



HAL
open science

How to use SVMAs to reduce the Carbon Pricing and Climate Finance Gap: numerical illustrations

Jean-Charles Hourcade, Shukla Pryadarshi, Emilio La Rovere, Subash Dhar, Etienne Espagne, Dominique Finon, Amaro O Pereira, Antonin Pottier

► To cite this version:

Jean-Charles Hourcade, Shukla Pryadarshi, Emilio La Rovere, Subash Dhar, Etienne Espagne, et al.. How to use SVMAs to reduce the Carbon Pricing and Climate Finance Gap: numerical illustrations. 2017. hal-01692800

HAL Id: hal-01692800

<https://hal.science/hal-01692800v1>

Submitted on 25 Jan 2018

HAL is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.



N° 2017-61

**How to use SVMAs to reduce the
Carbon Pricing and Climate Finance Gap:
numerical illustrations**

**Jean-Charles Hourcade, Shukla Pryadarshi, Emilio La Rovere,
Subash Dhar, Etienne Espagne, Dominique Finon, Amaro
Pereira, Antonin Pottier**

Date : March 2017 (Revised May 2017)

Abstract

A temporary gap is generated by the difference between the Social Value of Mitigation Activities (SVMA) and implementable carbon prices. A spectrum of options are available to handle this. These options encompass policy instruments that give different weights to 'command and control' measures and to economic incentives. We analyze here how to combine **an explicit carbon price** that rewards mitigation activities every year and **a notional price** embedded in devices that reward low carbon investments beforehand through lowering their risk-weighted capital costs. The latter option is essential in order to hedge against two uncertainties that adversely affect technologies having high capital costs¹. The *first* relates to technologies which are at the beginning or mid-way of their experience curve. The second relates to the net signal launched by explicit carbon prices given the presence of noises that swamp it.

We first illustrate, based on five case studies, the equivalence curves between carbon prices and percentages of reduction of capital costs. We argue then that a notional price equated to the SVMA can maximize the economic efficiency of financial devices that reduce the capital costs of a low carbon project and we discuss the necessity of a world SVMA and of national SVMAs. We then introduce uncertainty in the analysis and show that contingent risks theoretically need carbon prices to grow to a level well beyond their political acceptability. Reducing the risk-weighted capital costs and rewarding upfront low-carbon investments at the present value of the SVMA is an efficient way of overcoming these barriers. Finally, we show, in the case of India, how to assess a national SVMA that includes the climate benefits and the development co-benefits of mitigation activities.

We then discuss how to articulate a World SVMA (paragraph 108 of the Paris Decision), national SVMAs and explicit carbon prices (in line with NDCs) to bridge the funding gap, tackle the '100G\$ and +' issue, and maximize the gains of cooperation around climate policies.

1. Capital costs and switching carbon prices

Hirth and Steckel (2017) clearly establish how lowering the capital costs of low-carbon technologies allows for lower switching prices. This can be done through various financial devices (subsidies, public guarantees). One problem is to secure their overall efficiency and hedge against their potential arbitrariness. Let us examine how a notional price based of an SVMA could ensure this.

For simplicity, the numerical exercises below are based on a **World SVMA** that translates the willingness of the international community to pay for a given climate target. We calculate

¹ La Rovere, E., Hourcade J.C., Priyadarshi S., Espagne E., Perrissin-Fabert B., Social Value of Mitigation Activities and forms of Carbon Pricing, Working Paper CIRED n°2017-60 Paris, March 2017

corridors of this world SVMA from the 900 trajectories of the shadow costs of staying below the 2°C target. Retaining the maximum likelihood space of these results gives the following ranges: [35\$/t - 60\$/t] in 2015, [62\$/t – 140 \$/t] in 2030, [140\$/t – 260 \$/t] in 2050 and [980\$/t – 2030 \$/t] in 2100. These ranges broadly correspond to optimistic and pessimistic visions of carbon saving technical change.

