

Working Together:  
Saving Tomorrow Today



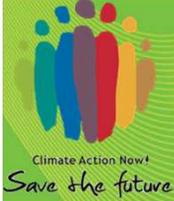
## Developing South Africa's baseline & mitigation scenarios – The LTMS & beyond



Mitigation & MRV Workshop – Hanoi, Vietnam



Climate Action Now!  
*Save the future*



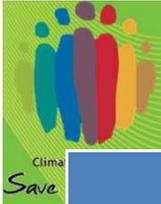
# Why such a study?

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- To assess the mitigation potential & opportunities for South Africa
- To inform South Africa's policy on climate change (baseline, mitigation, etc.)
- Government initiated the “**Long-Term Mitigation Scenarios**” (LTMS) process – carried out over 2 years
- LTMS study outcomes officially accepted by Cabinet





# The Process *Working Together: Saving Tomorrow Today*



## Coordination [ERC, University of Cape Town]

### Scientific Research

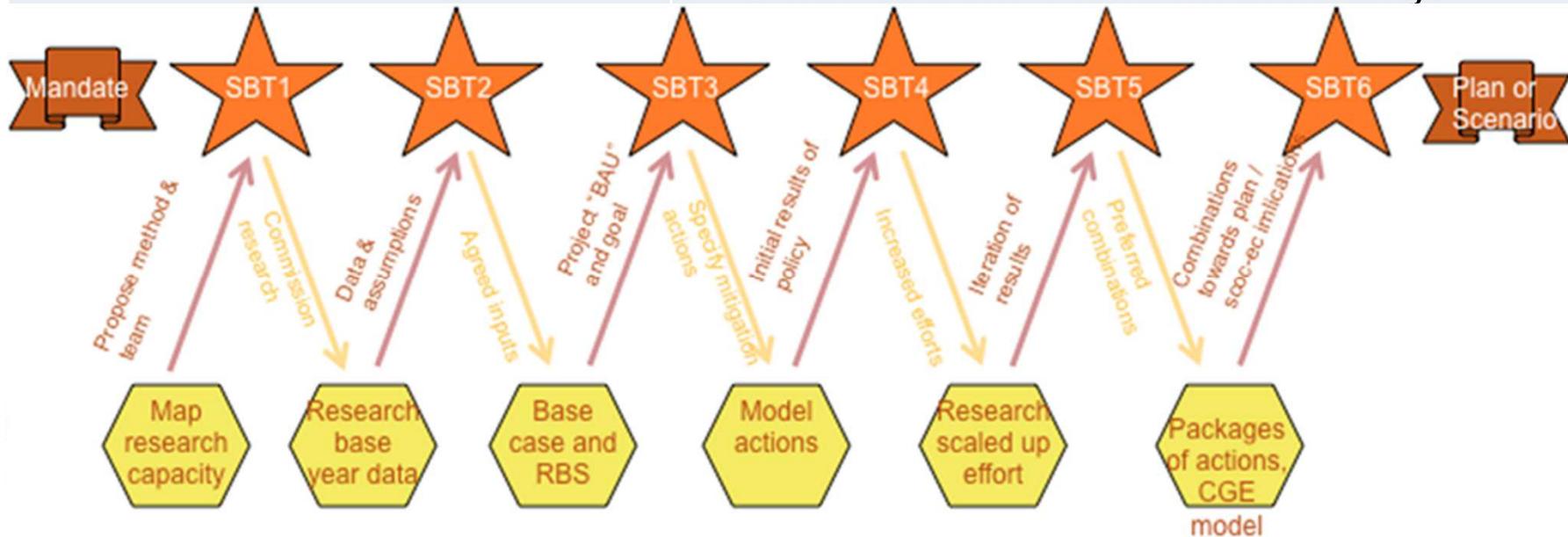
Four research teams:

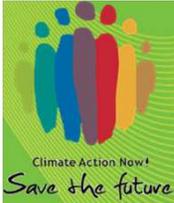
1. Energy
2. NEE
3. Economy-wide modeling
4. Vulnerability, Impacts & adaptation

