

# ***Policy Analyses Tools for Global Sustainability***

## **IEA Energy Technology Systems Analysis Programme**

**Annex XII 2011-2013**

*Brian Ó Gallachóir, Chair, IEA-ETSAP ExCo*

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**NEET Workshop on Integrate Approaches to Energy Technologies  
Beijing, 27 November 2012**

## ***Overview of Presentation***

- A. Introduction to IEA-ETSAP
- B. Policy Analyses Tools for Global Sustainability
- C. Selected Outputs (focus on China)
- D. Conclusions

## ***A – Introduction to ETSAP***

1. Program
2. Objectives
3. Strategy
4. Tasks - Annexes
5. Participants

## ***A1 – The Energy Technology Systems Analysis Programme...***

... is a multilateral **international** agreement, promoted and sponsored by the International Energy Agency (Paris).

This **cooperation** started after the first oil crisis, in order to understand through **systems analysis**, whether:

- alternatives to oil were technically feasible, economically and environmentally sustainable;
- solutions were global or dependent on national circumstances;
- global energy RD&D paths were possible or advantageous.

After two years of analyses (1976-77), since the tools available at the time were not sufficient to provide answers, the group developed a new tool, the **MARKAL** model generator.

## ***A2 – Objectives***

ETSAP experts assist decision-makers in assessing policies intended to meet the challenges of

- energy needs,
- **technological** progress,
- environmental concerns, and
- economic development,

... by carrying out

- **co-operative** energy technology systems analysis, and
- modelling possible future **energy pathway** developments.

## A3 – Strategy

The objectives are achieved through a twofold strategy:

1. ETSAP has established, and now maintains / enhances the flexibility of consistent multi-country energy / engineering / economy / environment **analytical tools and capability** (the MARKAL-TIMES family of models), through a common research programme.
2. ETSAP members also assist and **support** government officials and decision-makers by **applying** these tools for energy technology assessment and analyses of other energy and environment related policy issues. In fact they implement several economic-equilibrium technology-explicit models of **global, regional, national, and local systems**.

## ***A4 – Tasks (Annexes)***

<b>XII</b>	<b>2011-13</b>	<b>Policy Analyses Tools for Global Sustainability</b>
XI	2008-11	JOint STudies for New & Mitigated Energy Systems
X	2005-07	Global Energy Systems and Common Analyses
IX	2003-05	Energy Models User's Group
VIII	2002-05	Exploring Energy Technology Perspectives
VII	1999-01	Contributing to the KYOTO Protocol
VI	1996-98	Dealing with uncertainty together
V	1993-95	Energy options for sustainable development
IV	1990-92	Greenhouse gases and national energy options
III	1987-89	International forum on energy environment studies
II	1984-86	Information exchange project
I	1981-83	Energy technology systems analysis programme
	1978-80	MARKAL Model generator development (BNL, KFA)
	1976-77	Analysis of existing tools for evaluating R&D strategies

## ***A5 – Participants - Annex XII***

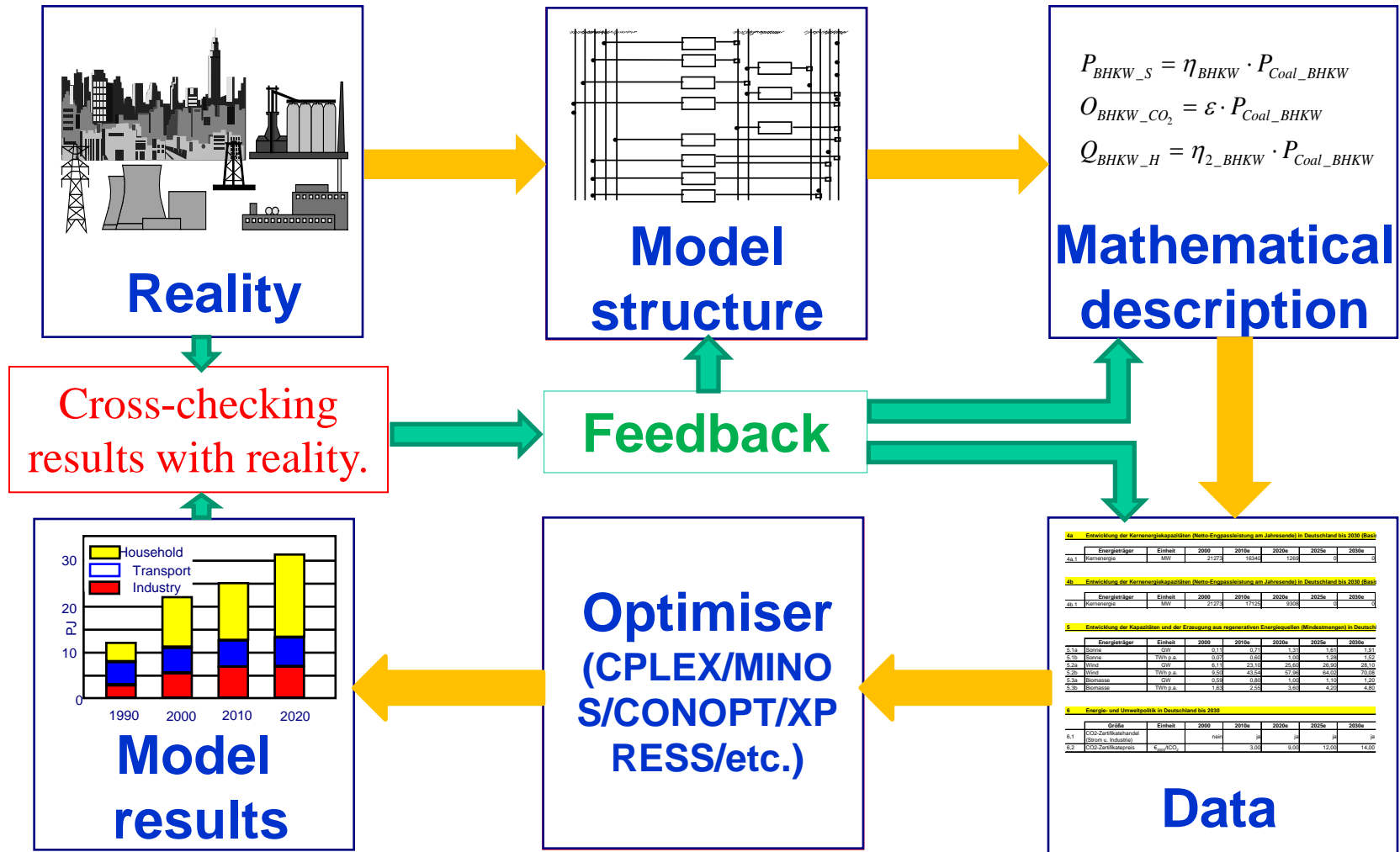
<b><u>Country</u></b>	<b><u>CP/Institution</u></b>	<b><u>Country</u></b>	<b><u>CP/Institution</u></b>
<b>Belgium</b>	FPP/ VITO-KUL	<b>Japan</b>	
<b>Canada</b>	NRCan/GERAD	<b>Korea</b>	KEMCO
<b>Denmark</b>	DEA/Risoe	<b>Netherlands</b>	ECN
<b>EC</b>	DGRTD/JRC (IET,IPTS)	<b>Norway</b>	IFE
<b>Finland</b>	TEKES/VTT	<b>Russia</b>	ERI-RAS
<b>France</b>	DGEMPEDAD/ADEME-EDMP	<b>Spain</b>	CIEMAT
<b>Germany</b>	IER	<b>Sweden</b>	STEM/Chalmers
<b>Greece</b>	CRES	<b>Switzerland</b>	PSI
<b>Ireland</b>	SEAI/UCC	<b>UK</b>	DECC/AEAT
<b>Italy</b>	CNR-IMAA / ENEA	<b>US</b>	DOE/BNL