Let us now assess the present value of these trajectories of SVMA per avoided ton of emission. This is exactly the amount of money that should be given upfront to a project which avoids one ton of emission, in the absence of explicit carbon prices. With *SVAT* denoting this present value and *r* the discount rate this value is²: $SVAT = \left[\sum_{i=0}^{T-1} \frac{SVMA_{t+i}}{(1+r)^i} \right] / T$. Table 1 illustrates the SVAT of a standard low carbon project for four different life duration of the equipment and two possible discount rates, 5% and 2%. This table confirms that the choice of the discount rate is important: the *SVAT* with a 2% discount rate leads to a 1,6 higher upfront support for the 30 years projects, 1,86 for 40 years projects, against only 1,18% higher for 10 years projects. Starting from a given carbon value at t_0 , the present value of SVMAs increases when the discount rate is lower than the rate of growth of their nominal value, and decreases when it is higher.

The left panel of Figure 1 gives, for *n* pairs of technologies in different contexts, the switching prices in favor of the low-carbon technologies corresponding to the level of decrease of their capital costs through devices that incorporate the SVATs attached to each project in function of the lifetime of the equipment. This is equivalent to giving upfront a percentage of the present value of the global SVMA to the project: 64\$ and 127\$ per ton for ‘Coal+CCS’ projects in France, 56\$ to 115\$ per ton and 36\$ to 74\$ per ton for Hydro projects and firewood projects respectively in Brazil and from 36\$ to 74\$ for solar PV in India.

If there is an upper bound to the explicit price that can be implemented, this would be an efficient way of bridging the carbon price gap. In the ‘French case’ (coal to CCS) a 50\$ upper bound would be a high enough explicit price with an 8% to 17% guarantee. If we retain a 20\$ upper limit for Brazil a 10% to 20% guarantee would suffice for firewood projects and a 5% to 10% for hydro projects. This guarantee should be between 15% to 30% for the solar PV in India with a 5\$ upper limit (note that the marginal value of income is 20 times higher in India than in France).

These graphs show the risks of ‘overprotection’ since carbon prices are negative beyond a certain share of cut in capital costs. This is a strong argument for public guarantee against other forms of subsidy. The guarantee is indeed exerted only in case of failure, and will entail no cost for public budgets if it concerns all the low-carbon investments.

2. Introducing risks in the analysis

Let us now introduce uncertainty in the analysis, starting with a simple two-period analysis: in the first period, an investor considers the investment costs ‘*c*’ of a project and, in the second period, its commercial benefit ‘*b*’ plus a reward ‘*p*’ for the avoidance of one ton of carbon

² Assuming that the avoided emissions are evenly distributed over the lifetime of the project.

emission. Let us now consider the risks that investment costs will be higher than expected and that the **risk-adjusted cost** becomes $c+\varepsilon$, where ‘ ε ’ is the error term that follows a probability rule of mean 0 and spread of equally better or worse outcomes.

In this case, the Net Present Values (NPV) of the project with and without uncertainty are identical if the decision-maker is risk neutral:

$$NPV = E \left[-c - \varepsilon + \frac{b+p}{1+r} \right] = -c + \frac{b+p}{1+r}$$

The equivalence between NPVs with and without uncertainty no longer holds, if additional expenditures are needed to complete the project, and when the level of deficit of operating accounts leads close to a “danger line” that the investor does not want to cross. This is due to the asymmetry between a ‘bad surprise’ on future revenues that only makes investment less profitable, and a ‘bad surprise on technical costs’. The latter puts indeed the investor at risk of losing its cash advance and of seeing its assets recuperated by a bank or another investor.

Let us denote ‘ \hat{c} ’ the maximum investment expenditures beyond which the investor loses his cash advance.

Conditional upon ε , the NPV of the project becomes:

$$NPV(\varepsilon) = \begin{cases} -c - \varepsilon + \frac{b}{1+r} & \text{when } c + \varepsilon \leq \hat{c} \\ -\hat{c} & \text{when } c + \varepsilon > \hat{c} \end{cases}$$

Its expected NPV is then

$$ENPV = E \left[-c - \varepsilon + \frac{b}{1+r} \mid \varepsilon < \hat{c} - c \right] \cdot P[\varepsilon < \hat{c} - c] - \hat{c} \cdot P[\varepsilon \geq \hat{c} - c]$$