### Stakeholder Engagement

**Scenario Building Team (SBT):** Drove technical work & developed scenarios with research teams:

- Selected as individual leaders and strategic thinkers in particular sectors, with high level of technical skill
- Sourced from 4 sectors in society:





# Technical Approach

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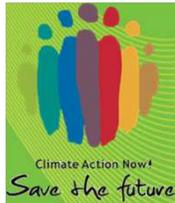
| SECTOR                          | APPROACH                |
|---------------------------------|-------------------------|
| Energy (Power, transport, etc.) | Markal model            |
| Non-Energy (IPPU, Waste, etc.)  | Excel spreadsheet model |
| Economy-wide                    | CGE model               |

## MARKAL VS. MESSAGE VS. LEAP

|                     |   |
|---------------------|---|
| General             | MARKAL/TIMES is able to <b>optimize</b> (in terms of minimized system cost) both demand and supply side of the economy. I.e. Different supply-side and end-use technologies can compete and only optimum ones are chosen by the model, subject to user-defined constraints.   |
| Compared to MESSAGE | <ul style="list-style-type: none"> <li>MESSAGE does not allow easy <b>entry of data from excel spreadsheets</b> straight into the model.</li> <li>The free solver that comes with MESSAGE <b>takes long</b> to run model databases with a large number of technologies and constraints</li> </ul>   |
| Compared to LEAP    | <ul style="list-style-type: none"> <li>LEAP takes a <b>simulation approach</b>, and does not optimize for least-cost or any other criterion. Therefore LEAP does not allow the development of a large number of internally consistent scenarios as easily and as rapidly as optimization models.</li> <li>In LEAP, one works from intensity back to the energy balance. There is no easy way of starting with the energy balance to get the intensity, making it <b>difficult to calibrate the energy balance</b>.</li> </ul> |



- 1. Growth Without Constraints:** Outlines the country's emissions if energy plans continued to be based purely on least-cost, without any constraints on growth, including carbon constraints.
- 2. Required by Science:** asks what would happen if South Africa reduced emissions by the same percentage that is needed globally, acknowledging that countries have different capability and national circumstances (i.e. SA's fair-share of mitigation requirement)



# Mitigation Scenarios

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## ● Compile a list of all realistic mitigation actions

| Mitigation action                              | Model description and parameters   |
|--|--|
| Escalating CO <sub>2</sub> tax                 | An escalating CO <sub>2</sub> tax is imposed on all energy-related CO <sub>2</sub> emissions, including process emissions from Sasol plants.   |
| Nuclear and renewable electricity, extended    | Combines the extended renewables and nuclear scenarios below. At 50% each, this is a zero-carbon electricity case  |
| Electric vehicles with nuclear, renewables     | Electric vehicles are allowed to take up 10% of passenger kilometre demand between 2008 and 2015 increasing to 60% of demand in 2030 and remains at 60% to 2050  |
| Nuclear and renewables                         | Combines the individual nuclear and renewables cases. i.e. no electricity from fossil fuels by 2050  |
| Industrial efficiency                          | Improved boiler efficiency, HVAC, refrigeration, water heating, lighting & air compressors, motors, compressed air management, building shell design optimising process control, energy management systems & introducing variable-speed drives |
| Renewables with learning, extended             | Same as renewables extended (50%), but assuming that the unit costs of renewable energy technologies decline, as global installed capacity increases   |
| Subsidy for renewables                         | -106 R/GJ, on electricity from power tower, trough, PV, wind, hydro, bagasse, LFG  |
| Nuclear, extended                              | The bound on investment in new capacity for both PBMR and PWR were increased to 2050   |
| Renewable electricity, extended                | In an extended mitigation action, the bound on commissioning of new parabolic trough and solar power tower plant is increased to 2.5GW/year by 2050  |
| Renewables with learning                       | Same as renewables (27%), but assuming that the unit costs of renewable energy technologies decline, as global installed capacity increases  |
| Renewable energy for electricity generation    | 15% of electricity dispatched from domestic renewable resources by 2020, and 27% by 2030, from local hydro, wind, solar thermal, landfill gas, PV, bagasse / pulp & paper.   |
| Nuclear electricity                            | 27% of electricity dispatched by 2030 is from nuclear, either PBMRs or conventional nuclear PWRs – model optimised for cost etc.   |
| Synfuels CCS 23 Mt                             | Carbon capture and storage on coal-to-liquid plant, with maximum storage of 23 Mt CO <sub>2</sub> per year, equivalent to concentrated emissions of existing plant   |
| Improved vehicle efficiency                    | Improve energy efficiency of private cars and light commercial vehicles by 0.9%-1.2% per year (0.5% in base case).   |
| Biofuel subsidy                                | A subsidy of R1.06 per litre on biofuels applied as an incentive for biofuel take-up   |
| Passenger modal shift                          | Passengers shift from private car to public transport and from domestic air to intercity rail/bus.–moving from 51.8% of passenger kms in 2003 to 75% by 2050   |
| Land use: fire control and savannah thickening | 50% reduction in fire episodes in savannah from 2004   |
| Electric vehicles in GWC grid                  | Electric up to 60% of the private passenger car market, operating in an unchanged grid, i.e. largely coal-fired  |
| CCS on power stations, 20 Mt                   | A cap on CCS use is increased annually starting with 1 Mt in 2015, and reaching a peak of 20 Mt in 2024.   |
| Waste management                               | Waste Minimisation and composting  |
| Residential efficiency                         | Penetration of SWHs, passive solar design, efficient lighting, appliance labelling & STDs, geyser insulation, LPG for cooking, 'Basa Njengo Magogo' coal fire-lighting method  |





