

MISTRA

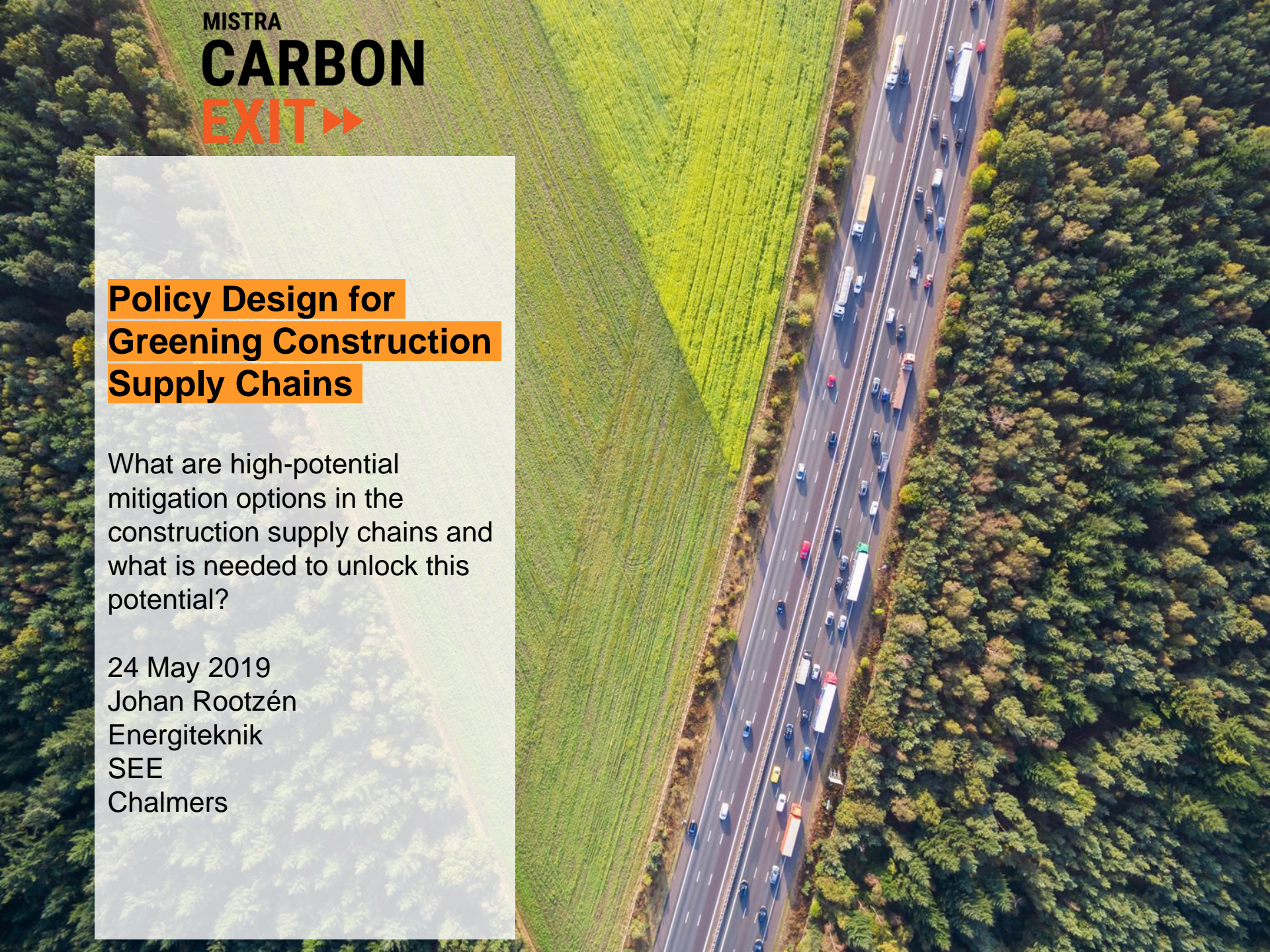
CARBON

EXIT ▶

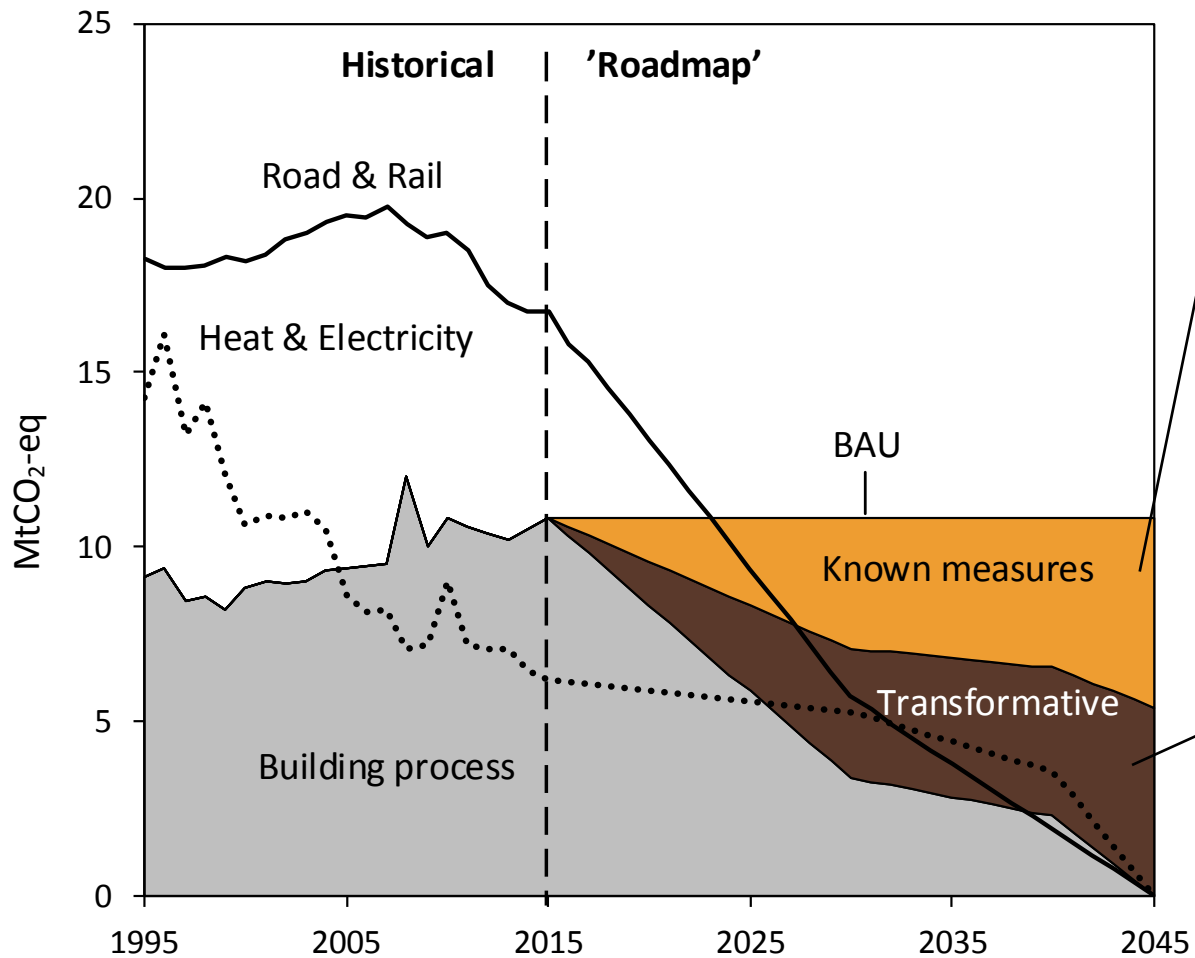
Policy Design for Greening Construction Supply Chains

What are high-potential mitigation options in the construction supply chains and what is needed to unlock this potential?