## ***B – Policy Analyses Tools For Global Sustainability***

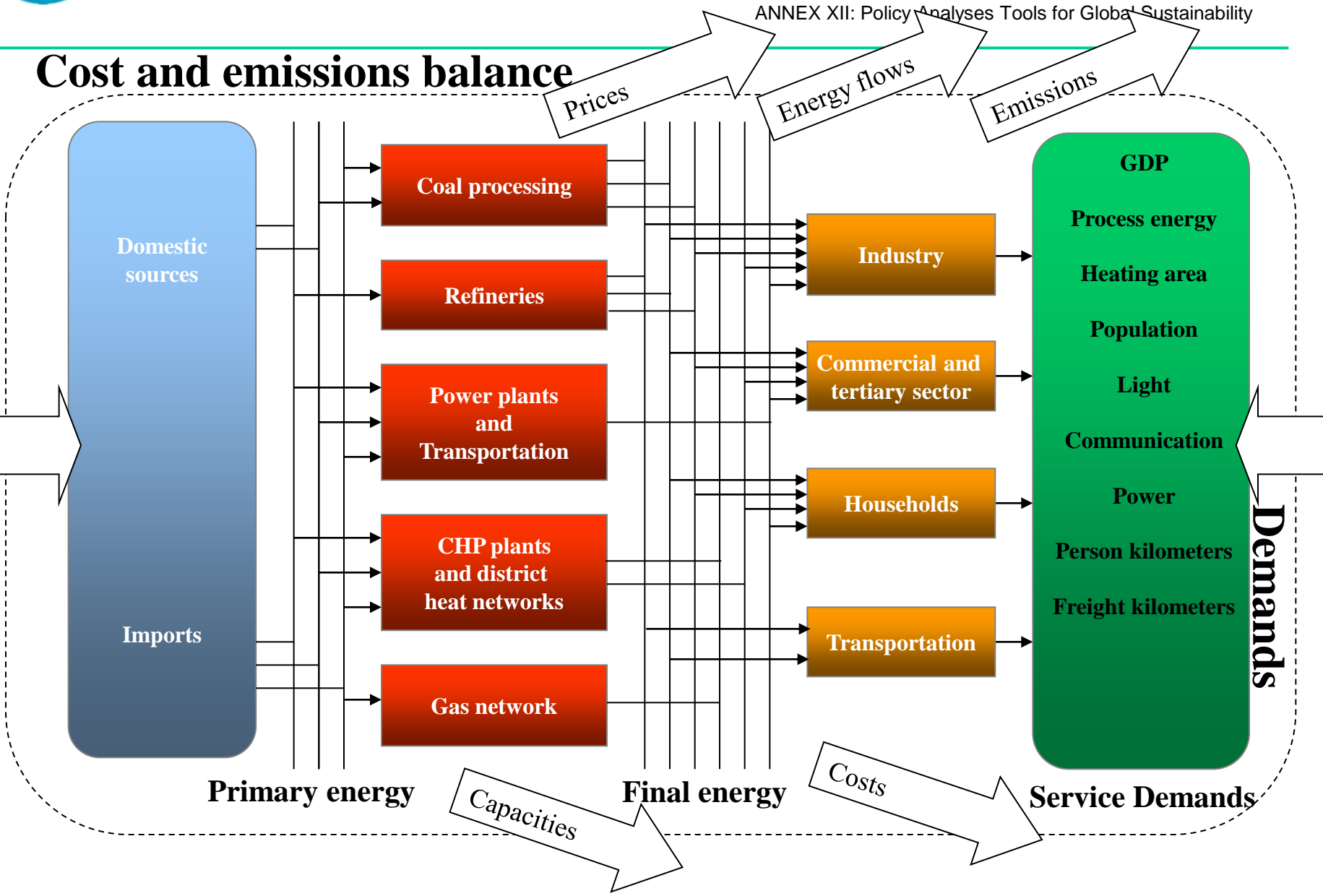
1. MARKAL / TIMES Tools
2. Energy Technology Data Source (ETechDS)
3. ETSAP-TIAM Model
4. Workshops and training

