

Ecole polytechnique fédérale de Lausanne EPFL

School of Architecture, Civil and Environmental Engineering ENAC

ENAC - Environmental Science and Engineering Section ENAC-SSIE

# Dynamic MFA Modelling Background and Examples

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# **Socio-economic metabolism**

## **Energy and material use of society**

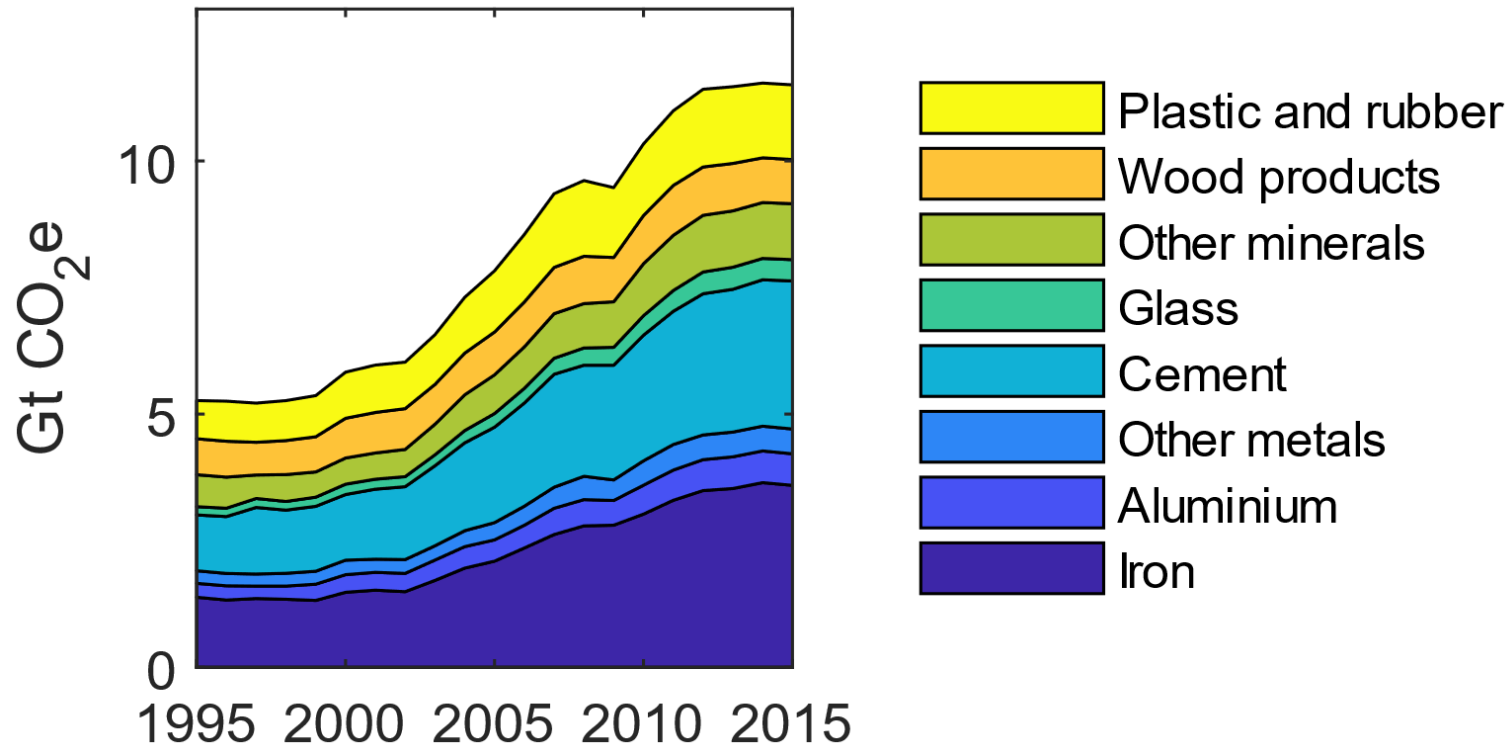
# Why bother about energy and materials?

- They provide services to people (thermal comfort, transportation, nutrition, ...).
- Thus, they are prerequisites for human well-being (social dim. of sustainability)
- Are related to resource depletion and emissions into the environment (environmental dimension of sustainability).
- Are the components of all material economic goods and processes (economic dim.)



→ No sustainability without proper management of materials and energy!

# Emissions from material production emerge as major bottleneck to curbing global warming to well below 2°C



- Emissions from producing materials have increased from 5 billion tons CO<sub>2</sub>eq in 1995 to 12 Gt in 2015
- With their share in global emissions rising from 15% to 23%.
- Iron&steel, cement, and plastics are three largest contributors