24 May 2019
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GHG EMISSIONS CONSTRUCTION SWEDEN

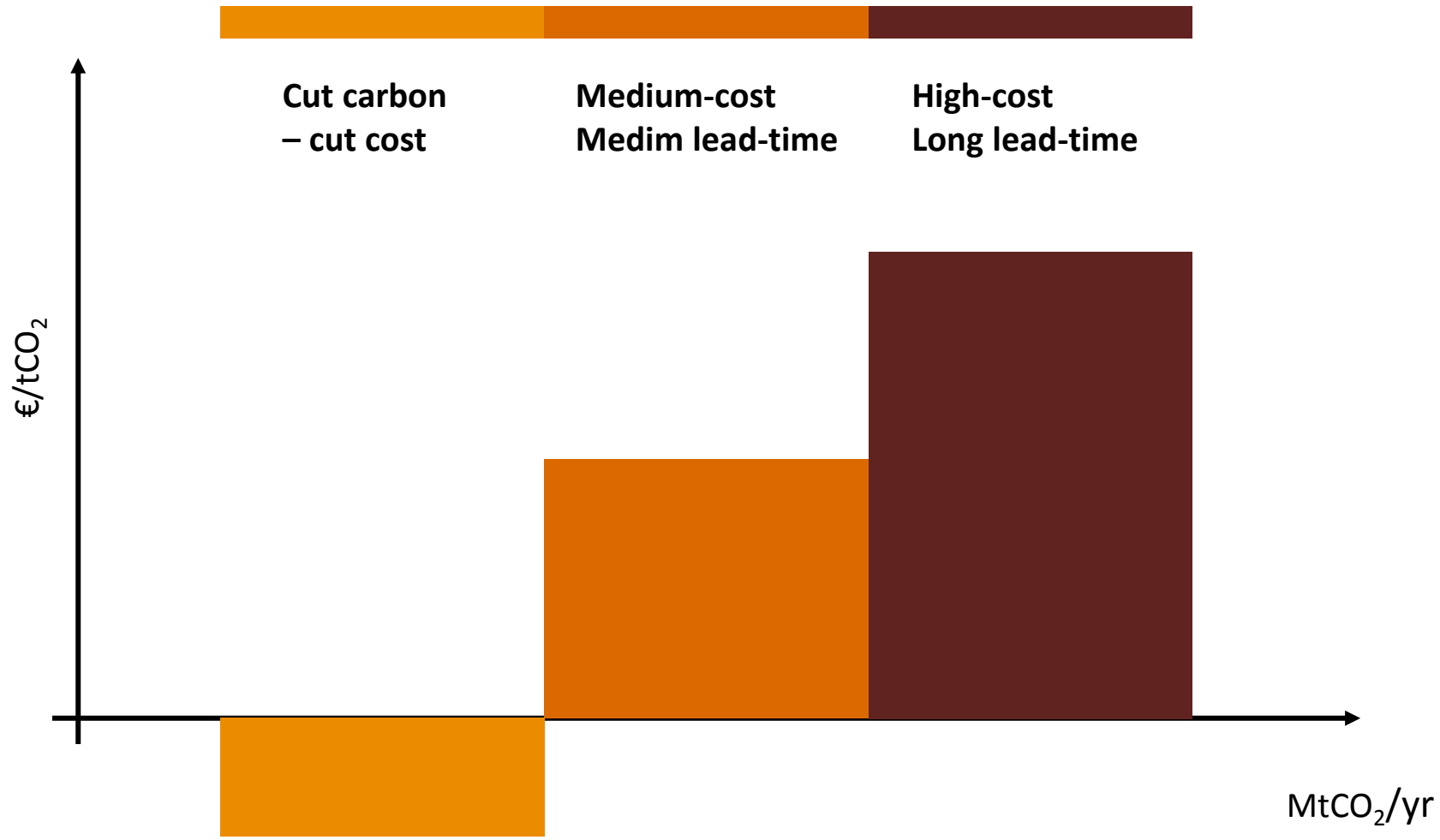


- Cement clinker substitution
- Biofuels in heavy transport/construction machinery
- Material efficiency/shifts