For analytical tractability, let us assume that ε is uniformly distributed between $-e$ and e for whatever value of c . The decision is simple for low capital cost projects ($c \leq \hat{c} - e$) because it is impossible that the costs rise to the limit \hat{c} , and for high capital cost projects ($c > \hat{c} + e$) because they cannot be below this limit even in case of good surprise. In the intermediary case ($\hat{c} - e \leq c < \hat{c} + e$) the ENPV writes:

$$ENPV = \left(-c - \frac{\hat{c} - e - c}{2} + \frac{b}{1+r} \right) \cdot \frac{\hat{c} - e - c}{2e} - \hat{c} \cdot \frac{c - \hat{c} + e}{2e}$$

With the simple probability law selected here, the probability of staying below the danger line and of reaping the benefits of the project is $\frac{\hat{c}-e-c}{2e}$ whereas the probability of overshooting it is $\frac{c-\hat{c}+e}{2e}$. The closer to \hat{c} is $c + e$, the lower the probability of getting a positive revenue and the higher the probability of losing \hat{c} . Higher revenues are then needed to keep a positive ENPV (and thus a higher carbon price). This is pictured in graph 2: the needed carbon price is higher than in the certainty case (blue line in the right panel to be compared with the red line in the left panel). If instead the SVAT is given *ex ante* (this is the value $s=p/(1+r)$), it is the discounted value of the red trajectory of carbon prices in the right panel which is below the blue one.

Let us now check the orders of magnitude of this very simple mechanism by introducing uncertainty in the above case studies. We did so with a ‘weak form’ of treatment of uncertainty, without an explicit ‘danger line’ but rather only with the discount rates commonly used in the three countries (France, Brazil, India) for long-lived projects perceived as technologically more ‘risky’.

In the right panels of Figure 2 we can first observe that the switching carbon prices quickly increase compared to the analysis without uncertainty: they move from about 87\$ to 150\$ for the coal with CCS in France, 121\$ to 144\$ for firewood in Brazil, 27\$ to 85\$ for hydro in Brazil and 10\$ to 40\$ for the best located sites for PV in India. The difference is far higher for the hydro case compared with firewood because it is a more long-lived project. This helps appreciating one major source of the ‘funding gap’.

The benefit of using a SVMA to calibrate public guarantees and cut the risk-weighted capital costs appears immediately: depending on whether we assume a high or low SVAT, a 15% to 25% guarantee suffices in France in case of a 50\$/t limit on carbon prices, a 10% to 20% guarantee in India in case of a 5\$ explicit price. The two Brazilian cases are interesting because, while a 10% to 23% guarantee suffices for the hydro with a 20\$ limit on explicit carbon prices, a 40% to 80% guarantee is necessary for firewood which confirms the interest of selecting high SVMA to promote mitigation action.

3. World SVMAs, national SVMAs and explicit carbon prices: reaping the benefits of financial cooperation

The World SVMA used for convenience in the above analysis was climate centric and did not incorporate the development co-benefits of mitigation actions that are country-specific in nature. As developed in the companion (La Rovere et al., 2017) this world SVMA is necessary to create mechanisms apt to deliver tangible ***gains of international financial cooperation around climate policies***. However, this support is necessarily complementary to each country’s policies. Governments should use a ***national SVMA*** as well to secure the alignment between climate policies and development objectives, to support projects with poor access to international fund, and to maximize the leverage effect of international transfers.

These national SVMAs thus encompass the climate and development benefits of mitigation activities for a country. To make the difference between the World SVMA and the national SVMAs clear, let us use the results of the Indian case study in the Deep Decarbonization Pathways Project: DDPP (Shukla P;R; et al., 2015) . In a first scenario this study considers policies based on a carbon price that starts from 40\$ in 2020 to reach 130\$ in 2050. In a second scenario, India achieves the same level of cumulative emissions reduction between 2020 and 2050 by aligning its climate policy with its development policy (reduction of air pollution, energy security, better urban transport). In this scenario, the needed carbon price is 5\$ only in

2020 and 105\$ in 2050. The difference between the prices in the two scenarios can be interpreted as a measure of the minimum co-benefits of avoiding one ton of emissions in a \$/t metric. Indeed the second scenario is judged politically acceptable whereas the first one is not. One can then interpret the carbon price trajectory of the first scenario as the SVMAs of India and derive both the SVAT to be used in national financial devices to lower the capital costs of mitigation activities.