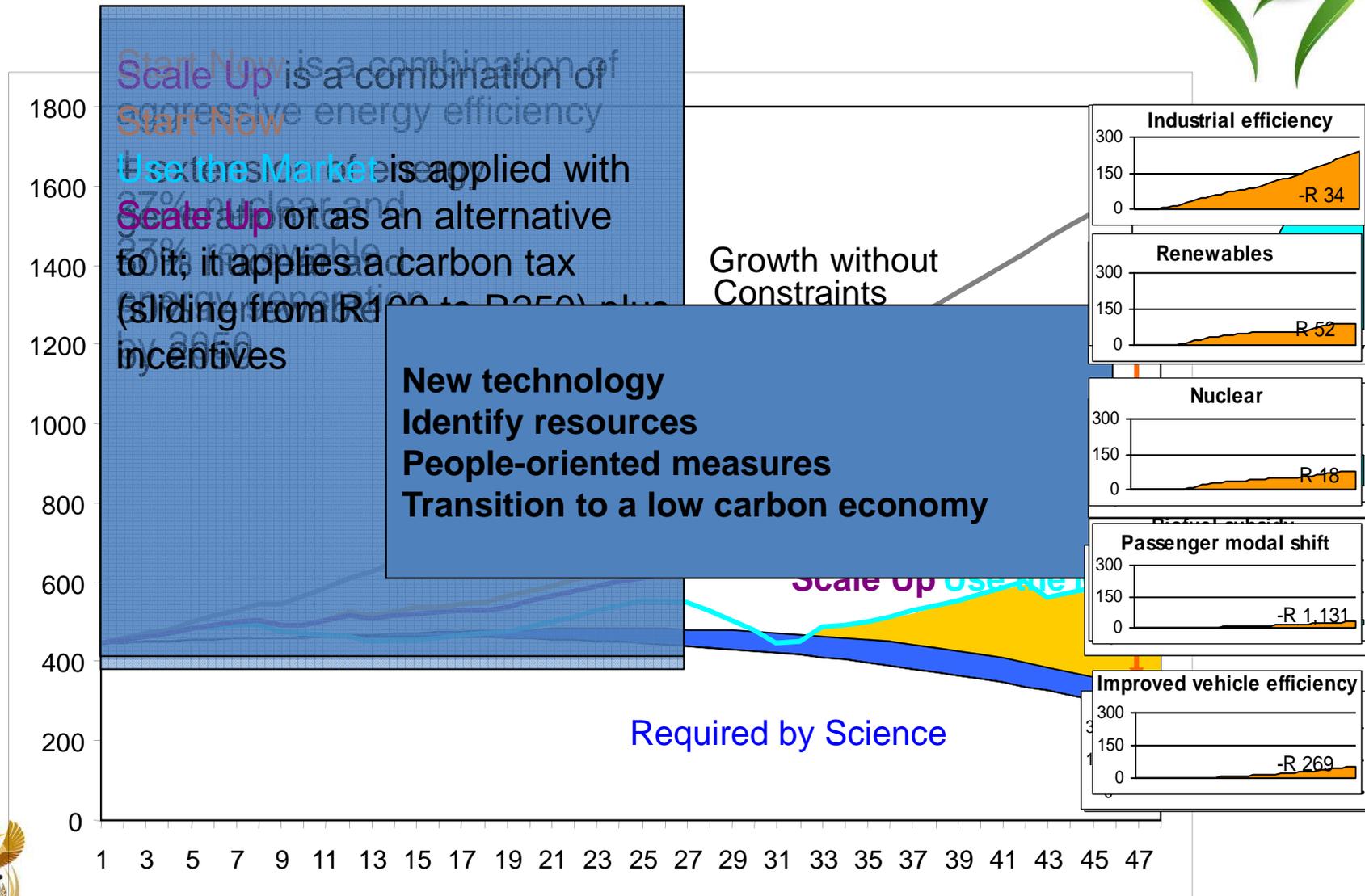
## 🌐 Packaging the mitigation actions into scenarios