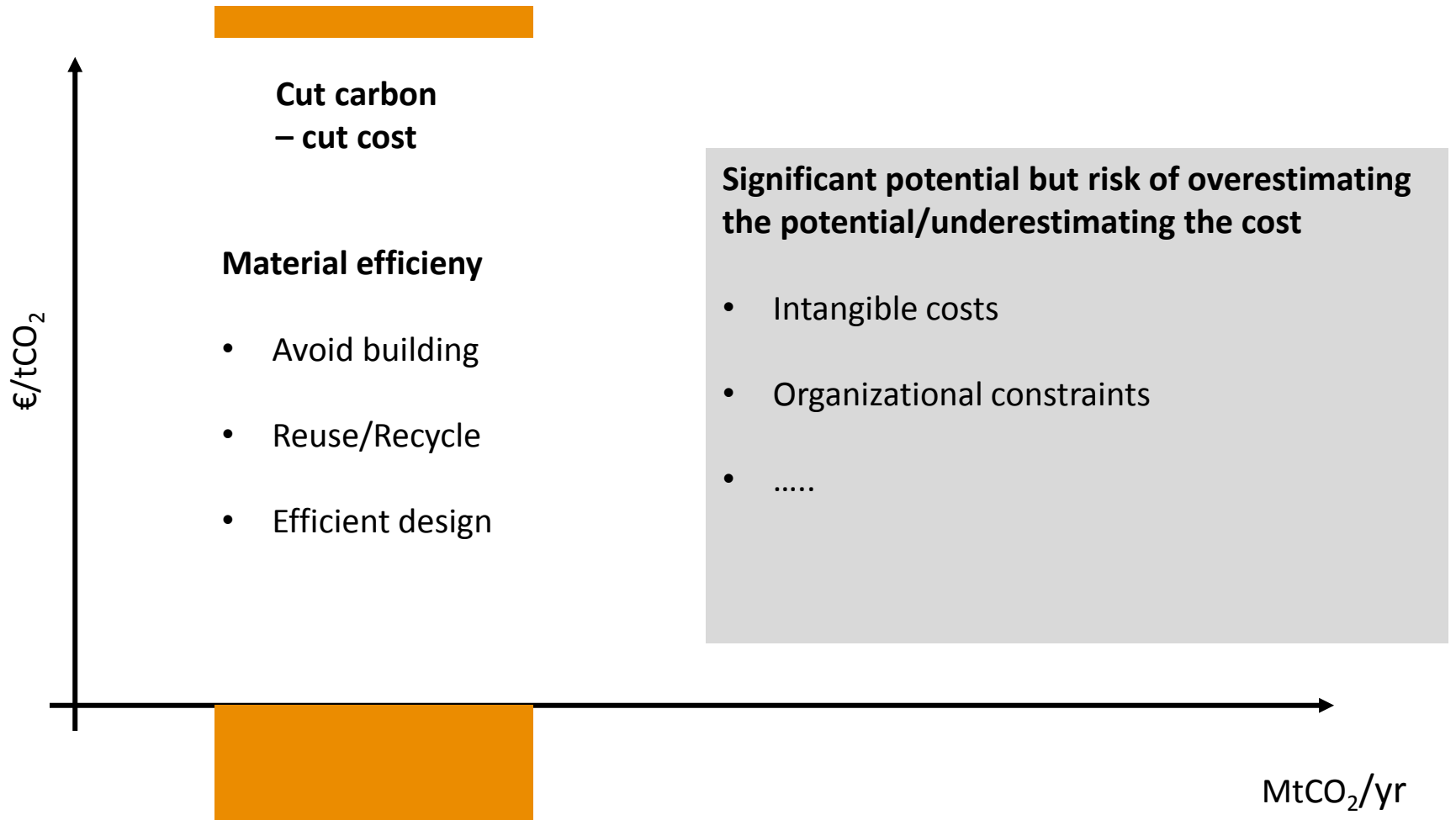
- Electrification and/or CCS in the steel and cement industries
- Electrification of heavy transport/construction machinery