## B1 Reality and energy systems modelling

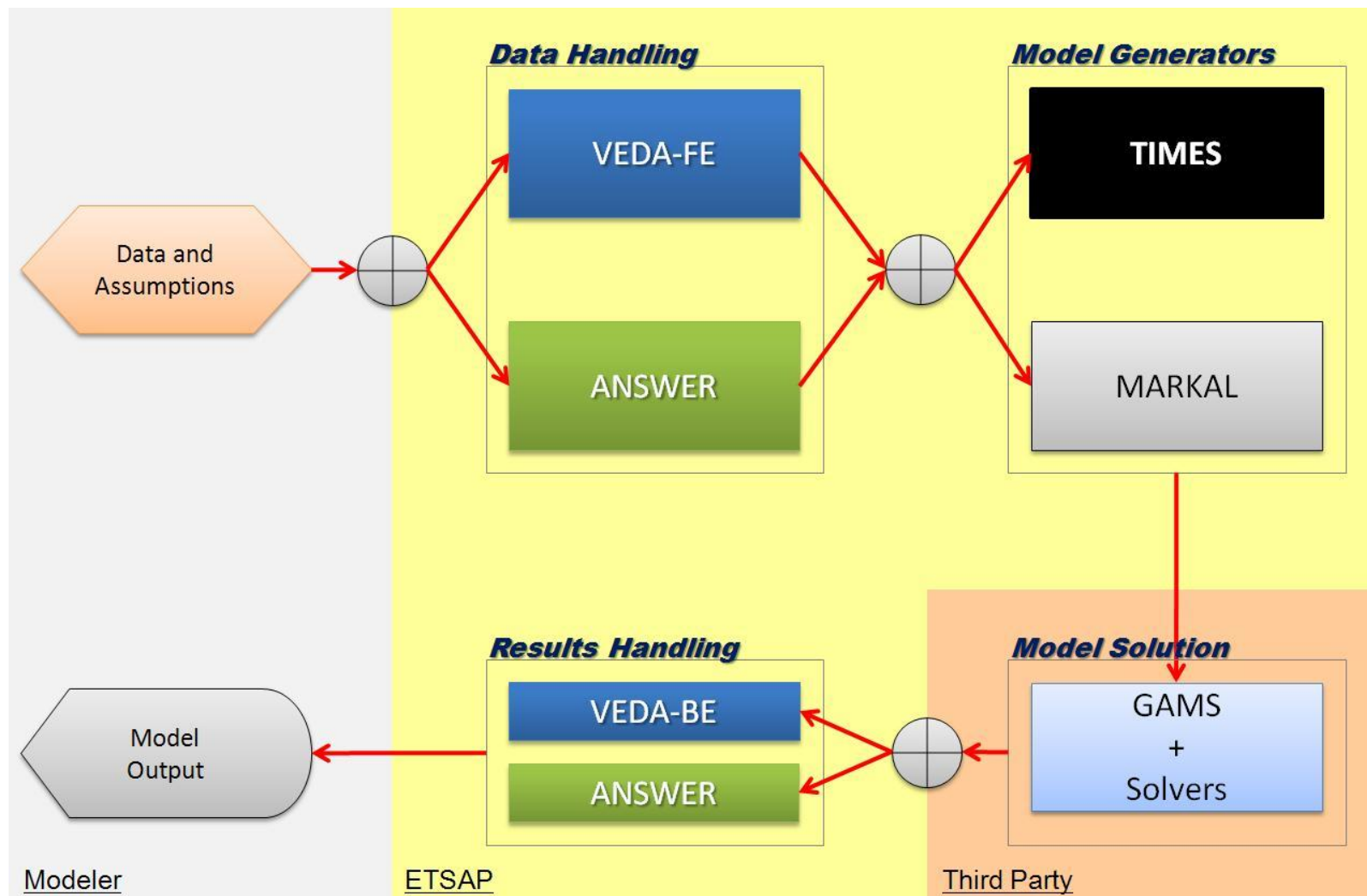


## Cost and emissions balance

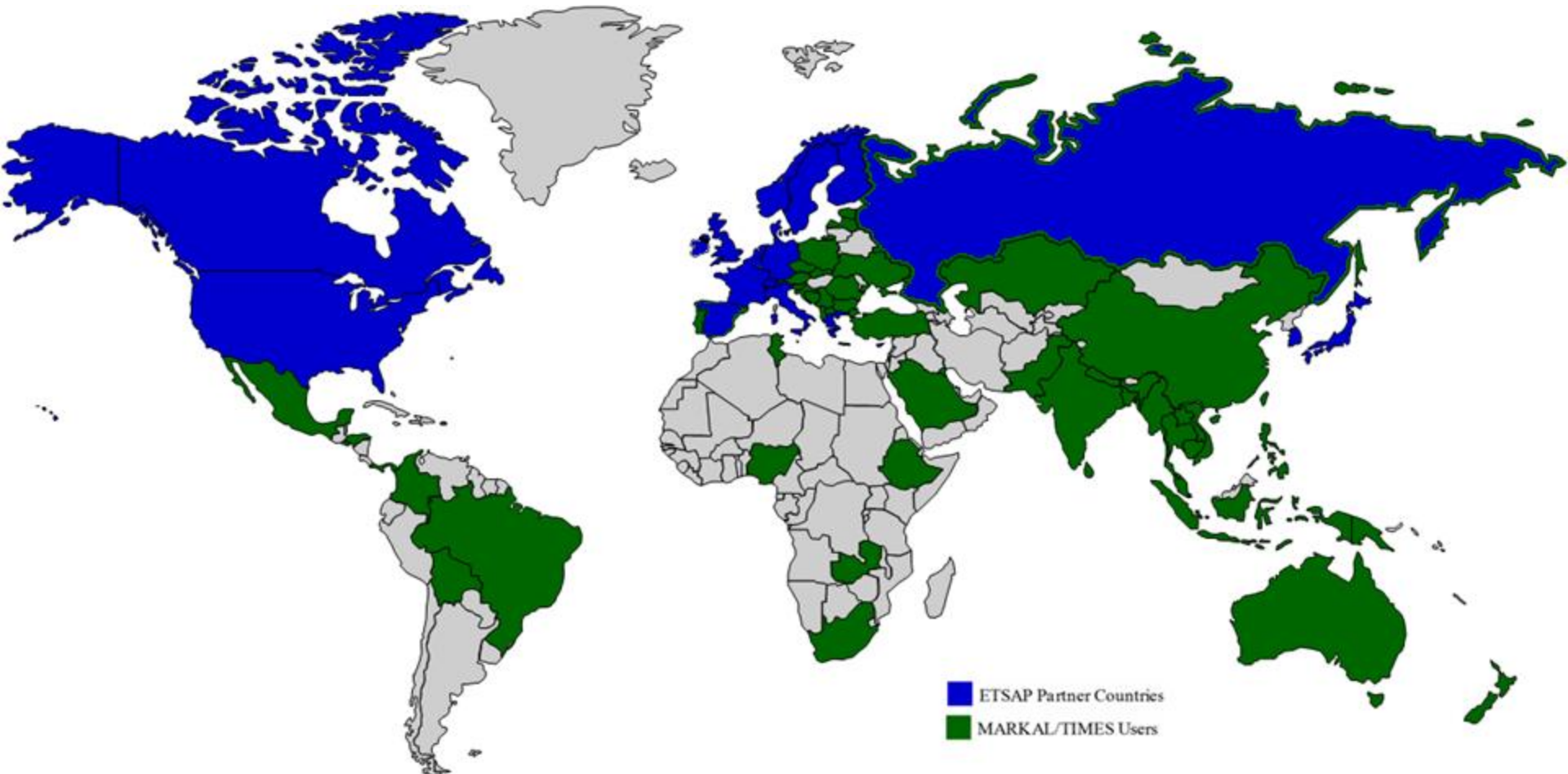
Energy prices, Resource availability



## ***B1 – Building a MARKAL or TIMES Model***



***B1 – MARKAL–TIMES licensed tools users (>200)***



*Only those countries with at least one MARKAL/TIMES modelling team active during the period are “painted.”*

## ***B2. Energy Technology Data Source***

- **Exhaustive** in scope, internally consistent, well documented data source, with a planned maintenance and updating programme.
- ETech-DS is a commented **energy technology database** building on the basic idea of the IEA Energy Technology Essentials
  - ✓ Concise **profiles** on today's energy technologies for producing, transporting and using energy;
  - ✓ **Updated** information and key data on status, performance, emissions, costs, markets, potential and barriers;
  - ✓ **Insights** for decision-taking

Since September 2011, ETASP E-TechDS is working in cooperation with the **International Renewable Energy Agency (IRENA)** to develop and update Briefs on renewable energy technologies.



## ***B2. Energy Technology Data Source***

## Three sections in each brief

## 1. Summary for Policymakers



## Liquid Petroleum Gas and Natural Gas Internal Combustion Engines

■ **PROCESS AND STATUS** – Internal combustion engines running on Liquid Petroleum Gas (LPG) are well-proven technologies and work much like gasoline-powered vehicles with spark-ignited engines. Natural Gas is typically used in spark-ignition (i.e. petrol) engines for bi-fuelled cars but has also been used in compression-ignition (i.e. diesel-type) engines, as e.g. for heavy-duty vehicles.