1. **“Start Now”**: All mitigation actions that have upfront costs, but where the savings over time more than outweigh the initial costs – also known as net-negative cost mitigation actions – are part of this strategic option
2. **“Scale Up”**: it is an extension of the *Start Now* package. Basically all the extendable mitigation actions in *Start now* are replaced in *Scale up* by their extended counterparts
3. **“Use the Market”**: focuses on the use of economic instruments, and it includes an escalating CO<sub>2</sub> tax on the whole energy sector, which generates revenue that could be used to provide incentives for renewable electricity, solar water heating and biofuels



# The Full Picture

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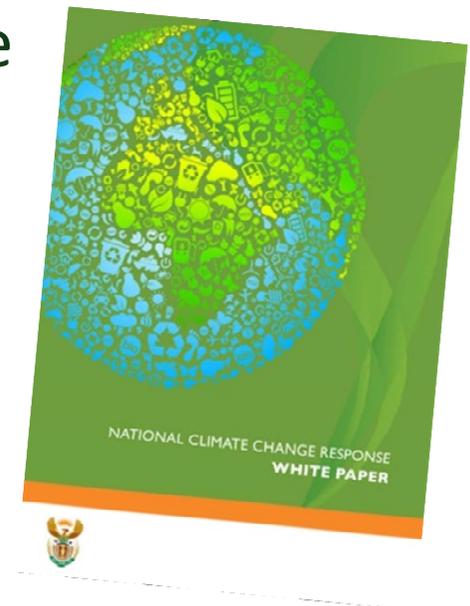


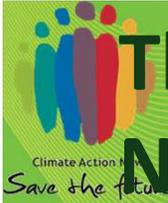
# And then What?

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- Results informed the development of the National Climate Change Response Policy
- Objective: Long-term just transition to a climate-resilient and lower-carbon economy and society
- Gives a guiding approach towards achieving the mitigation outlined in the LTMS process:
  - Setting the country's emissions baseline
  - Identifying desired sectorial mitigation contributions (DEROs)
  - Defining carbon budgets
  - Mitigation plans
  - mix of measures