Adapted from: Erlandsson et al., 2017

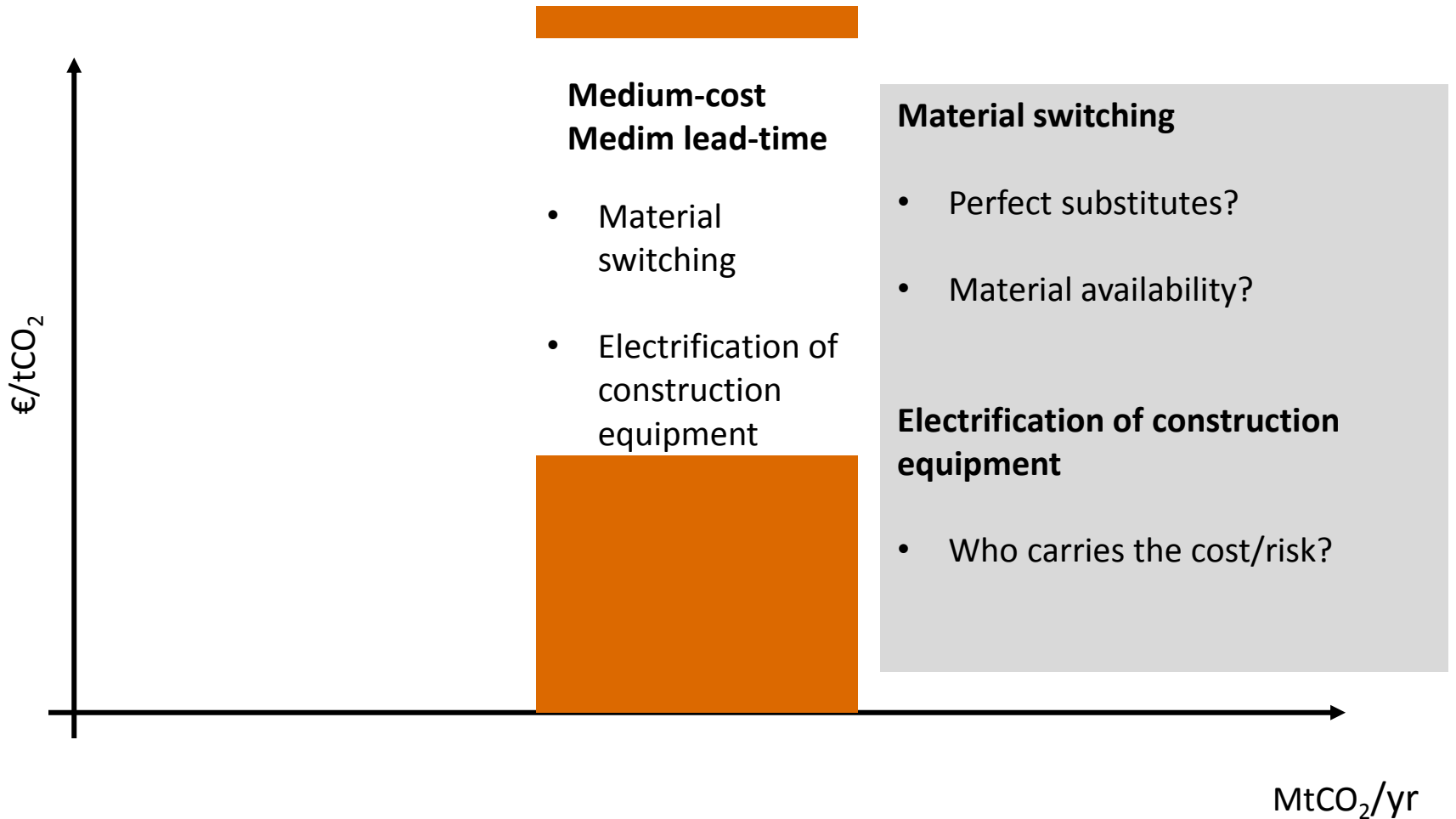
THREE CATEGORIES OF ABATEMENT OPTIONS