# Services need physical input: energy, materials, land, ...

Supply chains  
and environmental  
impacts

Supply chains  
and environmental  
impacts

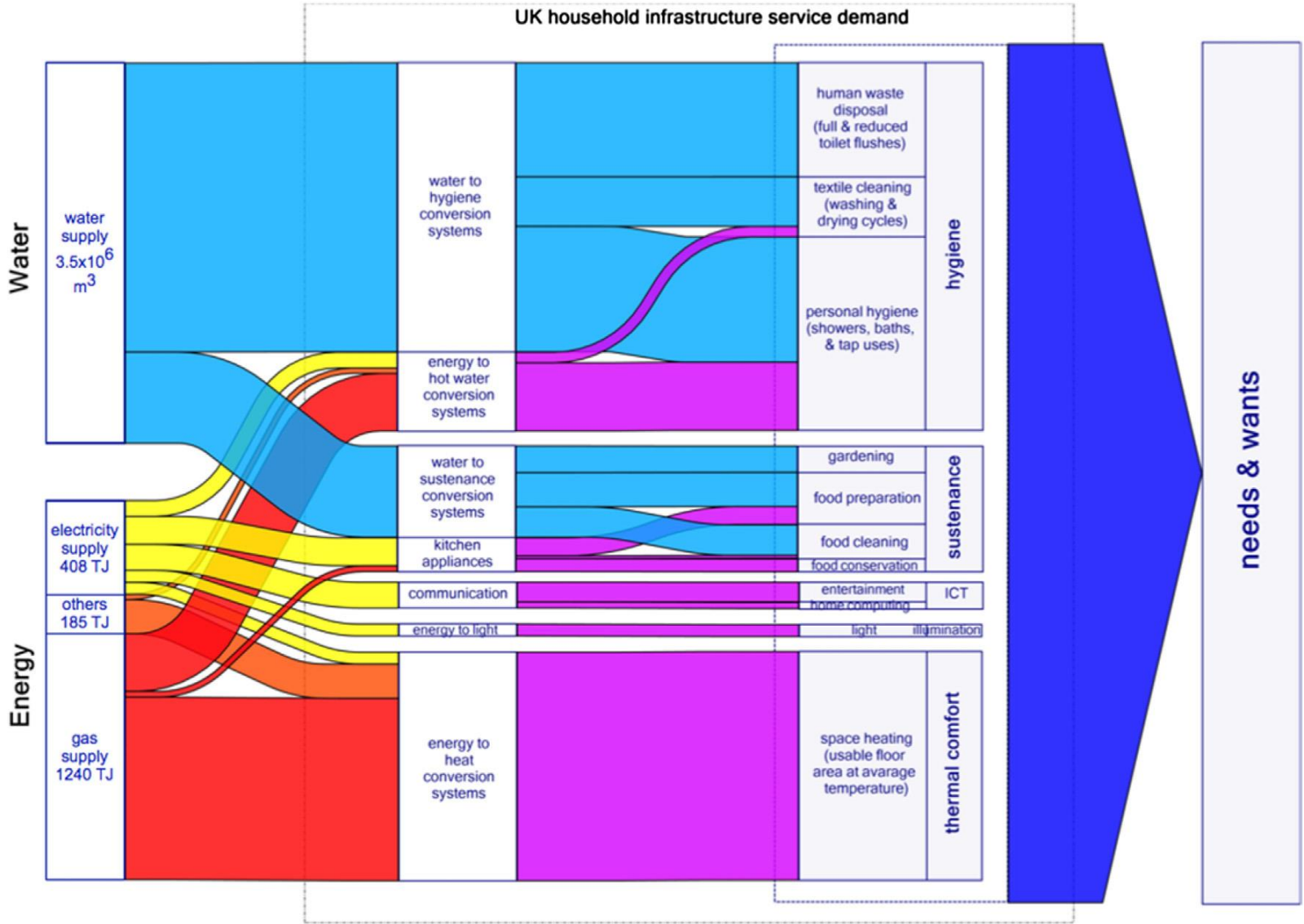
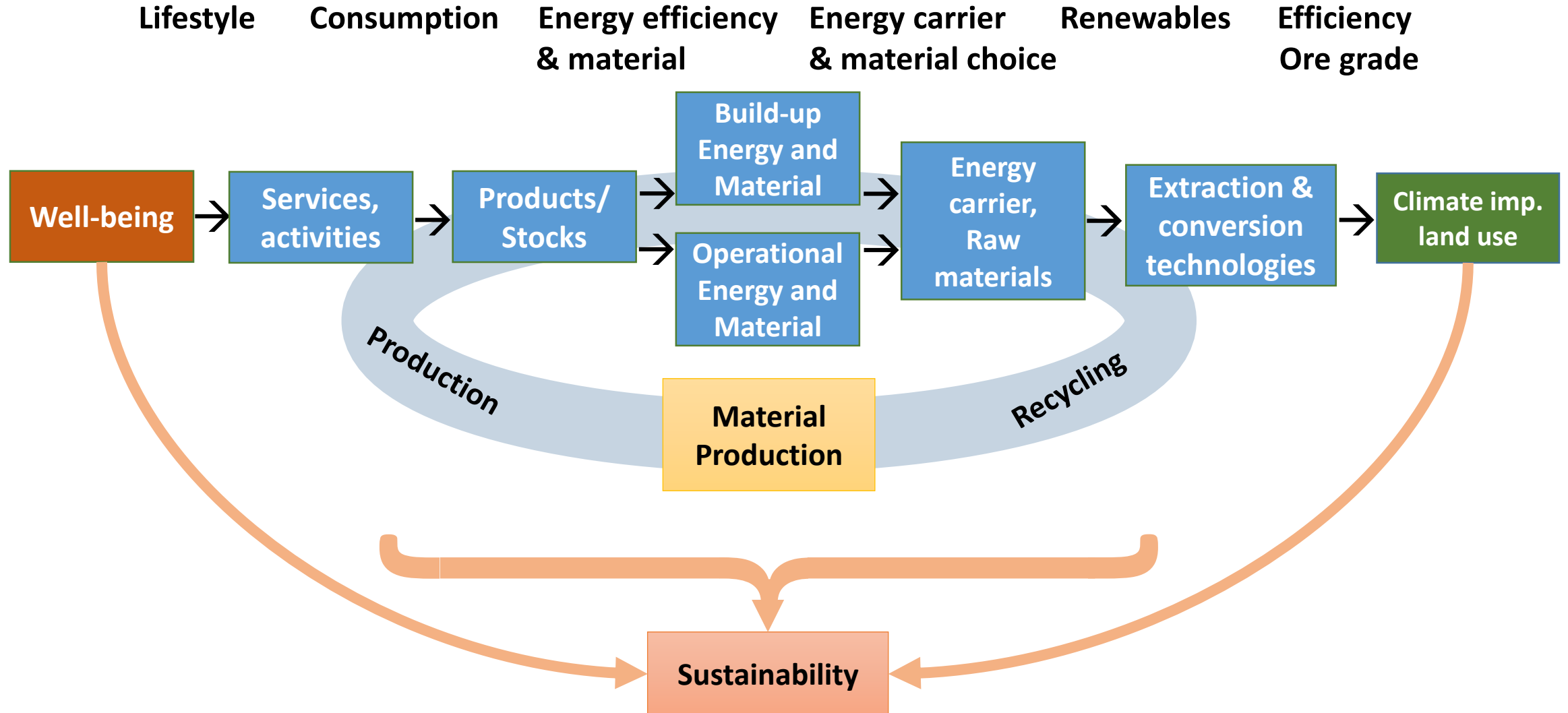
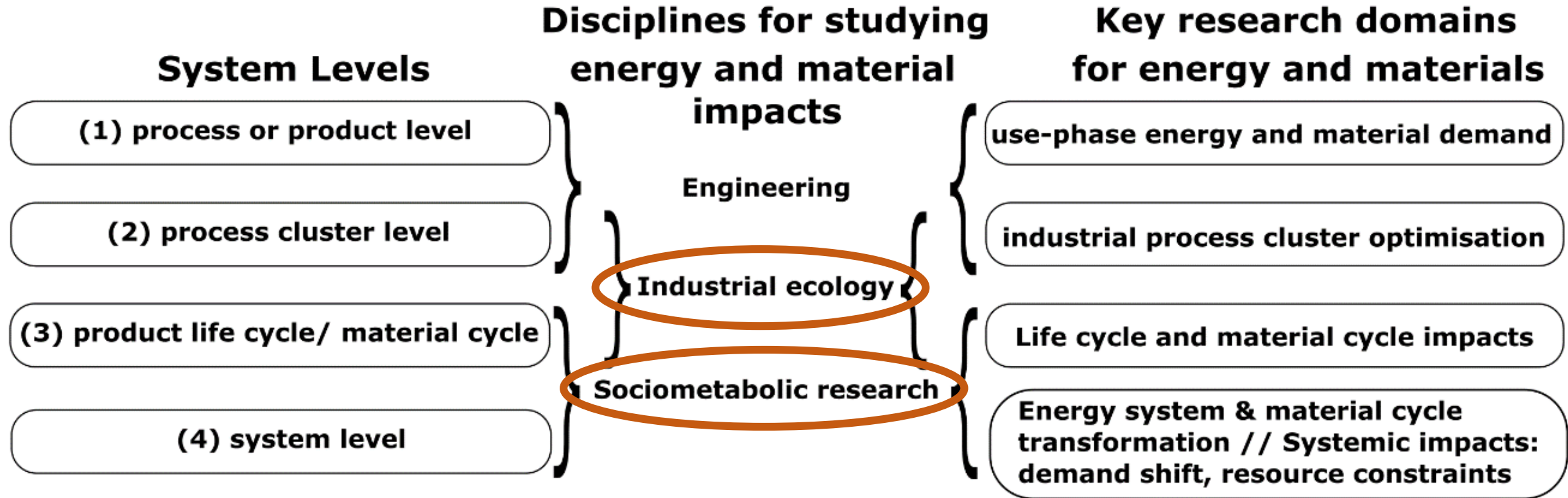