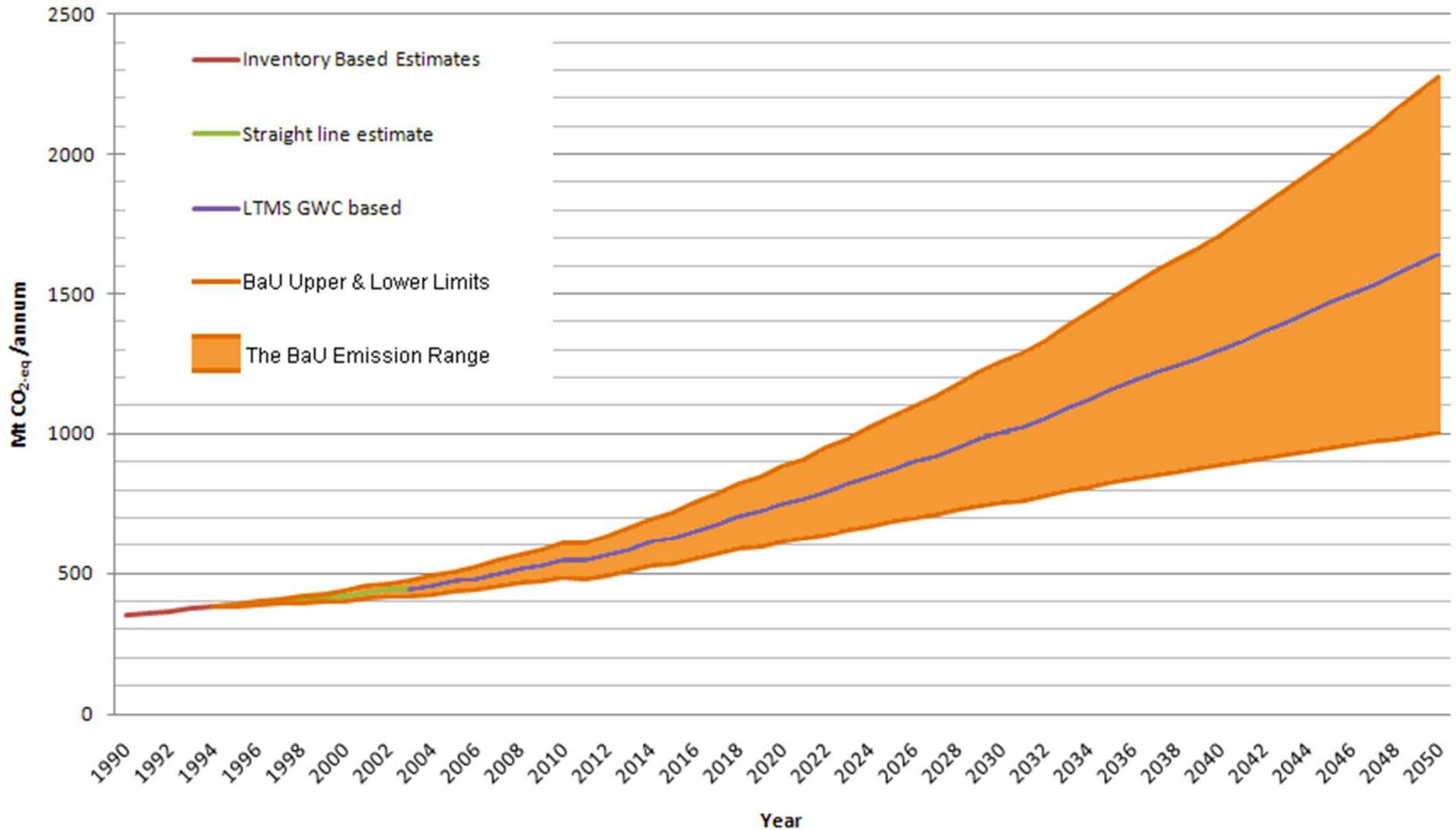


# The Country's Baseline as adopted in the National Climate Change Response Policy

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The South African 'Business As Usual' estimate of future emission trends - "the BaU emission range"