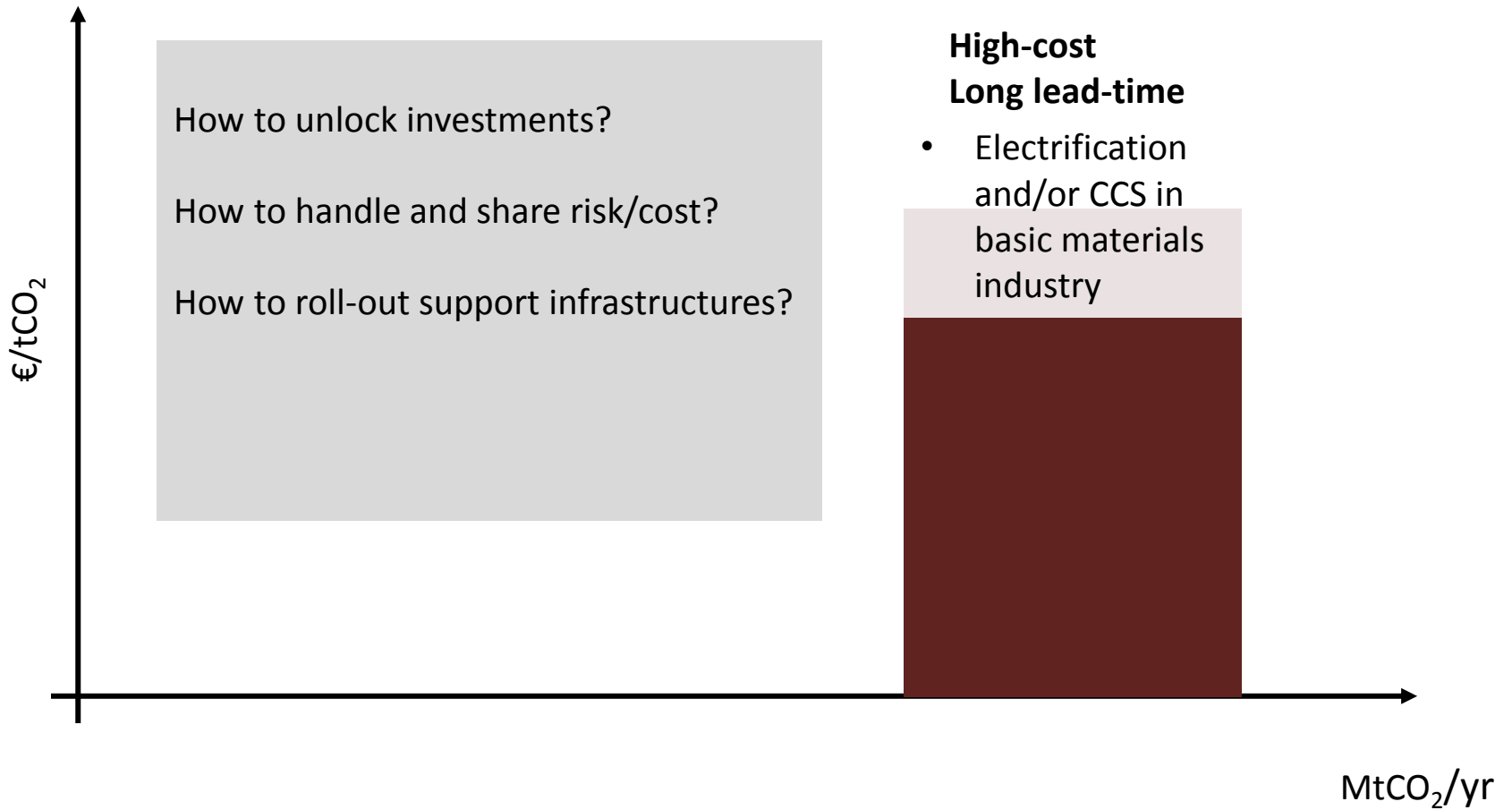
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