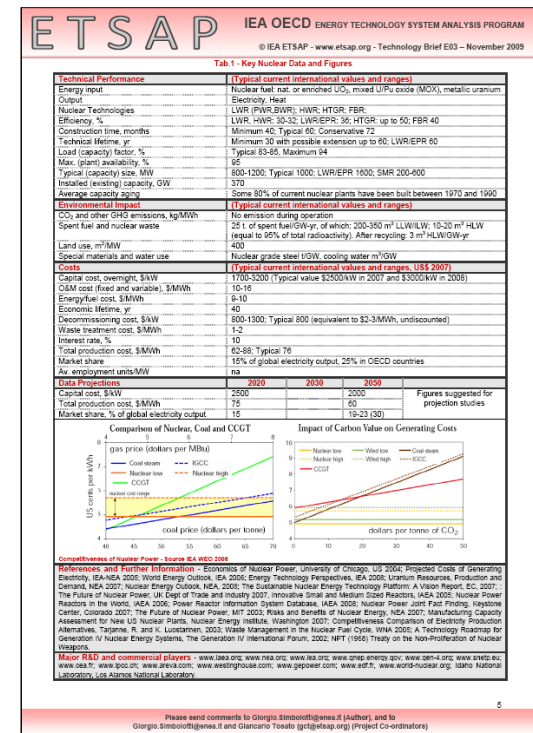
■ **PERFORMANCE AND COSTS** – The Energy Content (Gross Heating Value) for LPG is 46.23 MJ/kg. Bi-fuel LPG cars tests show around a 15% reduction of life cycle greenhouse gas emissions (per distance) as compared to petrol operation. The conversion cost for a Bi-fuel LPG car is around £1,640. The conversion cost for a CNG car is around £2,190. The Gross Heating Value for CNG is 46.49 MJ/kg and for LNG 25 MJ/L. The energy efficiency of engines running on Natural Gas is generally equal to that of gasoline engines, but lower compared with modern diesel engines. The conversion costs for LPG range from £1,130 to £2,740. The conversion costs for light duty NGVs are currently in the range between £1,640 and £2,190.

■ **POTENTIAL AND BARRIERS**—Today, more than 7 million Natural Gas Vehicles (NGVs) were on the roads, with the largest number of NGVs in Argentina, Brazil, Pakistan, India, China, and Iran, with South America leading with a global market share of 48%. The number of LPG/CNG kits sold globally could reach up to 8.0 million by 2012. An appropriate infrastructure along with the required support from governments will accelerate the growth of LPG and CNG as alternative fuels globally. Bottlenecks to slow down the development and deployment of both LPG and Natural Gas are the considerably higher cost of the vehicles, inadequate infrastructure for distribution and refuelling and the increasing competition from other alternative fuels such as biofuels.

A	B	C	D	E	F	G	H	I	J	K
2	Blast furnace									
3	<b>TIMES attribute (-input parameter)</b> \$ year 2000 Unit Low Middle High									
4										
5										
6										
7	<b>GENERAL DATA</b>									
8	Code									
9	Main reference									
10	Etc.									
11										
12	<b>ECONOMIC DATA</b>									
13	Q_DRATE									
14	CUR									
15	\$ / annual mt 148 211 275									
16	NCAP_COST CUR YEARS									
17	NCAP_ELFE YEARS									
18	NCAP_STRATE DEC FR									
19										
20	NCAP_FOM CUR DEC FR									
21	NCAP_FOMX DEC FR									
22										
23	\$ / ton hot metal 91.4									
24	ACT_COST CUR CUR									
25	FLO_COST CUR CUR									
26	FLO_DELV CUR CUR									
27	NCAP_DIAG CUR YEARS									
28	NCAP_DIAG CUR YEARS									
29	NCAP_DCGST CUR YEARS									
30	NCAP_DELF CUR YEARS									
31	NCAP_VALU CUR									
32										
33										
34	<b>TECHNICAL DATA</b>									
35	NCAP_ICOM (*) YEAR									
36	START YEAR present									
37	NCAP_TLFE (*) YEAR									
38										
39	NCAP_ICOM (*) YEAR									
40	NCAP_CLED YEAR									
41										
42	Input commodity(ies) near Sister lighton hot metal 720 1100 1400									
43	Iron ore lighton hot metal 25 187.5 350									
44	Pellets lighton hot metal 100 435 770									
45	Coke lighton hot metal 280 340 410									
46	Coal lighton hot metal 0 90 180									
47	Heavy oil lighton hot metal 0 30 60									
48	Lime lighton hot metal 0 5 10									
49	Oxygen molton hot metal 25 40 55									
50	Cokes Oven Gas lighton hot metal 90 315 540									
51										
52	Output commodity(ies) ni hot metal ton 1									

## 2. Technical Section

- Process and technology status,
- Technical & environmental performance, costs and projections,
- Potential (incl. market status & prospects) and Barriers, plus ...
- Summary Table & References



### 3. Excel Spreadsheets for Modellers

## B2. Energy Technology Data Source

Total Brief Number

80

Posted

50

In preparation (commissioned)

17

To be commissioned

13 (Authors identified for 10 briefs)

### E-TechDS STATUS - May 21, 2012 - Energy Supply Technologies

#### PRIMARY ENERGY SUPPLY, TRANSPORTATION AND DISTRIBUTION

P01	Conv. Oil and Gas Production	May 2010	IFE-Norway
P02	Unconv. Oil and Gas Production	May 2010	IFE- Norway
P03	Oil and Gas Logistics	August 2011	IFE- Norway
P04	Oil refineries	Dec. 2012, to be assigned	Gerad Canada, K. Vaillancourt
P05	Syngas from Coal (coal gasific.)	May 2010	IER-Germany
P06	Liquid Fuels from Coal and Gas	May 2010	IER- Germany
P07	Coal Mining and Logistics	Dec. 2012, to be assigned	ETSAP GS?
P08	H2 Production & Distribution	March 2012	CRES –Greece
P09	Biomass Production & Logistics	June 2012, to be assigned	Maryse Labriet
P10	Biofuels Production	January 2012	ETSAP GS
P11	Biogas Production	Sept 2012, to be assigned	Maryse Labriet
P12	Biogas Production for Transportation	Sept 2012	IRENA