Figure shows household-based services only, scope: UK (e.g., no cooling for thermal comfort).

# Overarching framework: The material and energy service cascade (ESC) and the service-stock-flow nexus (SFSN)



# Scientific fields to study energy and material impacts of the sustainability transformation



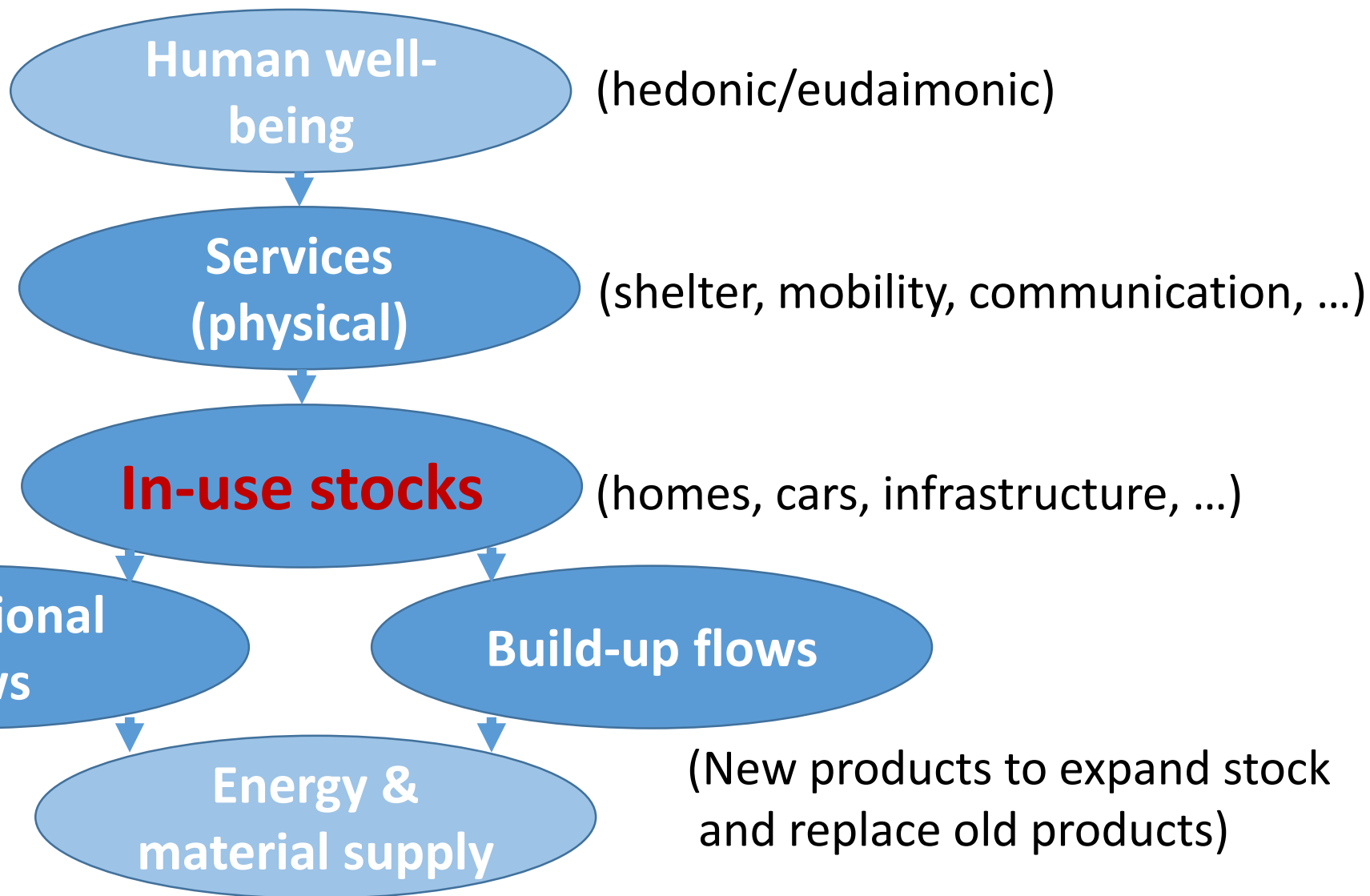
**Many solutions at the product/technology level ... We study the system effects!**