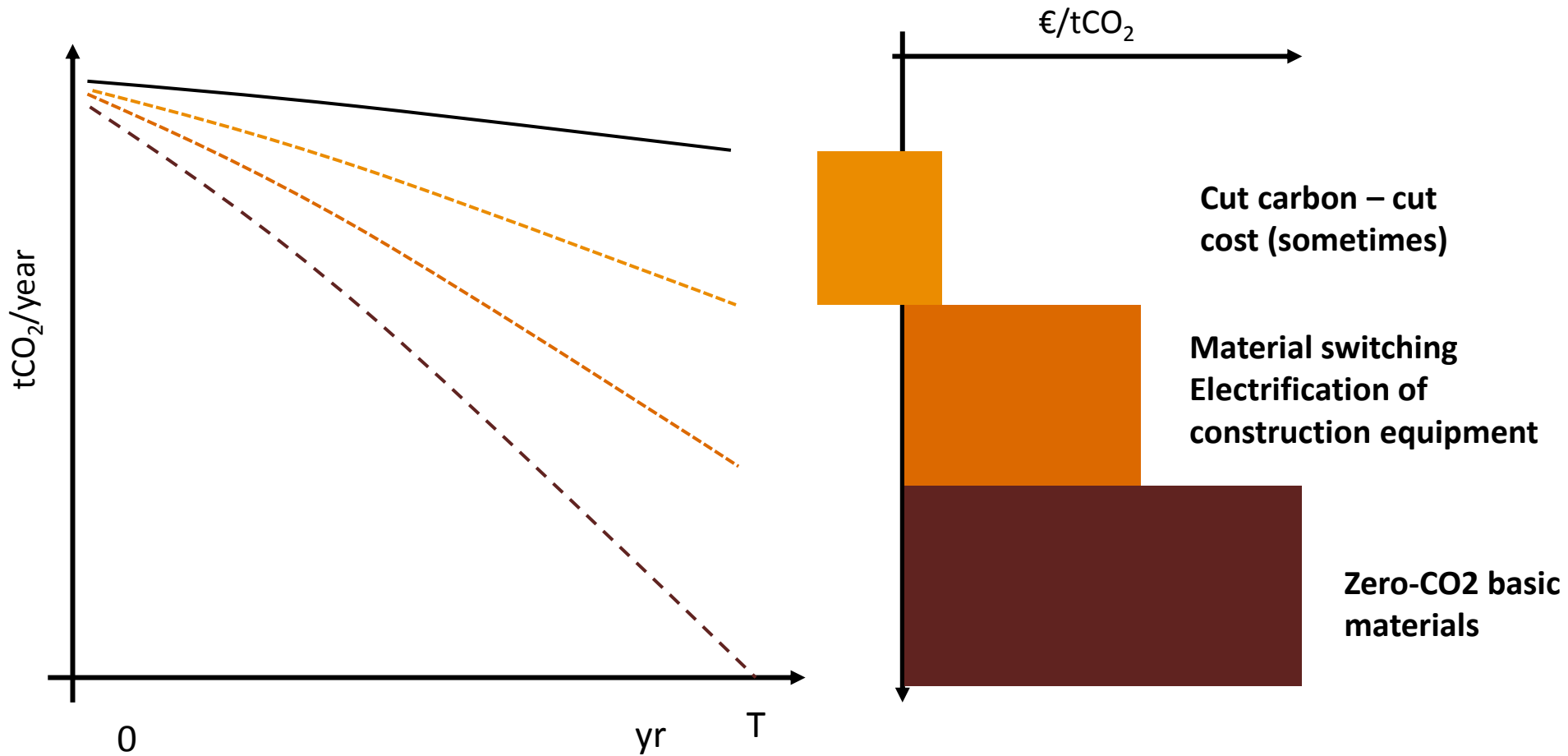
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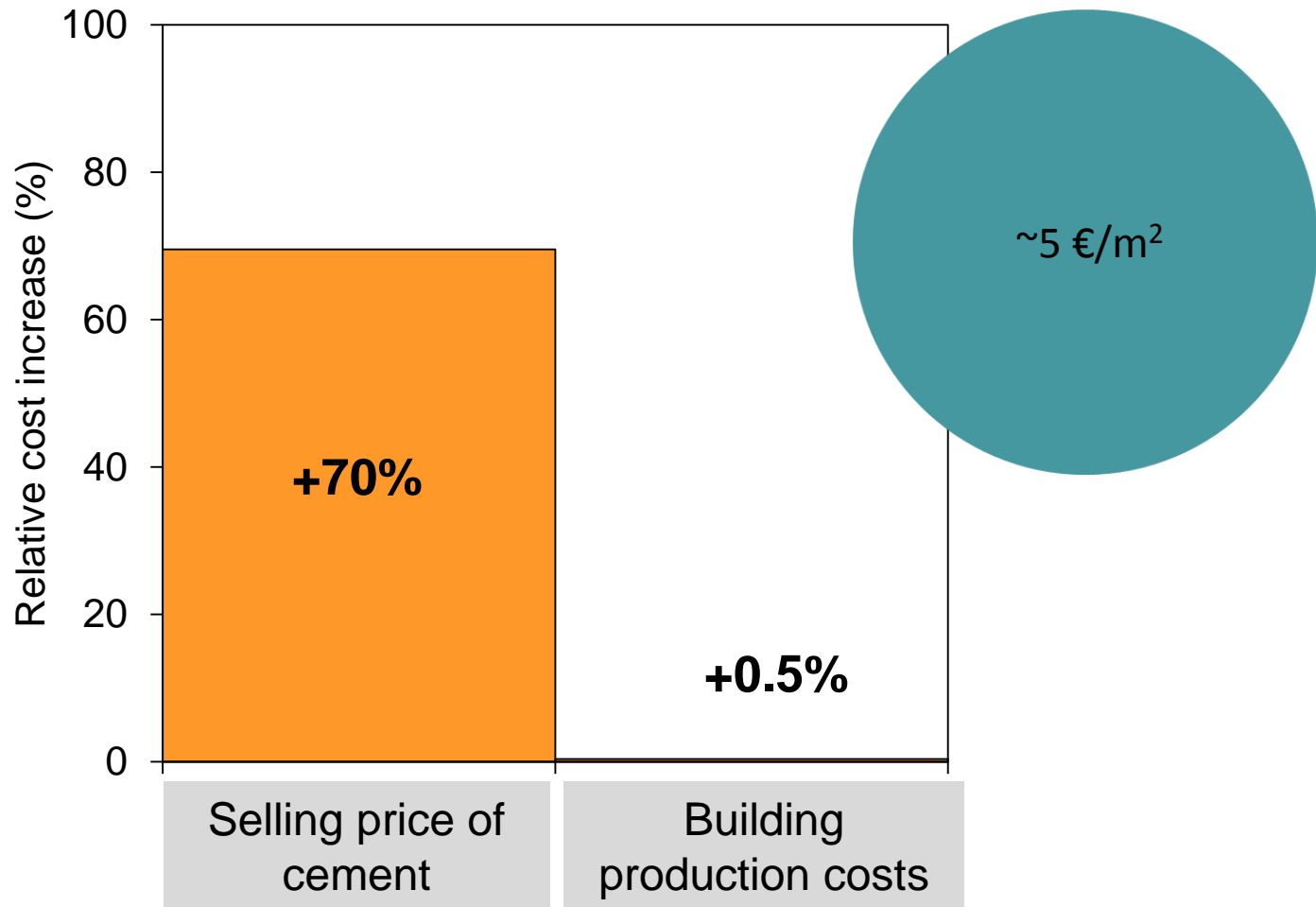