#### TRANSPORTATION

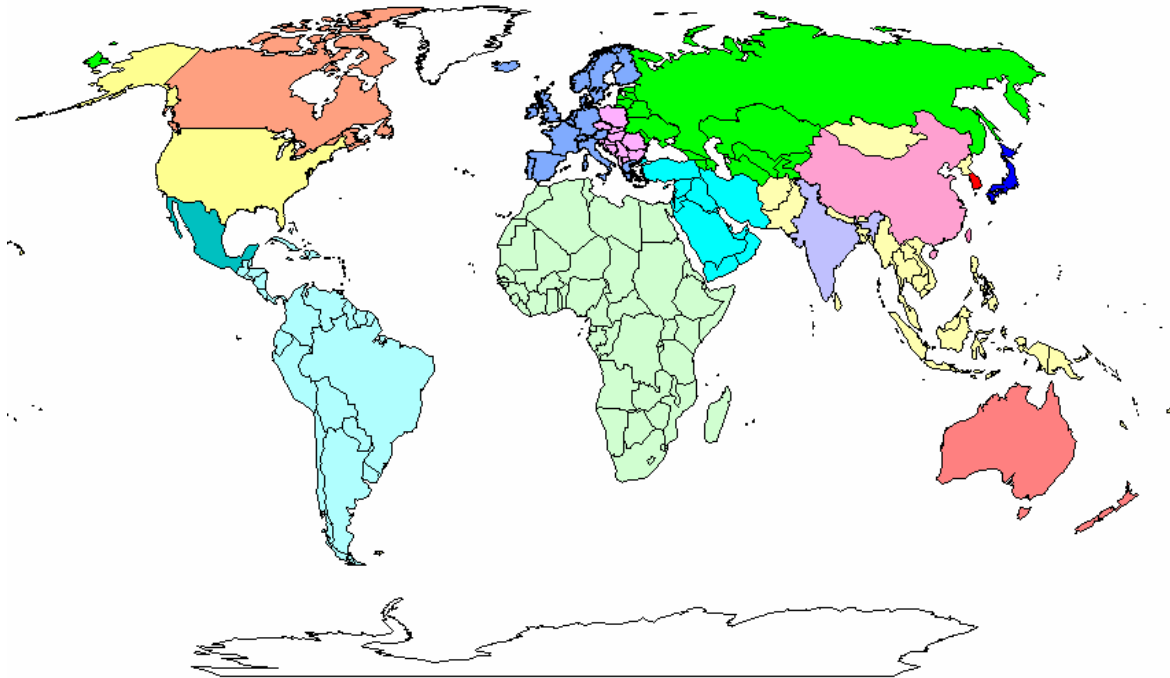
T01	Adv. Autom. Gasoline Eng.	April 2010	AEA – UK
T02	Adv. Autom. Diesel Eng.	April 2010	AEA – UK
T03	Autom. LPG and Nat. Gas Eng.	April 2010	AEA – UK
T04	Hybrid Vehicles	June 2010	AEA – UK
T05	Electric & Plug-in Hybrid Vehicles	June 2010	AEA – UK
T06	Ethanol IC engines	June 2010	AEA – UK
T07	Hydrogen and Fuel Cell Vehicles	Under Revision	AEA – UK
T08	Light Trucks	January 2011	AEA – UK
T09	Heavy Trucks	January 2011	AEA – UK
T10	Public Transport	January 2011	AEA – UK
T11	Rail Transport	January 2011	AEA – UK
T12	Aviation Transport	January 2011	AEA – UK
T13	Shipping Transport	January 2011	AEA – UK
T14	Road Transport Infrastructures	August 2011	AEA – UK
T15	Rail Infrastructures	June 2011	AEA – UK
T16	Aviation Infrastructures	August 2011	AEA – UK
T17	Shipping Infrastructures	June 2011	AEA – UK
T18	Weight & Drag Reduction (Autom.)	January 2011	AEA – UK
T19	Two-Three Wheelers	Sept. 2012, to be assigned	AEA – UK

#### ELECTRICITY & HEAT PRODUCTION, TRANSMISSION AND DISTRIBUTION

E01	Coal Fired Power Plants	April 2010	ECN – Netherland
E02	Gas Fired Power Plants	April 2010	ECN– Netherland
E03	Nuclear Power	April 2010	ETSAP GS
E04	Combined Heat and Power (CHP)	May 2010	ECN– Netherland
E05	Biomass for Heat & Power	May 2010	ECN– Netherland
E06	Hydro Power	May 2010	ECN– Netherland
E07	Geothermal Power	May 2010	ECN– Netherland
E08	Marine Power	November 2010	ECN– Netherland
E09	Wind Energy	Sept. 2012	IRENA
E10	Concentrated Solar Power	March 2011	ETSAP GS
E11	Photovoltaic	February 2011	ETSAP GS
E12	Nuclear Fuel Mining to Waste Management	Dec 2012, to be assigned	ETSAP GS ?
E13	Fuel Cells	Dec 2012, to be assigned	Adam Hawkes, Imperial Col.
E14	CO <sub>2</sub> Capture & Storage	October 2010	ETSAP GS
E15	Renewable Energy Integration	March 2012	CRES –Greece
E16	District heating systems	March 2012	Chalmers -Sweden
E17	Energy Storage (Thermal)	January 2012	FZ-Bayern - Germany
E18	Energy Storage (Electric)	January 2012	ETSAP
E19	Heat Pumps	March 2012	JHPC – Japan
E20	Electricity Transmission & Distribution	Dec 2012, to be assigned	Gerad, Canada
E21	Biomass Co-firing	In preparation – March 2012	IRENA
E22	Marine Energy Wave Devices	In preparation – Sept 2012	IRENA
E23	Marine Energy Current Devices	In preparation – Sept 2012	IRENA
E24	Energy from Waste	In preparation – Sept 2012	IRENA



## ***B3. ETSAP-TIAM (TIMES Integrated Assessment Model)***



- Now global model (ETSAP-TIAM) available in addition to modelling tools (TIMES)
- 15 Region global TIMES model available to ETSAP Contracting Parties
- Developed by GERAD and currently updated by ESAP Collaborative Project
- Includes several thousand technologies and models climate forcing

## ***B3. ETSAP-TIAM (TIMES Integrated Assessment Model)***

- distributed to 10 ETSAP Contracting Parties
- on the web at: [www.kanors.com/DCM/TIAM](http://www.kanors.com/DCM/TIAM)
- Several projects have used TIAM:
  - EMF-22, EMF-24 (Stanford, US)
  - Low Carbon Society (NIES, Japan, UK-ERC, ...)
  - IPCC-IAMC, special report on Renewable Scenarios
  - IEA-RETD, Achieving Climate and Energy Security (ACES)
  - EC-FP7, REACCESS on Energy Corridors for EU
  - Asian Modelling Exercise
- Continuously improved

## ***B4 – Workshops and training***

- Two workshops per annum on energy systems modelling
- Joint organiser of IEW (International Energy Workshop)
- Deliver training courses for the ETSAP tools biannually.