# Dynamic MFA

## Basic principles

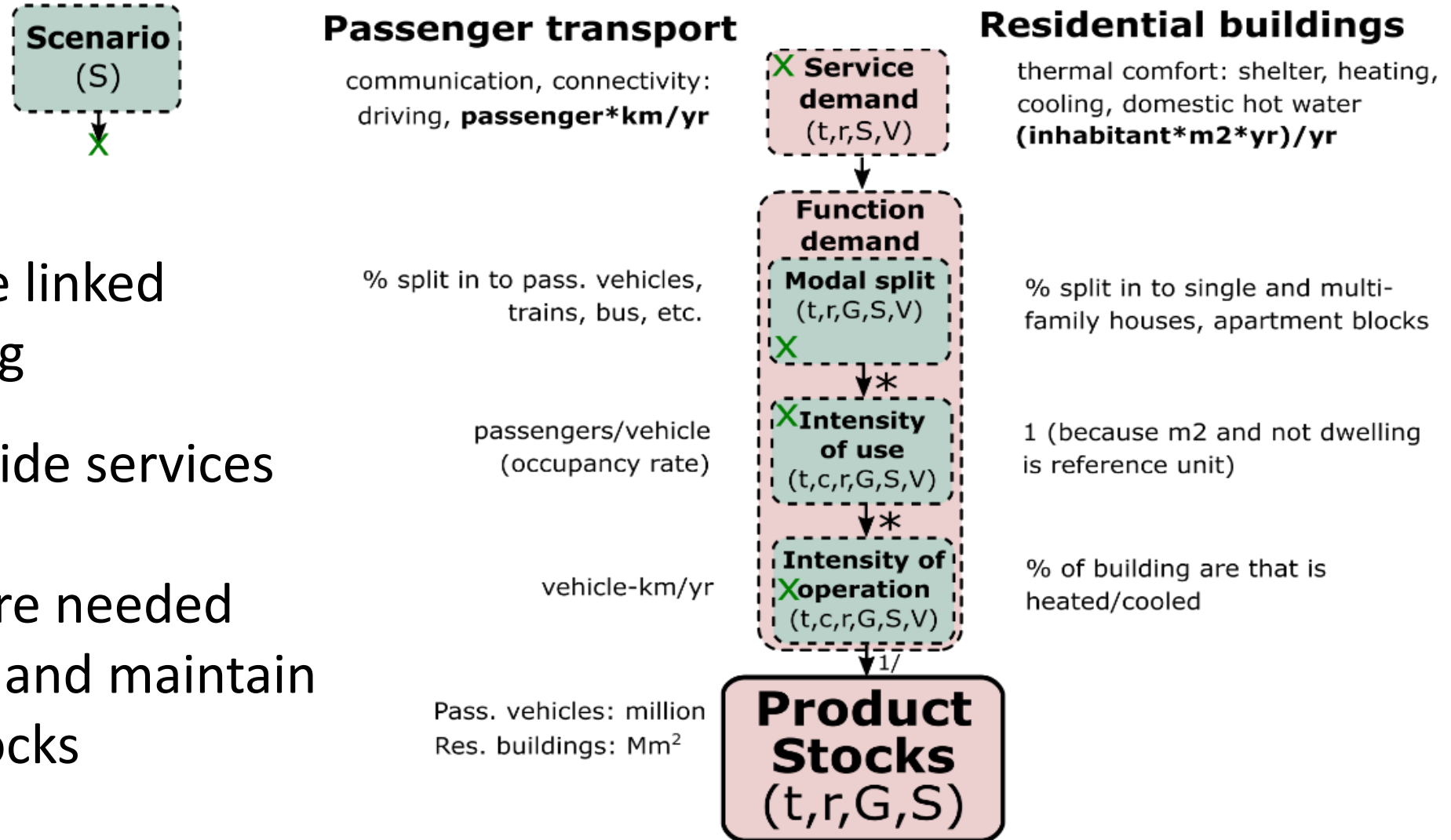


# Principle I: The Service-Stock-Flow Nexus



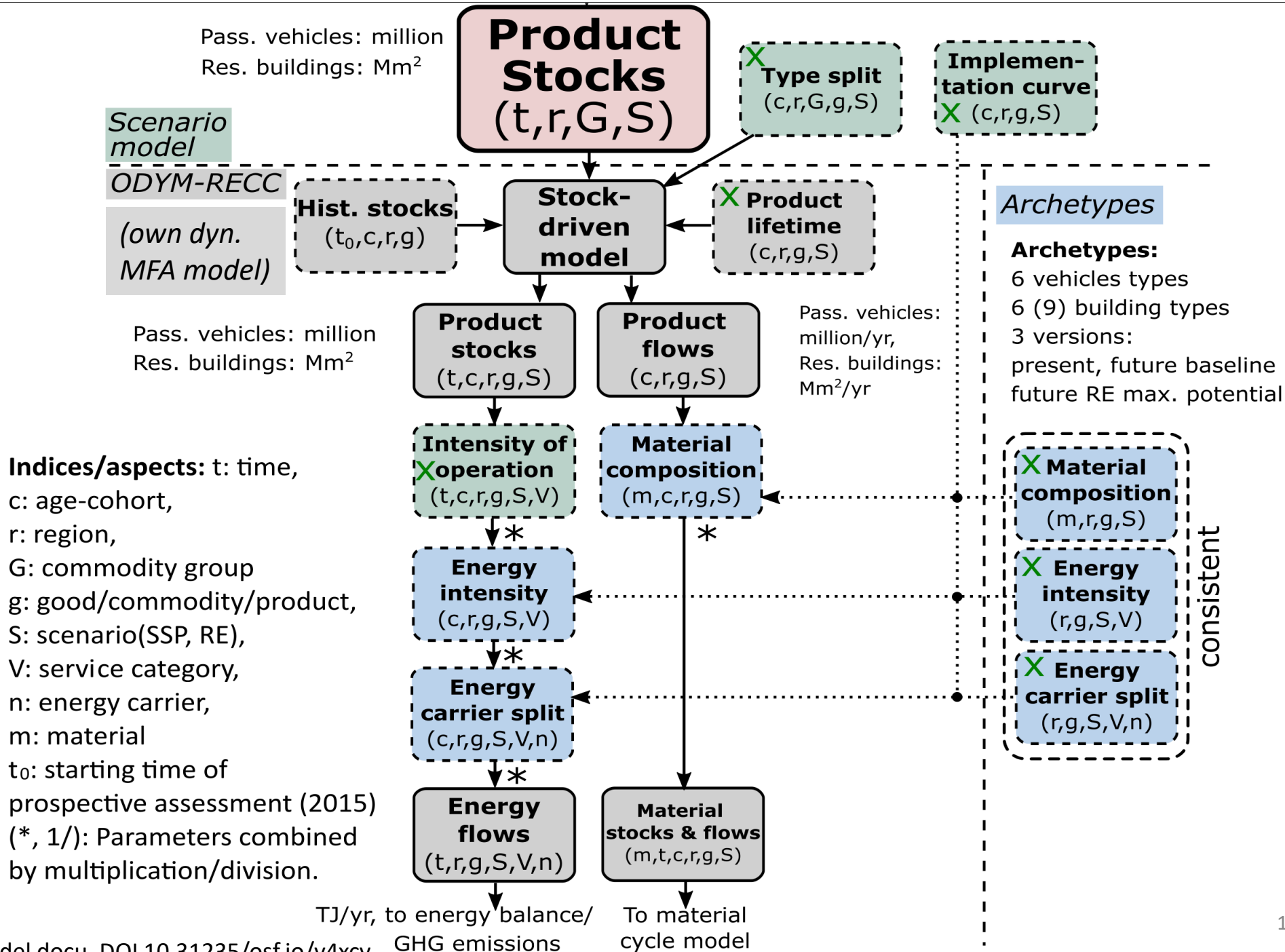
# Central Linkage: The Service-Stock-Flow Nexus as part of the Energy Service Cascade