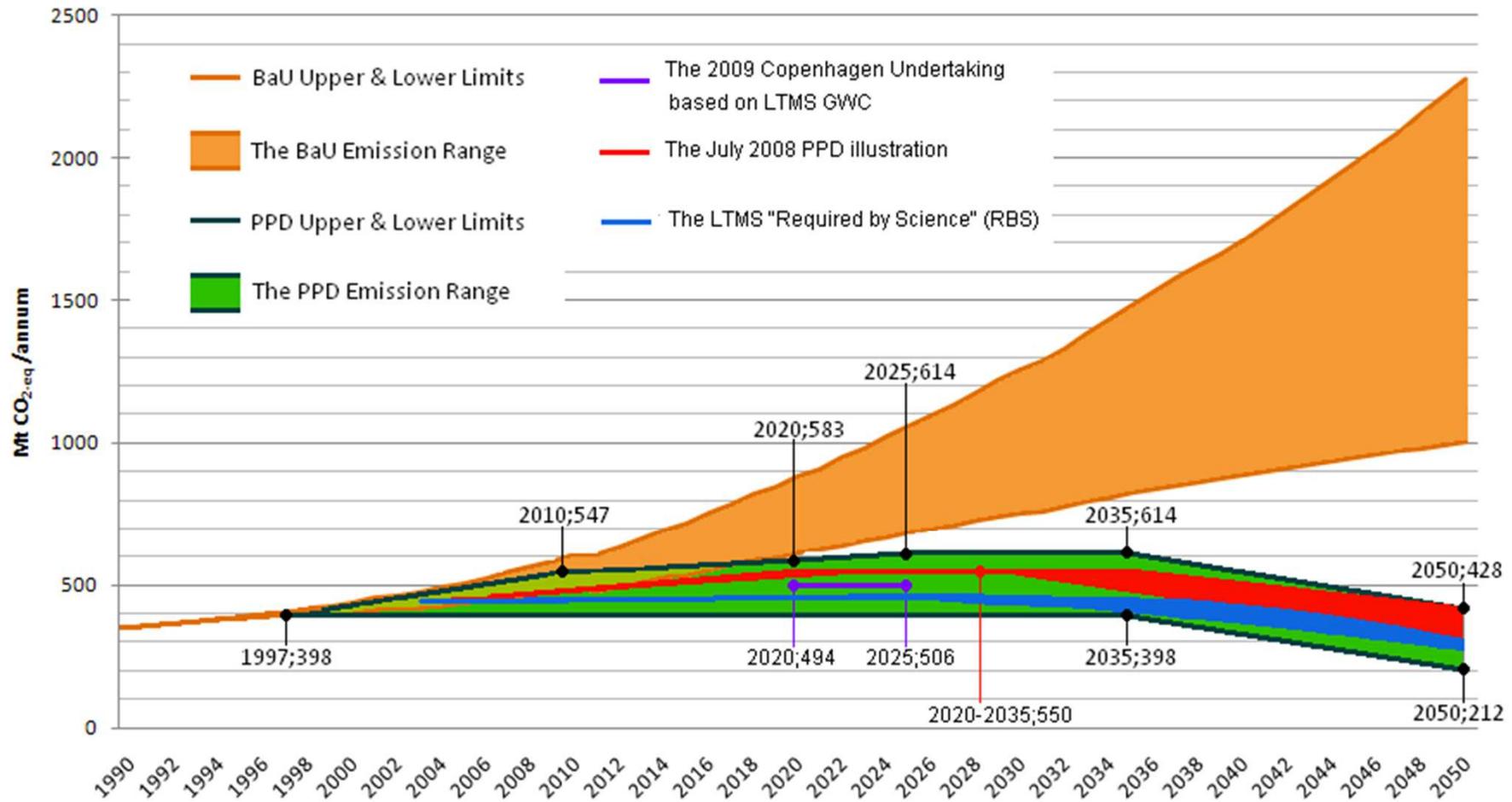


# Baseline & Target in the Policy

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greenhouse gas emission trajectory – comparison with other popularised conceptions of PPD