Table 2 gives the SVMA for India and the SVATs, the present social value of avoided emissions for 10 and 40 years lifetime projects that could be used to calibrate (for example) public guarantees by the Indian government. Interestingly, these SVATs are lower than the World SVATs in Table 1 and decrease more sharply with the lifetime of the projects. This reflects the fact that, even with the inclusion of their co-benefits, mitigation actions do not generate co-benefits for a large range of development priorities in India. A country prioritizing the reduction of poverty necessarily adopts higher discount rates than a developed country. An articulation between the World SVMA and national SVMAs seems necessary here to close this gap. As in the national examples above, it is also possible to anchor financial devices triggering international financial transfers which cannot be reached by other means and that will exert a leverage effect on countries' public policies.

This will help countries to reinforce their NDCs and create the enabling conditions for higher explicit carbon prices. Interestingly, the Indian case shows how the gap between the SVMA and the explicit carbon price will be progressively bridged (from one to seven in 2020 to one to three in 2050 in the Indian case).

4. Overall Conclusions

Pricing the full Social Value of Mitigation Actions can be made through explicit carbon prices, or by notional prices incorporated in devices cutting down the capital costs of low-carbon investments. These notional prices can support strong immediate action even in the presence of low initial corridors of prices.

Two levels of SVMAs are to be considered: country-specific SVMAs which translate the assessment by each country of the development co-benefits of mitigation activities and a world SVMA which translates the willingness of the world community to reach the 2°C target. Their articulation is needed to foster financial cooperation and accelerate the adoption of low carbon projects by lowering their risk-weighted capital costs.

Because climate policies evolve through a sequential process, we do not need to adopt corridors of SVMAs and prices up to the end of the century. SVMAs can be updated periodically based on the evidence of the effectiveness of climate policies in accelerating technical progress of low-carbon techniques.

One overarching conclusion is that the switching price of carbon is a necessary but not sufficient condition to set the explicit price of carbon in a country since it can be null with a sufficient level of public guarantee. Actually, explicit carbon pricing is necessary to a) raise revenues to mitigate the adverse impacts of higher energy costs; b) control of the rebound effects of demand after

gains in energy efficiency; and c) send an all pervading signal for the myriad of decision-makers

| | Technological optimism path | | Technological pessimism path | |
|---------------|-----------------------------|--------|------------------------------|-------|
| Discount rate | 5% | 2% | 5% | 2% |
| T=10 | 73,50 | 87,25 | 36,66 | 43,24 |
| T=20 | 75,76 | 104,71 | 36,54 | 50,20 |
| T=30 | 72,26 | 115,34 | 35,56 | 56,96 |
| T=40 | 68,82 | 127,50 | 34,34 | 64,22 |

which escape rule-based policies and cannot be covered by specific financial devices.

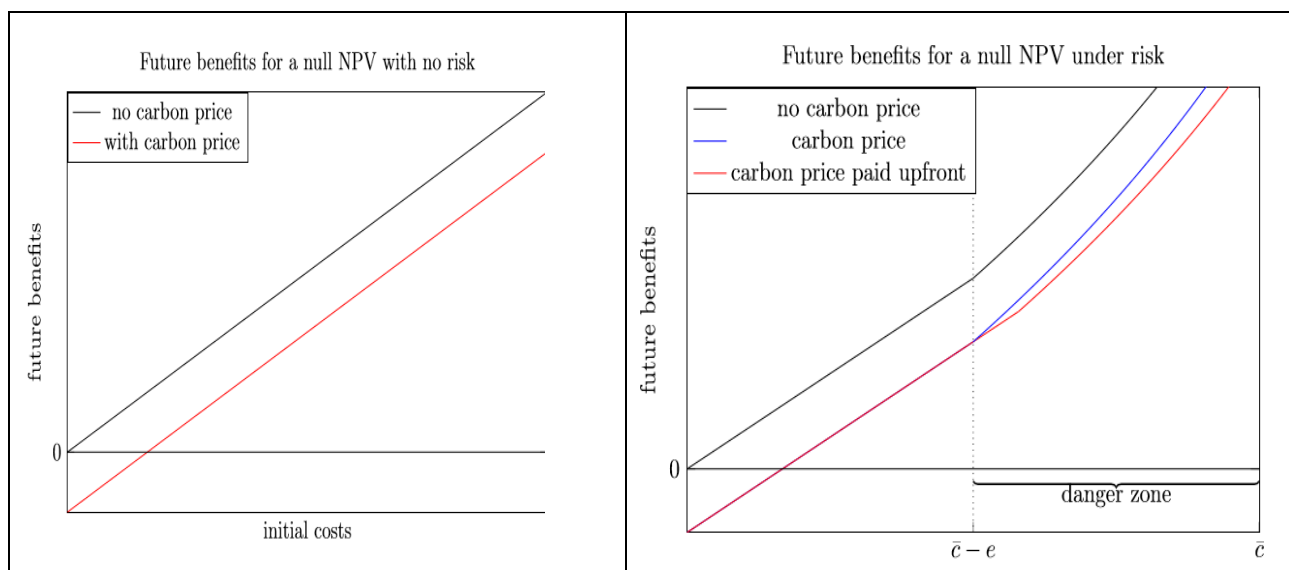
TABLE 1 \overline{SVAT} (\$/t) for projects of different duration

