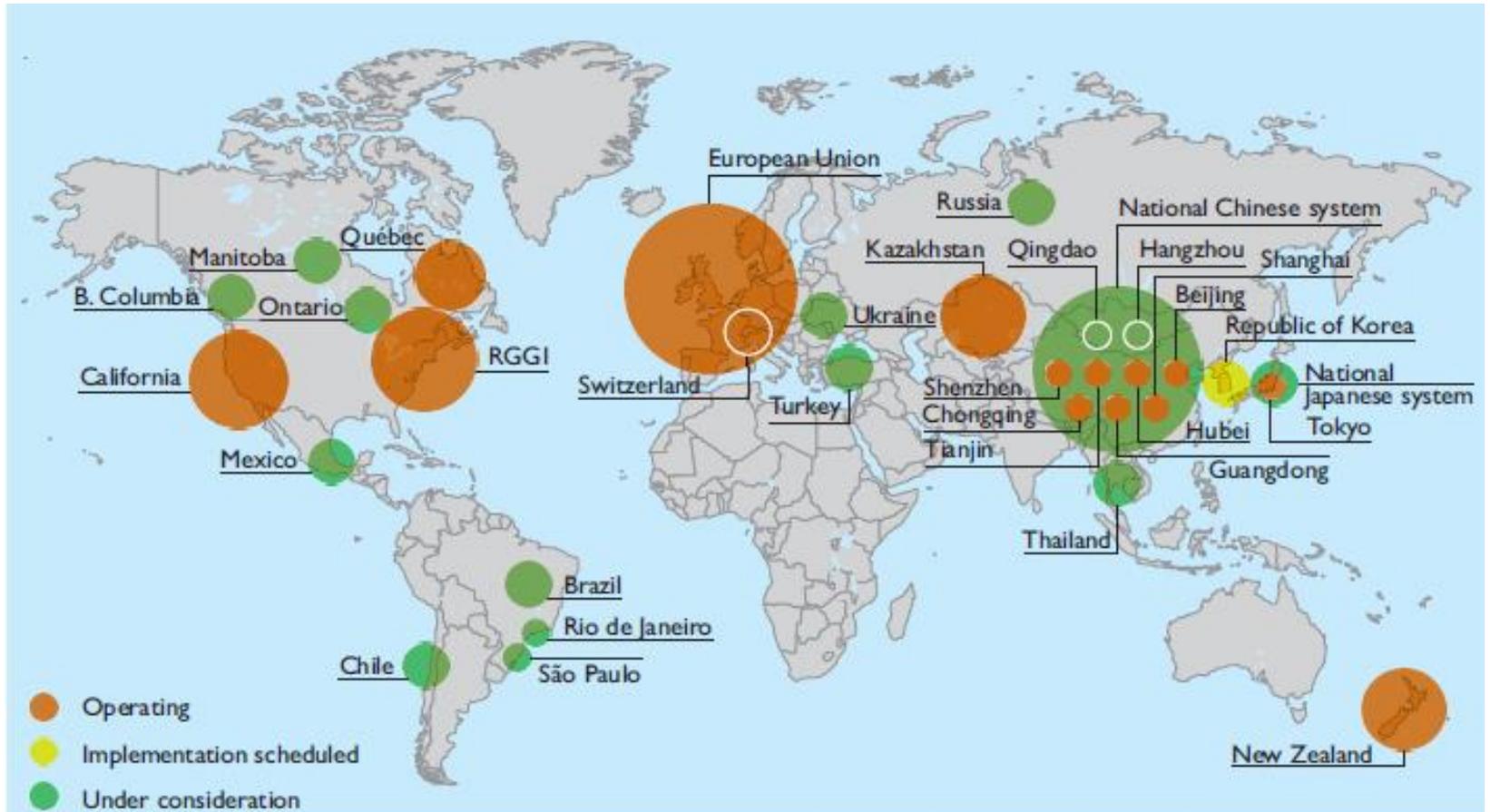
# Exploiting the multiple benefits of Energy Efficiency





# Carbon Pricing Mechanisms

## Status of ETSs worldwide



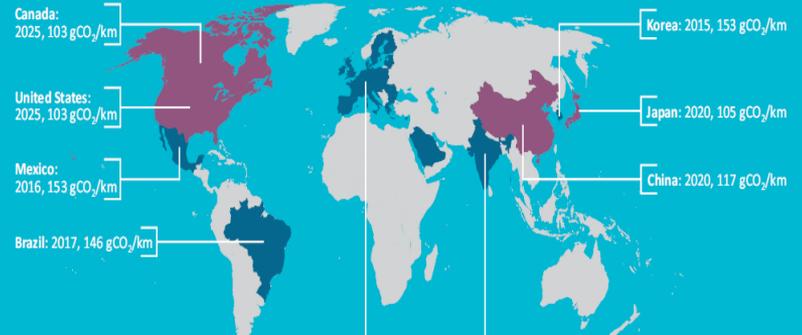
This map is without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries, and to the name of any territory, city or area.