# Latest Developments

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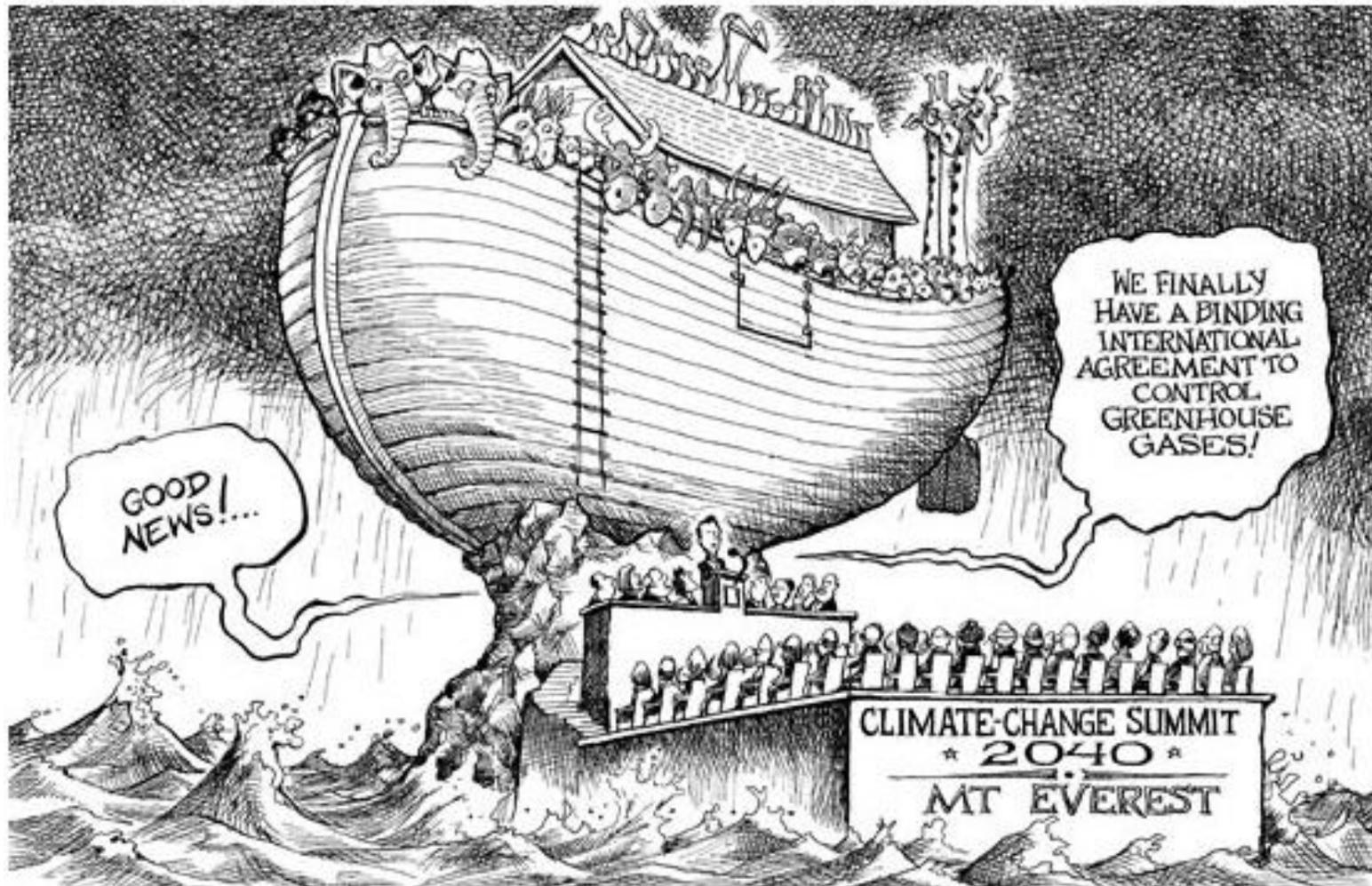


- DEROs process (agreed sectorial baselines for mitigation plans, updated mitigation actions, etc.)
  - Using information from the country's latest Integrated Resource Plan
  - Updating costs in light of the global economic meltdown
  - Detailed sector & sub-sector –level socio-economic analyses