TABLE 2: notional SVATs (\$/t at 2% discount rate), their present value and carbon prices in India

| | 2020 | 2030 | 2040 | 2050 |
|------------------------|-------|-------|-------|-------|
| Indian SVMA | 20 | 50 | 70 | 105 |
| Explicit carbon prices | 3 | 10 | 18 | 30 |
| \overline{SVAT}_{10} | 25,51 | 46,76 | 67,98 | 81,08 |
| \overline{SVAT}_{40} | 19,96 | 29,76 | 37,08 | 40,35 |

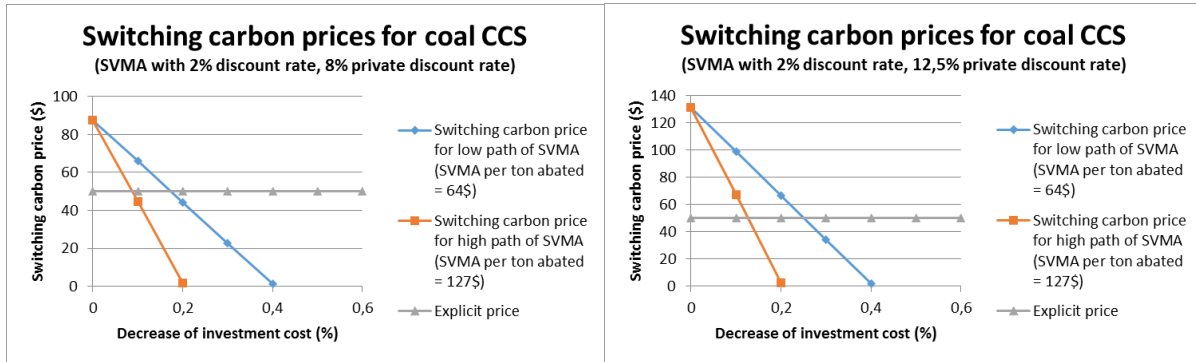
Note: figures in italics show how the present value of SVMA evolves for projects starting at various points in time (only for informative purposes)