## ***C – Selected Outputs***

1. IEA's Global Model (ETP)
2. Other Global TIAM Models
3. National Models

## ***C – Recent Outputs***

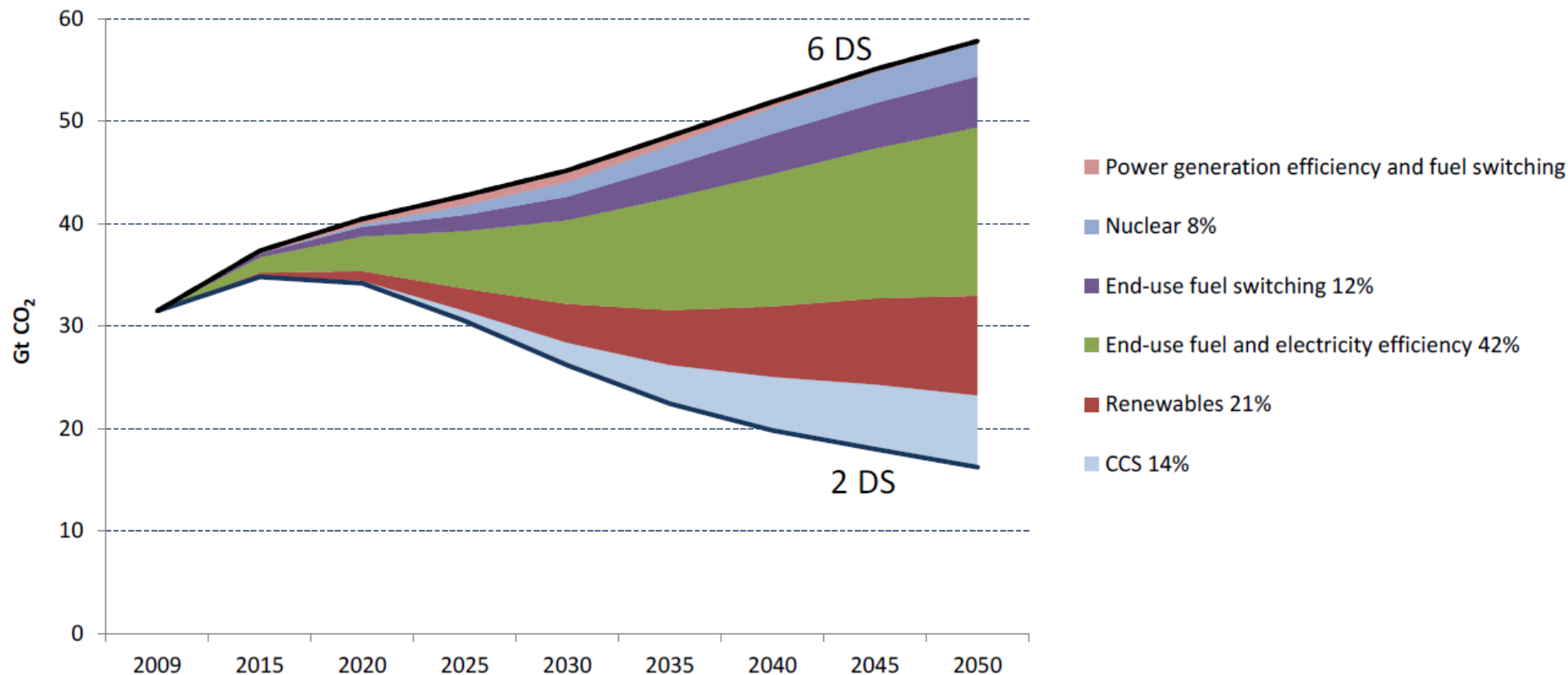
Annex XI Report > 350 publications 2008-2010 (86 peer-review articles, 7 Ph.D. theses, 9 books or book chapters and 120 research papers and reports) from:

- i) **Global Models:** incl. IEA ETP model, original TIMES Integrated Assessment Model (TIAM), derived TIAM models, ETSAP-TIAM model
- ii) **Regional Models:** Pan-European TIMES model, MARKAL-TIMES Models for Europe, Asia and North America.
- iii) **National Models** of 32 countries (including China).
- iv) **Sub-National Models:** Western China, Reunion Island (France), Lombardy (Italy), Pavia (Italy), and Kathmandu Valley (Nepal).
- v) **Local Models** for rural areas and cities in Austria, Germany and Italy, other bigger cities such as Madrid (Spain), Beijing, Guangdong and Shanghai (China) and New York City (United States).

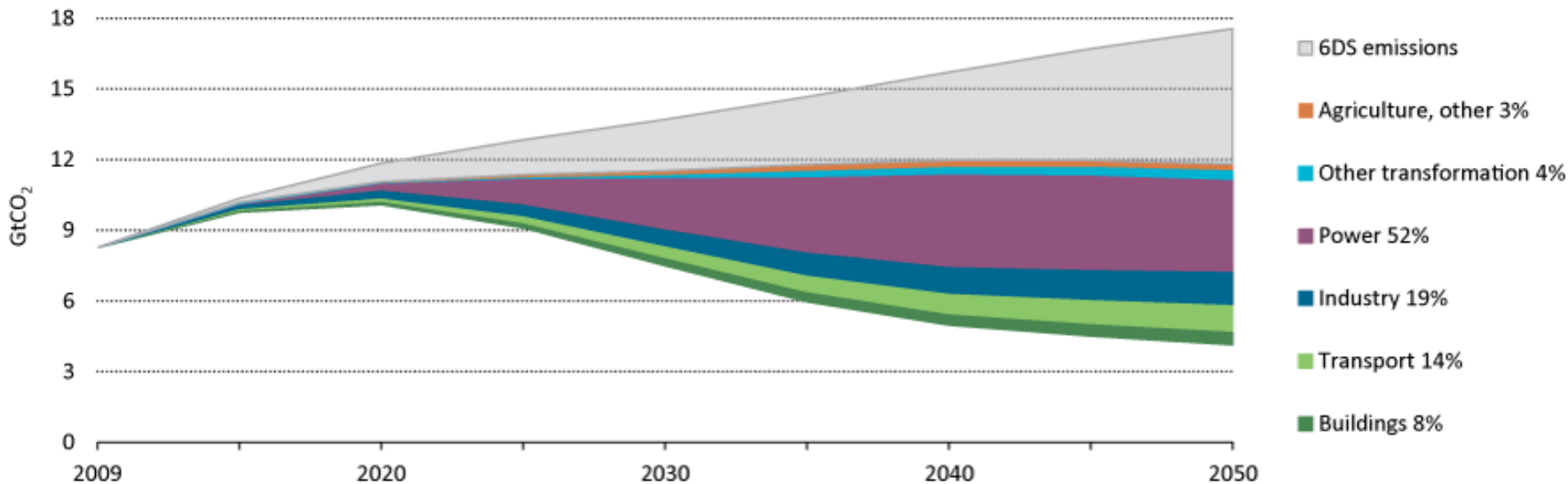
**[www.iea-etsap.org/web/FinReport/ETSAP-Annex-XI-final-report-final%20version-June-2012-v03.pdf](http://www.iea-etsap.org/web/FinReport/ETSAP-Annex-XI-final-report-final%20version-June-2012-v03.pdf)**

## C1 – IEA Energy Technology Perspectives (ETP)

IEA ETP 2012 ([www.iea.org/etp](http://www.iea.org/etp)) uses the global multi-regional **ETP-TIMES** model.