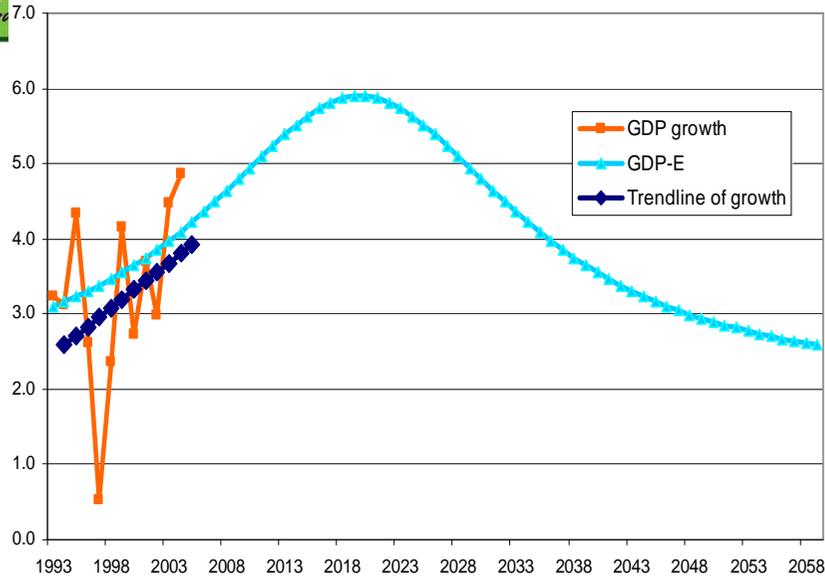
# Thank You!



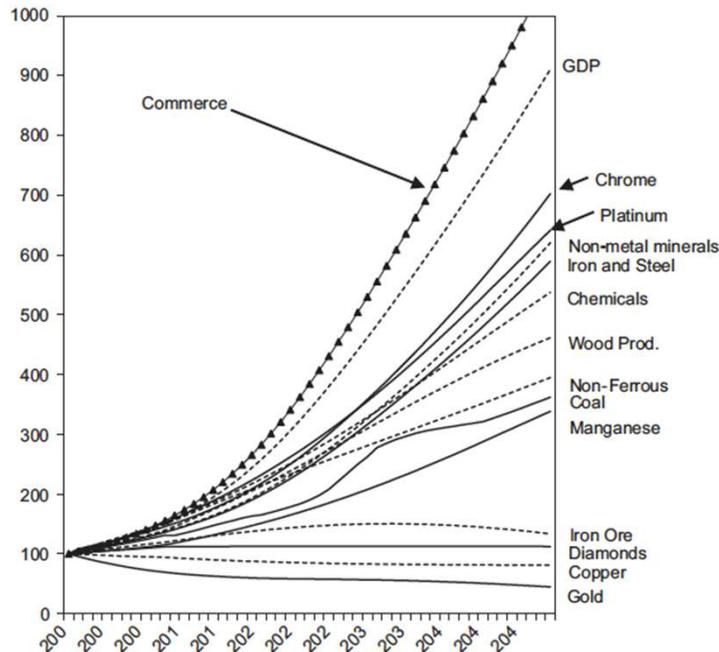
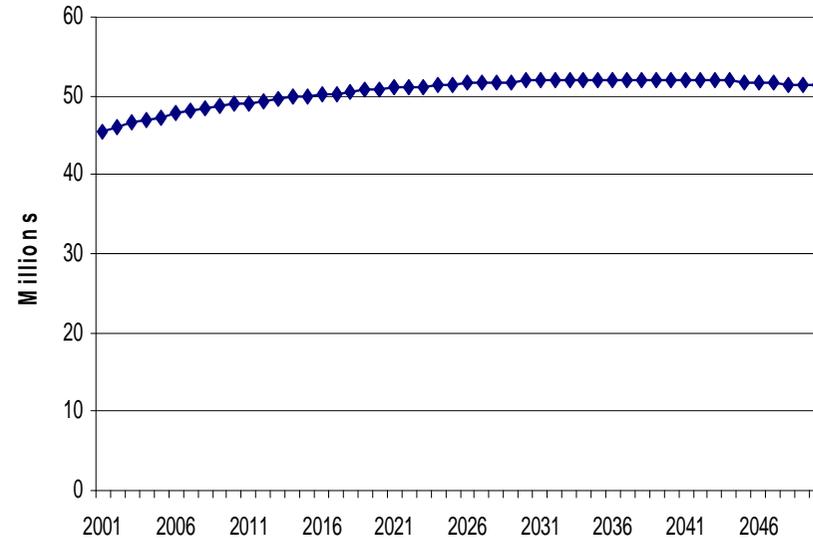


# KEY DRIVERS

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## Other drivers:

- 🌐 Discount rates
- 🌐 Exchange rates
- 🌐 Technology learning
- 🌐 Future energy prices