GRAPHE 2 Carbon price paid upfront vs along the project life time

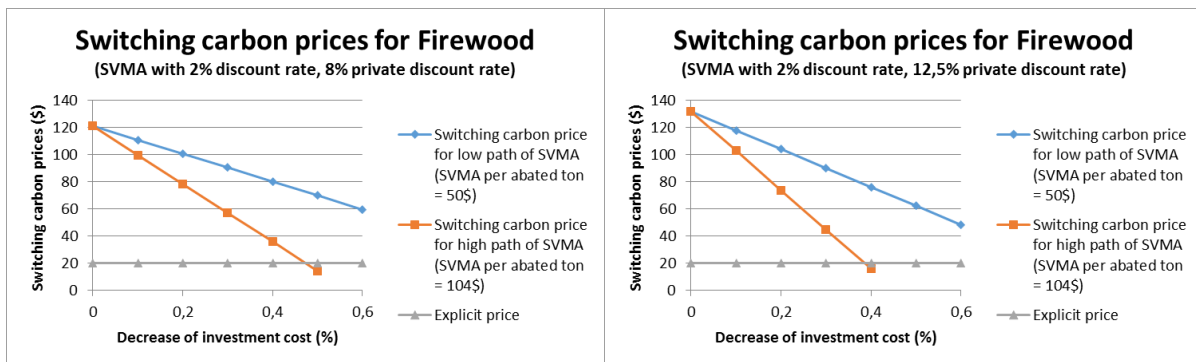


GRAPHE 3 Switching carbon prices and lowering capital costs using a SVMA

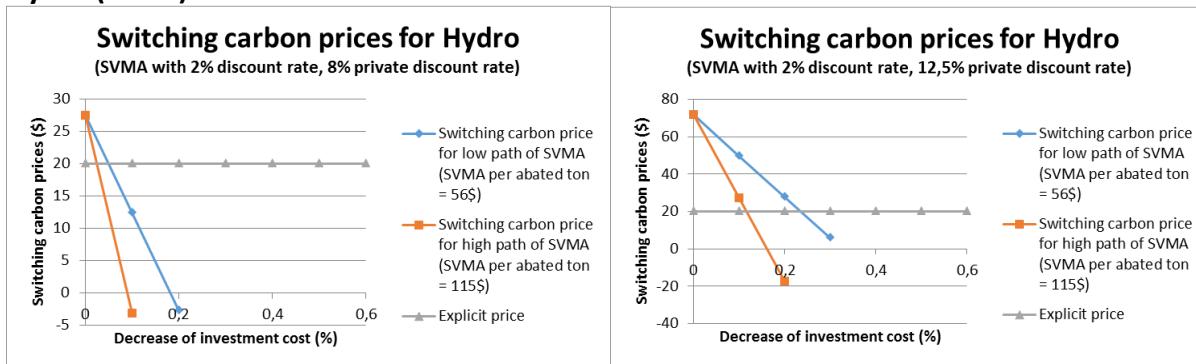
Coal – CCS (France)



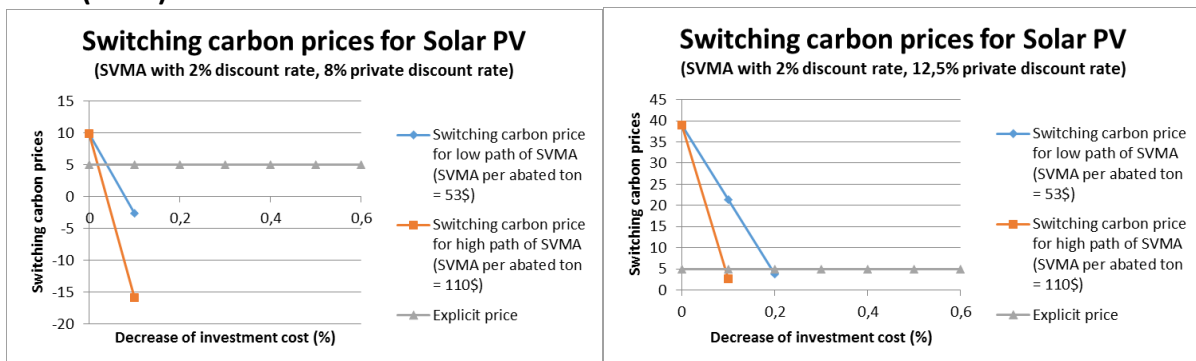
Firewood (Brazil)



Hydro (Brazil)



Solar (India)



Bibliography

Aglietta, M., Espagne, E., & Perrissin-Fabert, B. (2015). *A proposal to finance low carbon investment in Europe*. France Stratégie: Paris.

Bramoullé, Y., Olson, L. J., 2005. *Allocation of pollution abatement under learning by doing*. *Journal of Public Economics* 89 (9–10), 1935–1960.

De Gouvello, C., & Zelenko, I. (2010). *Scaling up the financing of emissions reduction projects for low carbon development in developing countries proposal for a Low-carbon Development Facility (LCDF)*. Policy research working paper. World Bank.

del Rio Gonzalez, P., 2008. *Policy implications of potential conflicts between short-term and long-term efficiency in CO2 emissions abatement*. *Ecological Economics* 65 (2), 292–303.

Drèze, J., & Stern, N. (1987). *The theory of cost-benefit analysis*. *Handbook of public economics*, 2, 909-989.