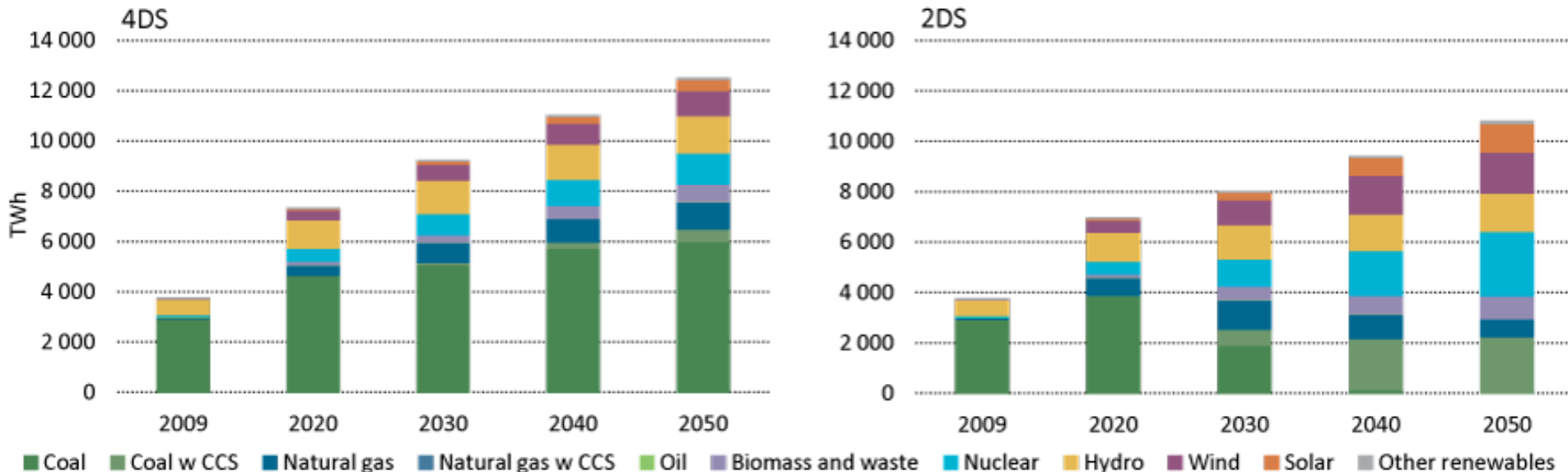


## C1 – ETP 2012 Results for China by sector



- Strong, sustained **actions** are needed to deliver ETP 2012 2°C Scenario (2DS)
- These could **halve** China's projected emissions in 2050 relative to 2009 levels.
- The **power sector** provides half of the cumulative emissions reductions compared with the 4DS.
- If China succeeds in this it will provide a powerful **example** for the world.
- [www.iea.org/publications/freepublications/publication/ETP\\_Executive\\_Sum\\_Chinese\\_WEB-1.pdf](http://www.iea.org/publications/freepublications/publication/ETP_Executive_Sum_Chinese_WEB-1.pdf)

## C1 – ETP 2012 Power Results for China



- In 4DS, **coal** share **decreases** from almost 80% in 2009 to around **50%** in 2050 due to growth in natural gas, nuclear and renewables
- In 2DS, **CO<sub>2</sub>** emissions in the power sector are reduced by more than **80%** in 2050 compared with 2009
- **RE** share in 2050 increases from ~30% in the 4DS to ~**50%** in the 2DS



## C2 – TIAM WORLD Model Results for China

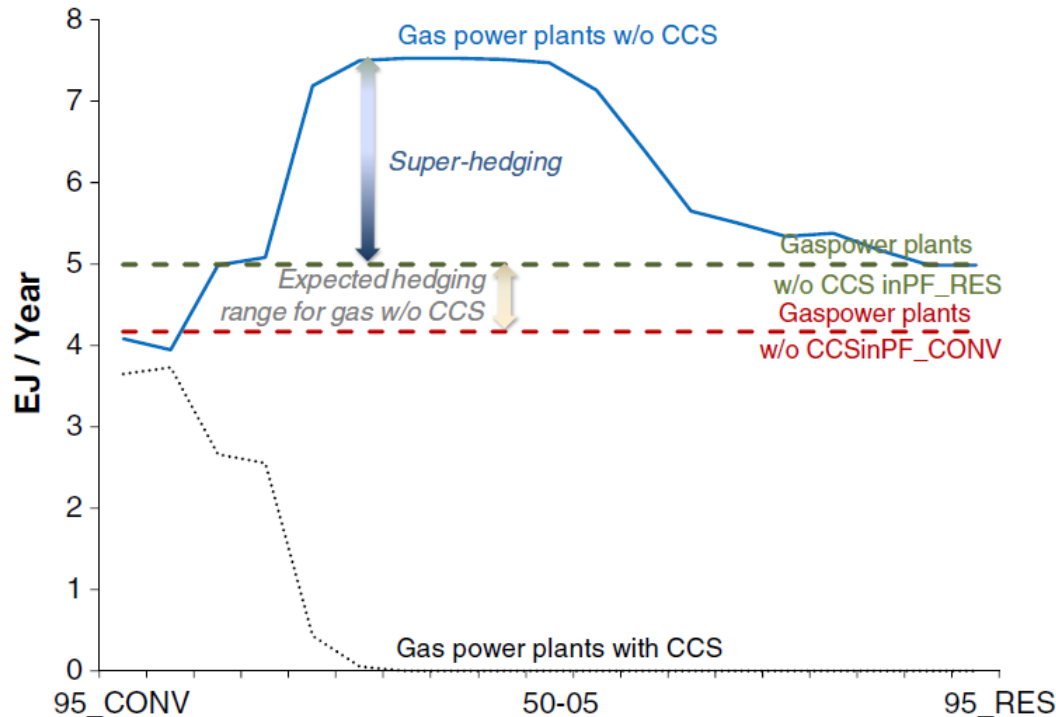
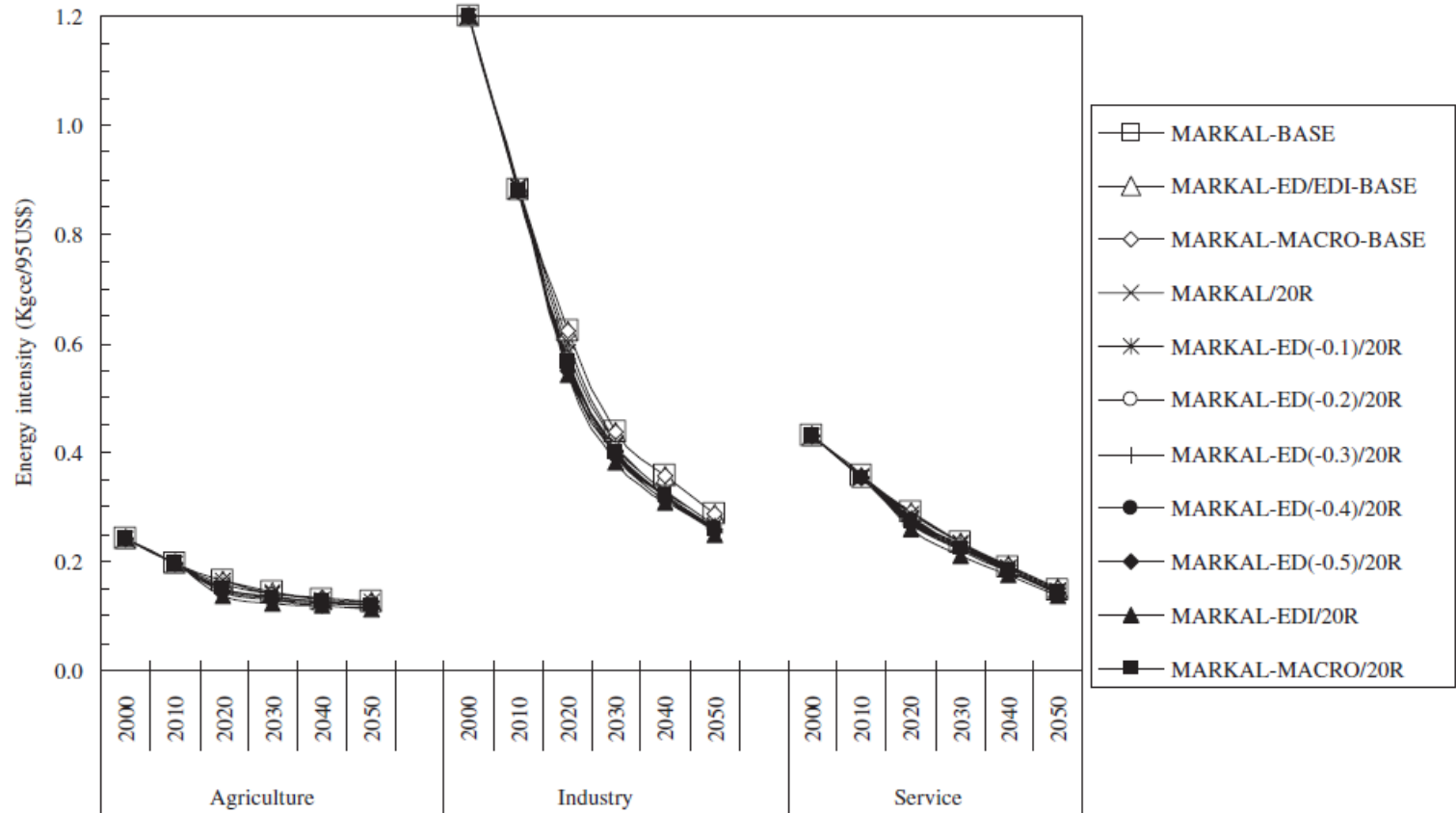