EVERYTHING - NOW



Adapted from: Vogt-Schilb and Hallegatte, 2014

With investments in BAT/CCS at the cement plant and with the price of CO₂ at 100 €/t



THANK YOU!

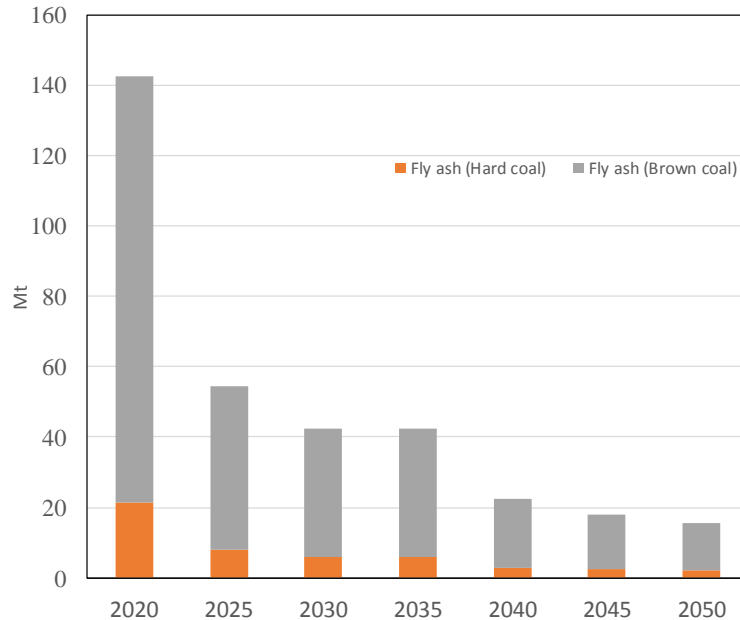
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Q3. How do we make sure that short term goals/requirements/measures are aligned with long term goals? How do we avoid dead ends, lock-in effects and/or under-investment in the high-abatement long-lead-time measures required to reach the long-term emissions reduction targets?

Spinmeister: Milan Elkerbout (CEPS)

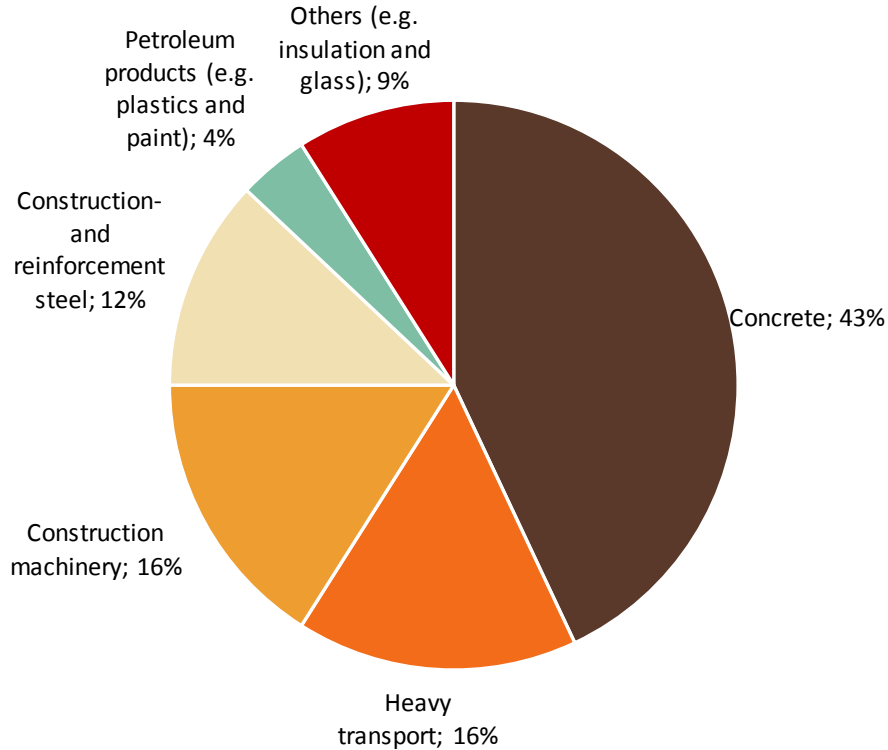
Example: Targeting increased use of alternative binders



Source: Escudero Carmona, 2018

Building construction

a) GHG emissions from building construction – tot. ~7 MtCO₂-eq/year



Infrastructure construction

b) GHG emissions from infrastructure construction – tot. ~3 MtCO₂-eq/year