Ellis, J., Winkler, H., Corfee-Morlot, J., et al. *CDM: Taking stock and looking forward*. *Energy policy*, 2007, vol. 35, no 1, p. 15-28

FSB TCFD (Financial Stability Board – Task Force on Climate related Financial Disclosure)
https://www.fsb-tcfd.org/wp-content/uploads/2016/12/16_1221_TCFD_Report_Letter.pdf

Gross, R., Blyth, W., Heptonstall, P., 2010, *Risks, revenues and investment in electricity generation: Why policy needs to look beyond costs*, *Energy Economics* 32(1), 129-136.

Hirth and Steckel. 2016. *The role of capital costs in decarbonizing the electricity sector*. *Environmental Research Letters* 11 (11): 114010. doi:10.1088/1748-9326/11/11/114010. <http://iopscience.iop.org/article/10.1088/1748-9326/11/11/114010?>

Hourcade J.C., Shukla P. *The Economics of a Paradigm Shift in the Climate Negotiations in International environmental agreements: politics, law and economics*, 15(4) 2015

Hourcade J. C. , Perrissin Fabert B, Rozenberg , *Venturing into uncharted financial waters: an essay on climate-friendly finance*, *International environmental agreements: politics, law and economics*, (2012) 12, 165–186 DOI 10.1007/s10784-012-9169-y

Hourcade, J. C., Shukla, P. R., Cassen, C. (2015). *Climate policy architecture for the Cancun paradigm shift: building on the lessons from history*. *International environmental agreements: politics, law and economics*, 15(4), 353-367.

IMF Working Paper Research Department, *From Global Savings Glut to Financing Infrastructure: The Advent of Investment Platforms*, Prepared by Rabah Arezki, Patrick Bolton, Sanjay Peters, Frederic Samama, and Joseph Stiglitz, February 2016

IPCC, 2014, *Climate Change 2014: Mitigation of Climate Change*. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

Kverndokk, S., Rosendahl, K. E., 2007. *Climate policies and learning by doing: Impacts and timing of technology subsidies*. *Resource and Energy Economics* 29 (1), 58–82.

La Rovere, E., Hourcade J.C., Priyadarshi S., Espagne E., Perrissin-Fabert B., *Social Value of Mitigation Activities and forms of Carbon Pricing*, Working Paper CIREN n°2017-60 Paris, March 2017

Mathy, S., Hourcade, J.C., et DE GOUVELLO, C. *Clean development mechanism: leverage for development?*. *Climate Policy*, 2001, vol. 1, no 2, p. 251-268.

Rajan, R. G. (2016). *Fault Lines: How Hidden Fractures Still Threaten the World Economy: With a new afterword by the author*. Economics Books.

Roques, F., Newbery, D., Nuttall, W.J., 2008. *Fuel mix diversification incentives in liberalized electricity markets: a mean-variance portfolio theory approach*. *Energy Economics*. 30 (4), 1831-1849.

Rozenberg J., Hallegatte S., Vogt-Schilb A., Sassi O., Guivarch C., Hourcade J.C., *Climate policies as a hedge against the uncertainty on future oil supply*, *Climatic change* 101 (3), 663-668

Shukla P. et al. *About the theoretical links between the SVMA, the social cost of carbon, the shadow price of carbon and carbon prices see: Revisiting the Carbon Pricing Challenge after COP21 and COP22*, Working Paper CIREN n°2017-59 Paris, March 2017

Shukla P.R, Dhar S (2011) *Climate Agreement in India: Aligning Options and Opportunities on a new track*, *International environmental agreements: politics, law and economics*, 11 229-243

Sirkis, A., Hourcade, J.C., Aglietta M., Perrissin Fabert, B., Espagne, E., Dasgupta, D., da Veiga, J.E., Studart, R., Gallagher, K., Stua, M., Coulon, M., Nolden, C., Sabljic, V., Minzer, I., Nafo, S., & Robins, N. (2015). *Moving the trillions: a debate on positive pricing of mitigation actions*

Stern N, Bhattacharya Amar, (2015) *Driving Sustainable Development through better infrastructure*, *Global Economy and Development*, Working Paper 91

Stern, N. (2015, August). *Economic development, climate and values: making policy*. In *Proc. R. Soc. B* (Vol. 282, No. 1812, p. 20150820). The Royal Society.

Vogt-Schilb A., Meunier G., Hallegatte S. *How inertia and limited potentials affect the timing of sectoral abatements in optimal climate policy*. *World Bank Policy Research*, 2012, pp.6154