Figure 1 Role of Gas in elec gen in China in 2030 (in 3.7 W/m<sup>2</sup> ~ 550 ppm scenario)

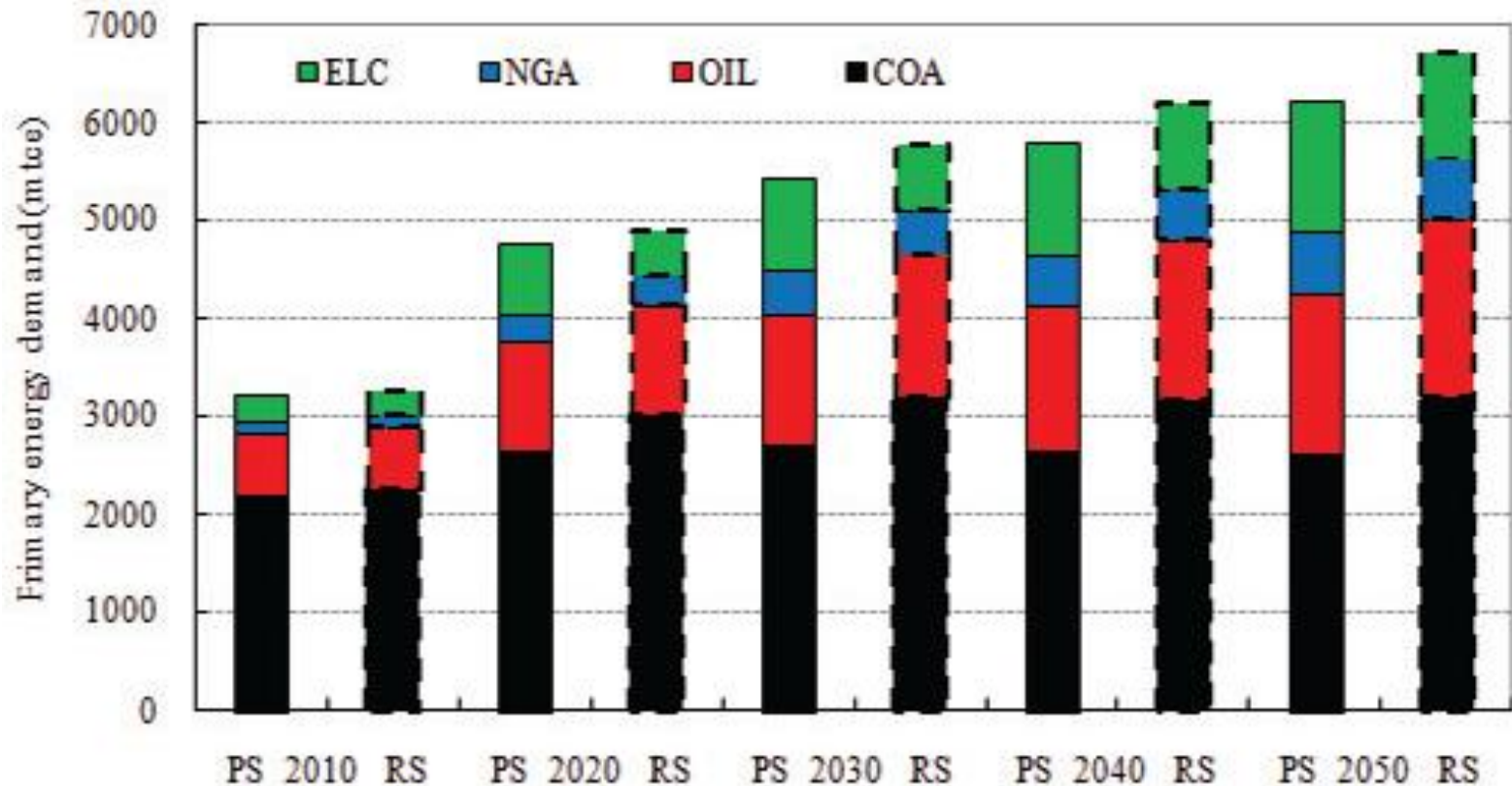
- Stochastic programming with TIAM-WORLD used to explore long term technical and climate **uncertainty**.
- Explores two contrasting **technology outlooks** *RES* and *CONV*
- Use of **gas** in China 50% higher in **hedging** rather than perfect foresight scenarios

## C3 – China MARKAL Model Results

Energy intensity improvements 2000 – 2050 for agriculture, industry, and service sectors from different China MARKAL model variants for emission reduction rate of 20% from 2020 Onwards.



## C3 – China TIMES Model Results



Primary Energy Requirement for China 2010 – 2050 for Reference (RS) and Policy (PS) Scenarios

## ***D – Conclusions***

- ETSAP represents 36 years of collaborative effort
- Policy Analyses tools (TIMES, MARKAL, VEDA, ANSWER) used by over 200 users
- Tools inform national policy and international negotiation
- ETSAP-TIAM Model available to contracting parties
- Analyses inform key international policy decisions
- Considerable analysis undertaken on (and in China)
- Invitation remains open to China's to become Contracting Party
- Annex XIII work programme discussed at ETSAP 10 – 11 Dec Lisbon meeting
- For more information - [www.etsap.org](http://www.etsap.org)

# ***Policy Analyses Tools for Global Sustainability***

## **IEA Energy Technology Systems Analysis Programme**

**Annex XII 2011-2013**

*Brian Ó Gallachóir, Chair, IEA-ETSAP ExCo*

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