"Low-Carbon Multiple Benefits for Sustainable Development, Human Health and Ecosystem Services"

LCS-Ret - ICLCS Inaugural Round table. Pathways toward a Paradigm of Low Carbon Societies: Priority areas for Innovative and Transformational

Research, Education and Training

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So What Shape Can The Future Take?	
Scenario names	Storyline
Reference	Life continues pretty much as we know it with autonomous efficiency improvements taking place where feasible. Increase in use of renewable energy carries on at the same pace. Defined policy priorities are implemented with no real sense of urgency
Evolution	A determined effort is provided for efficiency improvements both on the supply and demand sides. Considers an accelerated push for renewable energy, nuclear and new technologies such as CTL (Coal to liquids) and GTL (Gas to liquids). Energy Security concerns are paramount in this scenario.
Resolution	This scenario honors the Prime Minister of India's commitment that <i>India's per capita carbon emissions would never exceed those of the developed world</i> and it is optimistically assumed here that the developed world would be able to bring down its emissions to a level of 2 tonnes/capita.
Ambition Page • 4	This scenario considers that India conditionally sets aside its legitimate arguments on "common but differentiated responsibilities" & equitable per capita rights, and takes on even more stringent emission reduction targets



















	Way Forward Stratogies
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E	nergy Efficiency and DSM
-	Developed countries must facilitate/provide the best available technologies either by setting their manufacturing units or by licensing of their technology for manufacture in the country.
-	A large scale program, supported by multilateral organizations, and well-designed market mechanisms could further accelerate deployment of energy efficient technologies.
Ρ	rudent planning for supply and investment in fossil fuels
-	Should India use up its domestic coal resources faster rather than invest in import infrastructure?
-	Refinery technologies for production of advanced cleaner fuels to meet transport emissions beyond Euro IV norms should be made available
-	Need greater investment in domestic gas development - imports of natural gas should be limited
в	iofuels an attractive option.
-	the productivity of bio-diesel plantations and the overall use efficiency of the product, including by-products, needs to be enhanced
-	Efficiency of second generation technologies needs to be increased and such technologies made available a the earliest
Μ	loving to cleaner transport
-	massive shifts need to take place to the use of electrically driven public transport systems and to the use cleaner personal vehicles based on hybrid technology and/or advanced batteries
-	Compensatory mechanism for industry may be needed
-	The JNNURM and railway track electrification programmes need to be re-defined
-	City governments should be encouraged to leverage central government support and local resources to game international technological and financial support to ensure an <i>accelerated</i> development of efficient city transport options.
-	PaTherwell-established method of competitive discovery of viability gap funding required could be the agreed basis for international financial support.



. Need cost reductions and International Financial Support