- Services are linked to wellbeing
- Stocks provide services
- Materials are needed to build up and maintain product stocks

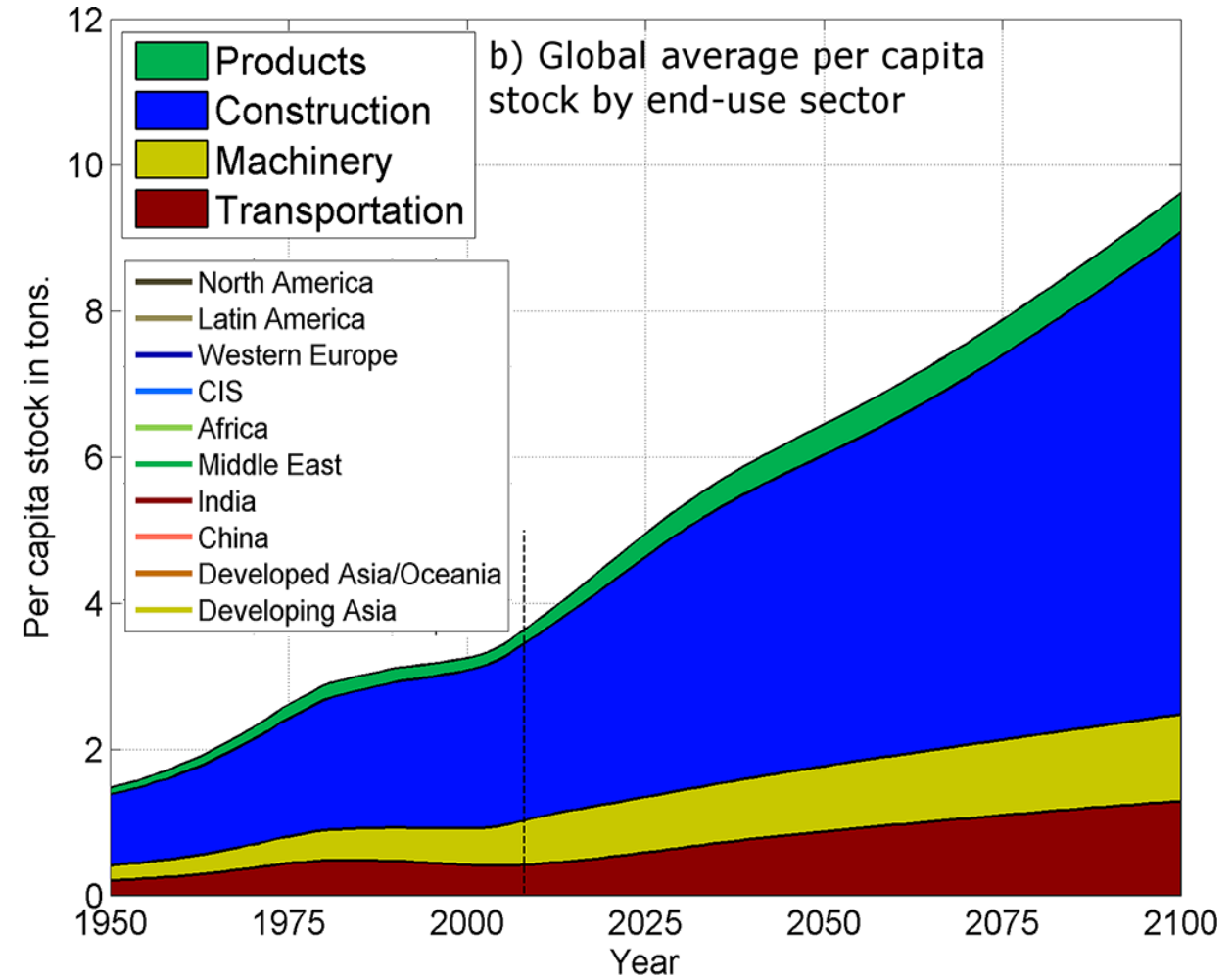
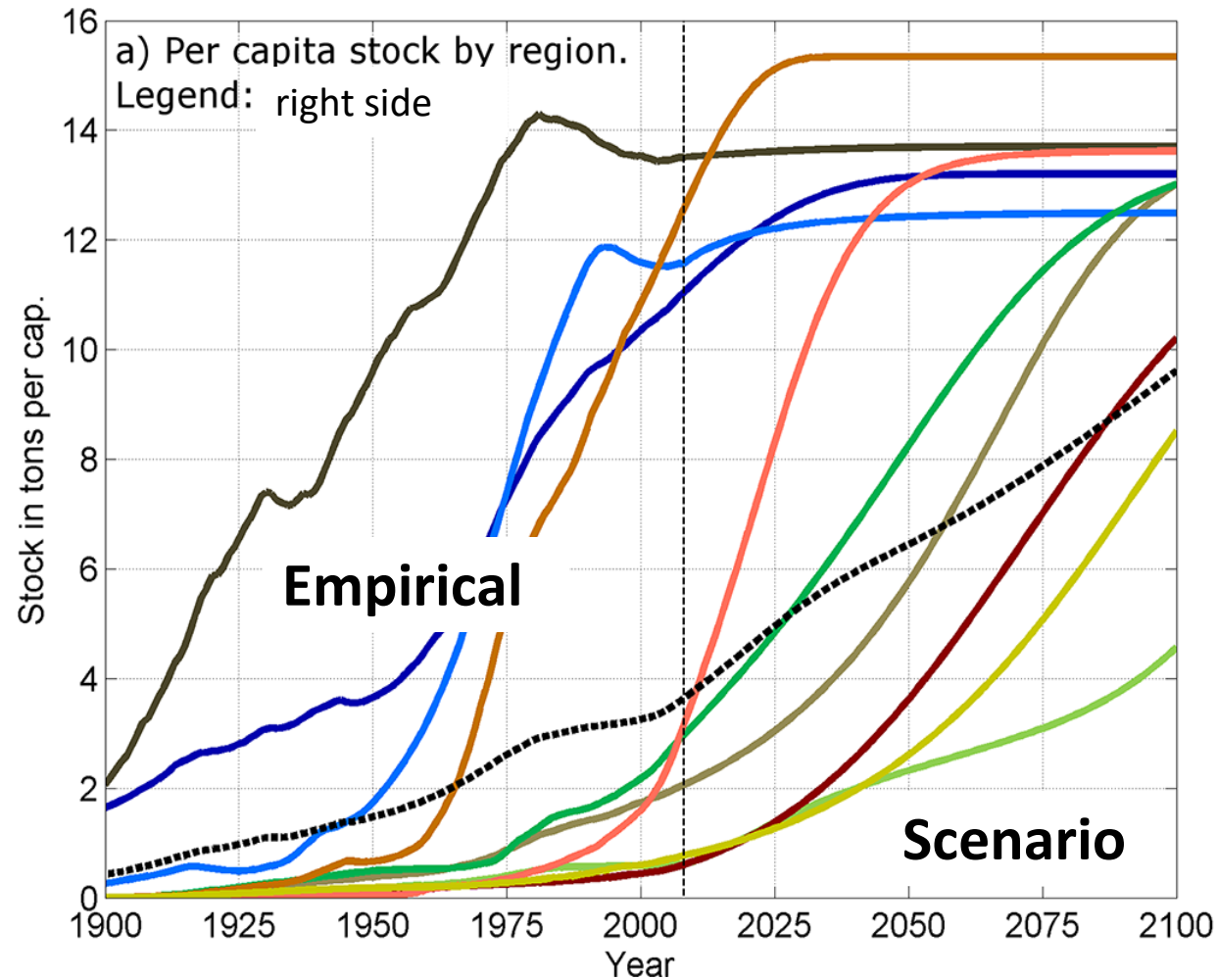