## For example:

- Minimum performance standards (MEPS) for appliances
- Fleet average vehicle fuel economy
- Power generation: lifetime limits; fleet average emissions standards



2.33 New vehicle fuel economy standards



**EPA DOT Fuel Economy and Environment** Plug-In Hybrid Vehicle Electricity-Gasoline

**Fuel Economy** Midsize cars range from 10 to 99 MPG. The best vehicle rates 99 MPG.

**Electricity** Charge Time: 4 hours (240V)  
**98** **34** **MPGe**  
kWh per 100 miles combined city/highway

**Gasoline Only**  
**38** **2.6** **MPG**  
gallons per 100 miles combined city/highway

**You save \$8,100** in fuel costs over 5 years compared to the average new vehicle.

**Driving Range** All electric range Gasoline only

**Annual fuel COST \$900**

**Fuel Economy & Greenhouse Gas Rating** (tailpipe only) **Smog Rating** (tailpipe only)

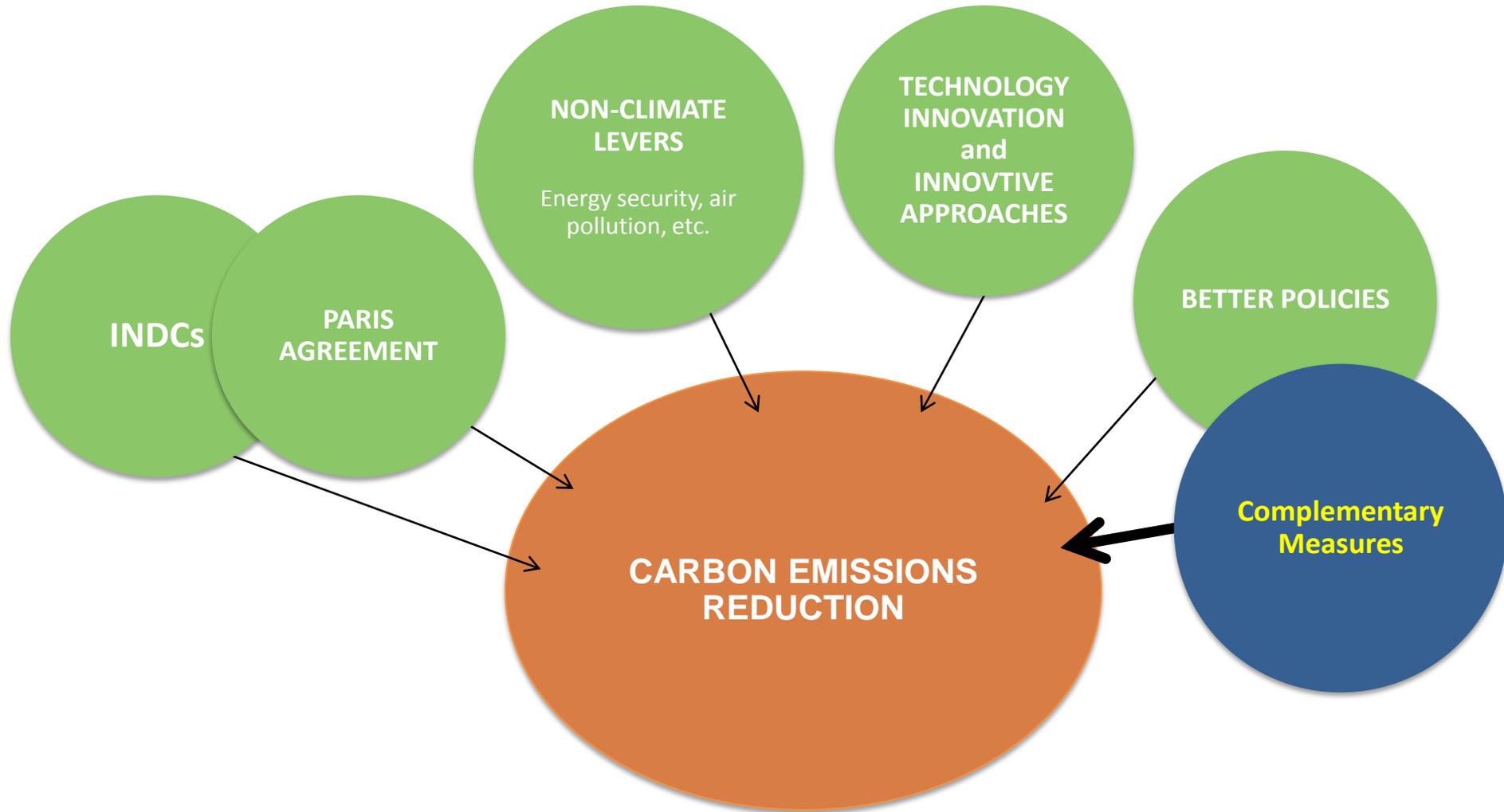
**1** **10** **10** **1** **8** **10** Best

This vehicle emits 84 grams CO<sub>2</sub> per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel & electricity also create emissions; learn more at [fuelconomy.gov](http://fuelconomy.gov).

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 22 MPG and costs \$12,600 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$3.10 per gallon and \$0.12 per kWh. This is a diesel fueled automobile. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

**fuelconomy.gov** Calculate personalized estimates and compare vehicles

Smartphone QR Code



**1. Overview of the landscape – towards a typology of complementary approaches and a conceptual framework for action**

**2. Focus on assessment – how well are these programs doing / what criteria do we use for evaluation?**

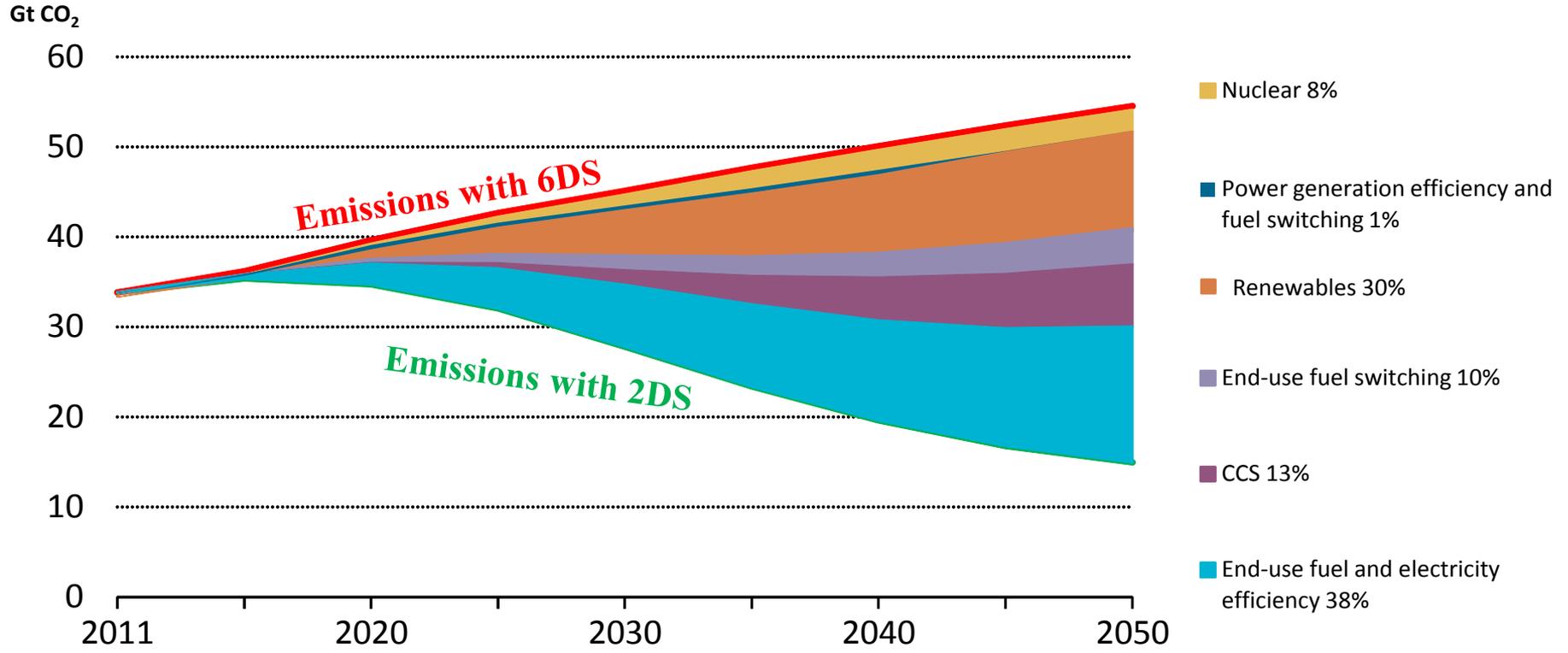
**3. Complementary programs from around the world**

- A. Voluntary agreements and government-initiated programs
- B. Business/NGO collaborations and company-led initiatives

**4. Challenges and opportunities in developing and transition economies and SOEs**

**5. Possible role for complementary actions beyond Paris – suggestions for next steps**

# THE 2DS REMAINS WITHIN REACH: THE PORTFOLIO OF ENERGY TECHNOLOGIES



# Thank you

- Two morning **plenary sessions** (with coffee break)
- **Lunch** will be provided at the IEA bar (12:45 pm)
- Two parallel **breakout sessions** (2 pm):
  - 3A in Room 1 (this room)
  - 3B in Room 2 (near the IEA reception desk on level “-1”)
- Reconvene for brief **report-backs** from the breakout groups (3:15 pm)
- Two afternoon **plenary sessions** (after coffee break)
- **Reception** at l’Atome café/bar (6:30 pm)
- **Slides** to be posted on IEA workshop web page