# Product stocks -> material

## Cycles -> energy demand

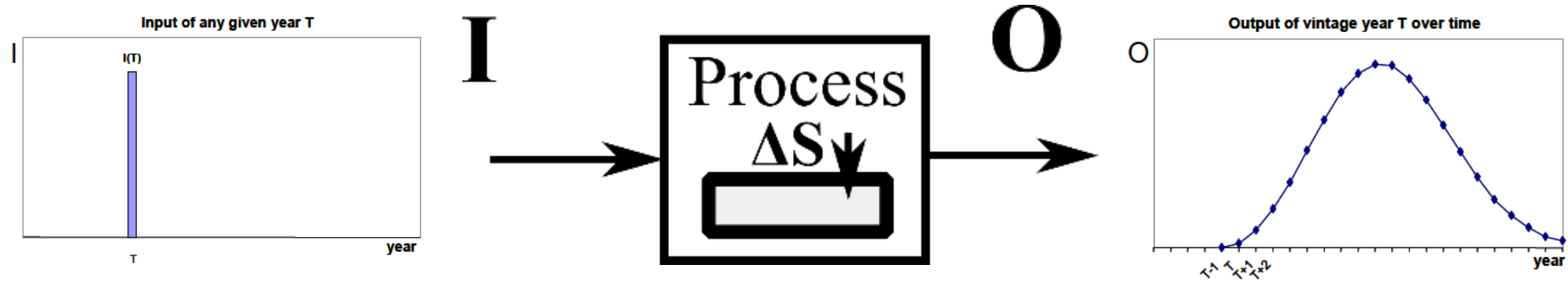


# Historic and suggested future per capita stocks based on stock saturation hypothesis



# Principle II: In-Use-Stock Dynamics

## – Three Central Equations



1. Lifetime model:

$$O(t) = \sum_{t_0}^t I(\tau) \cdot pf(t - \tau)$$

2. Use phase mass balance:

$$I(t) = \Delta S(t) + O(t)$$

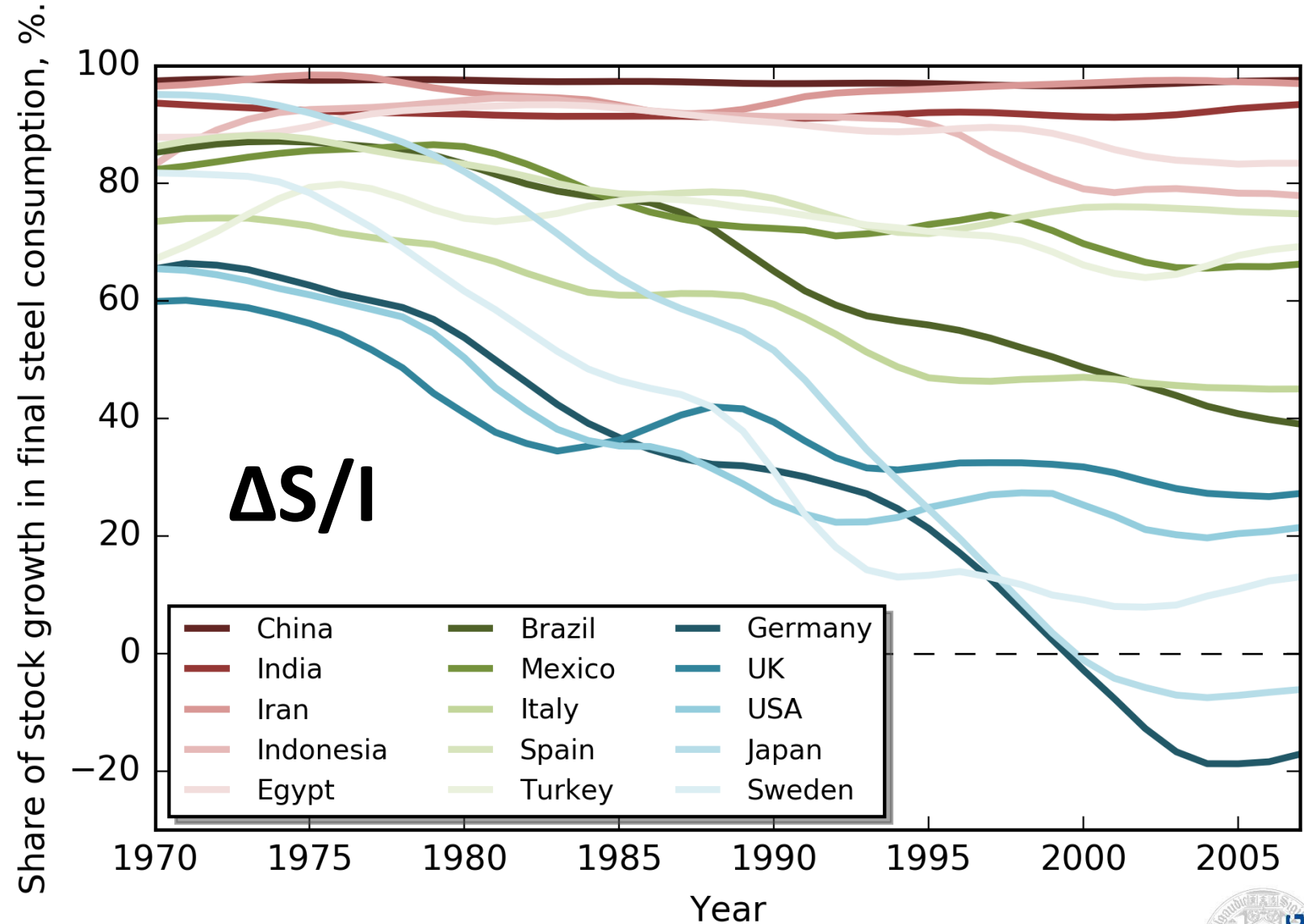
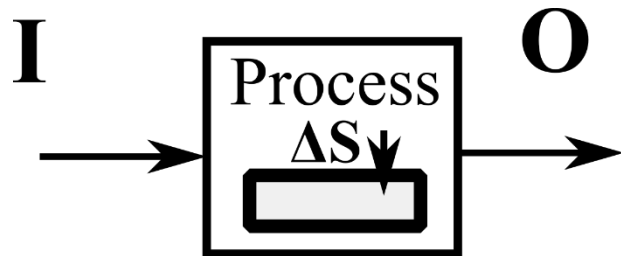
3. System mass balance:

Primary production  $P(t) = \Delta S(t) + L(t)$   
( $L$ : total losses)

# Circular economy - Material consumption and stock expansion

From the mass balance of the use phase, one finds that the final material consumption  $I$  always has two components: replacement of outflow  $O$  and stock expansion  $\Delta S$ :

$$I = \Delta S + O$$

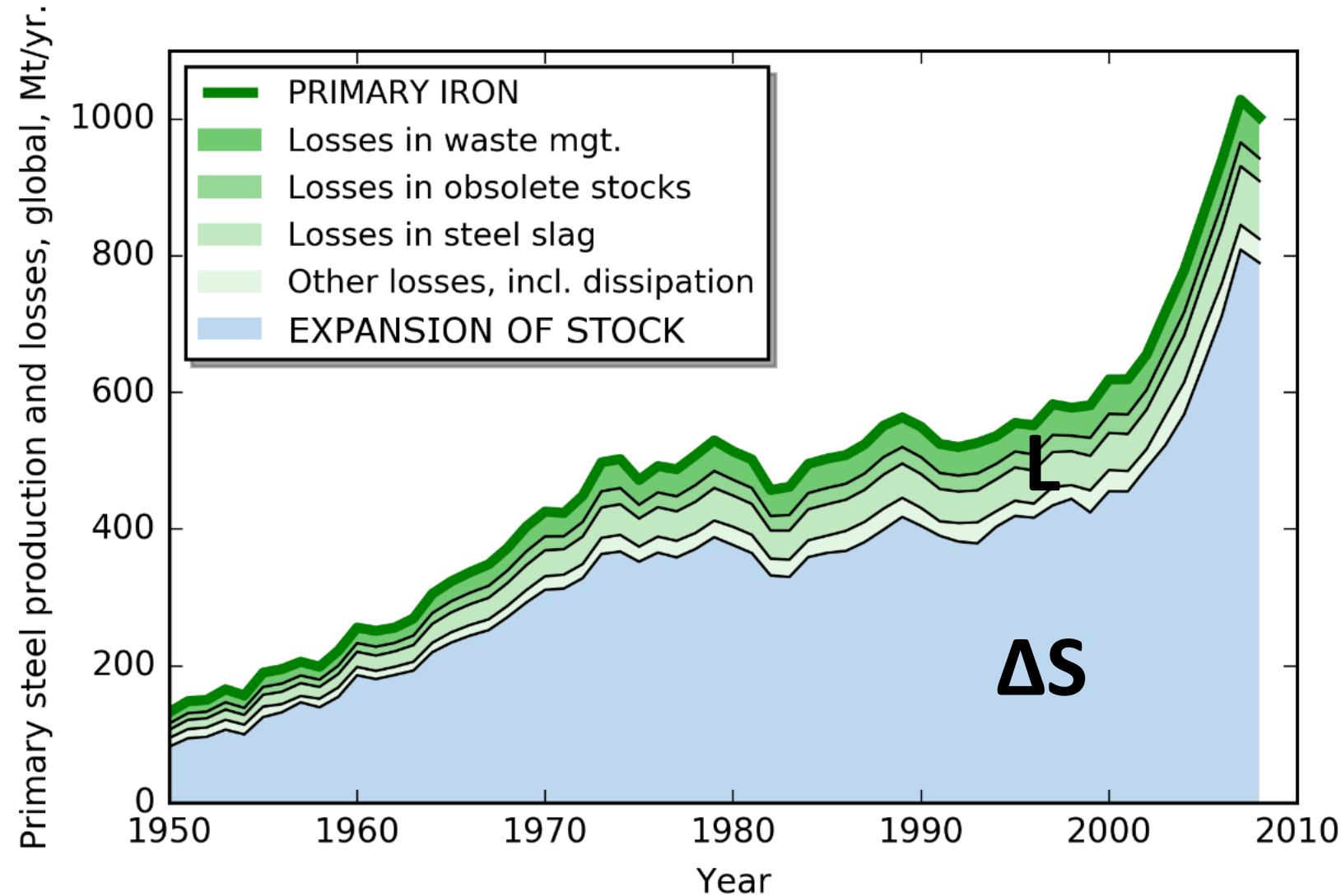


# Circular economy - Primary production and stock growth

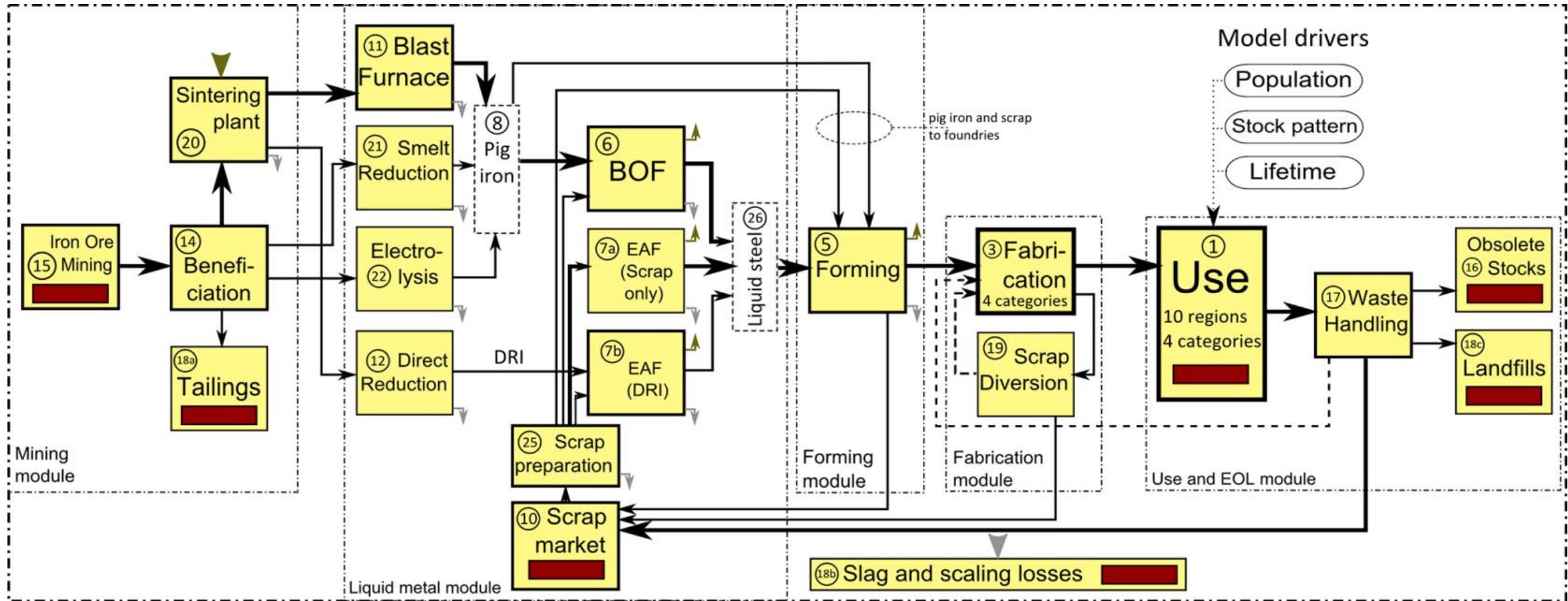
At the global scale, a entire material cycle has the following mass balance:

$$P = \Delta S + L$$

Primary production  $P$  is either replacing system-wide losses  $L$  or contributing to stock expansion  $\Delta S$ .



# Principle III: Mass-balanced material cycle modelling



System boundary: Steel, World 2008-2100

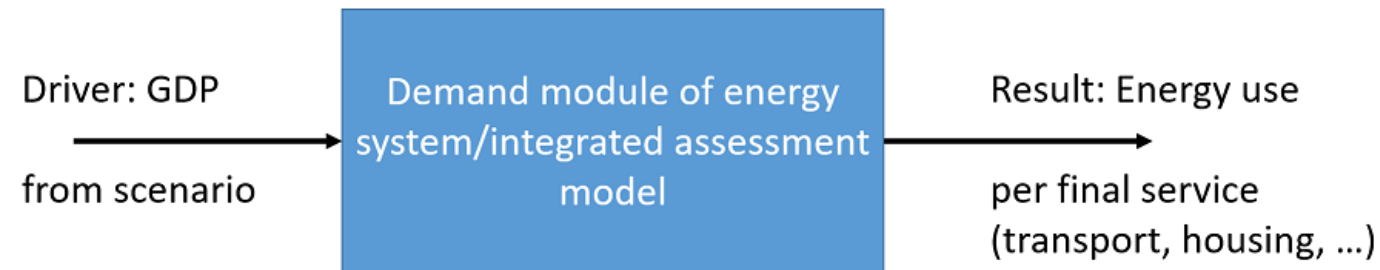
Process
  Stock
  Iron flows

Slag for recovery  
 Slag loss etc.

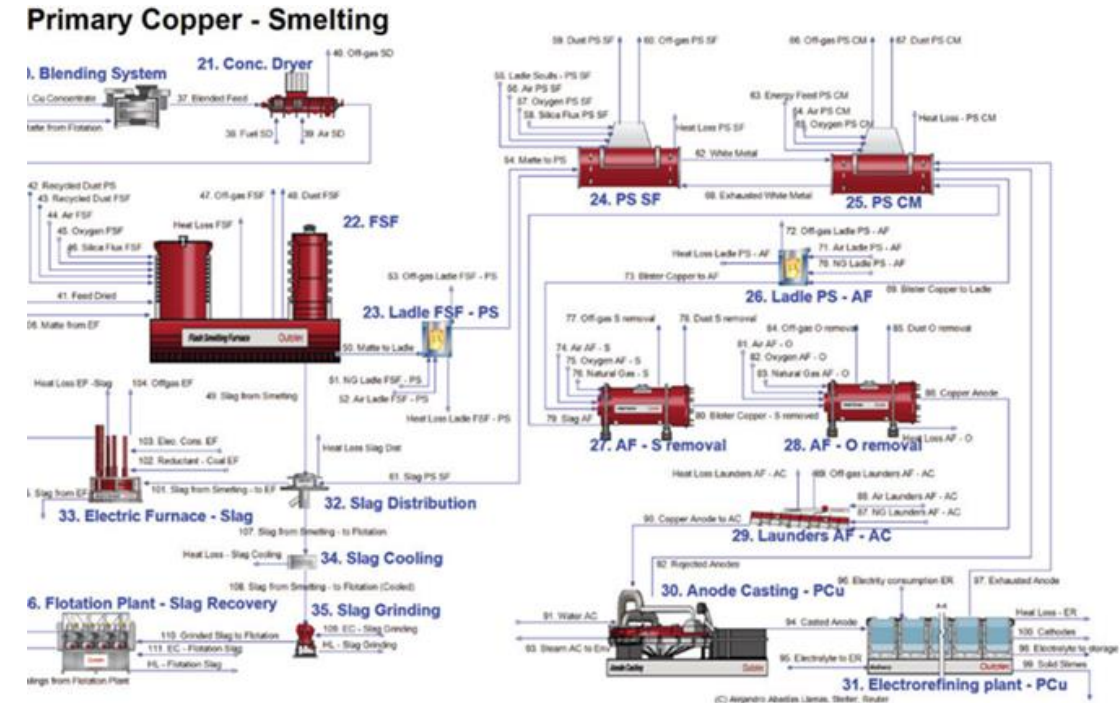
⑭ Process number

# Which level of detail?

So-called ,aggregate demand modelling‘ translates proxies for wellbeing, e.g., GDP, directly into energy demand via parameter equations.



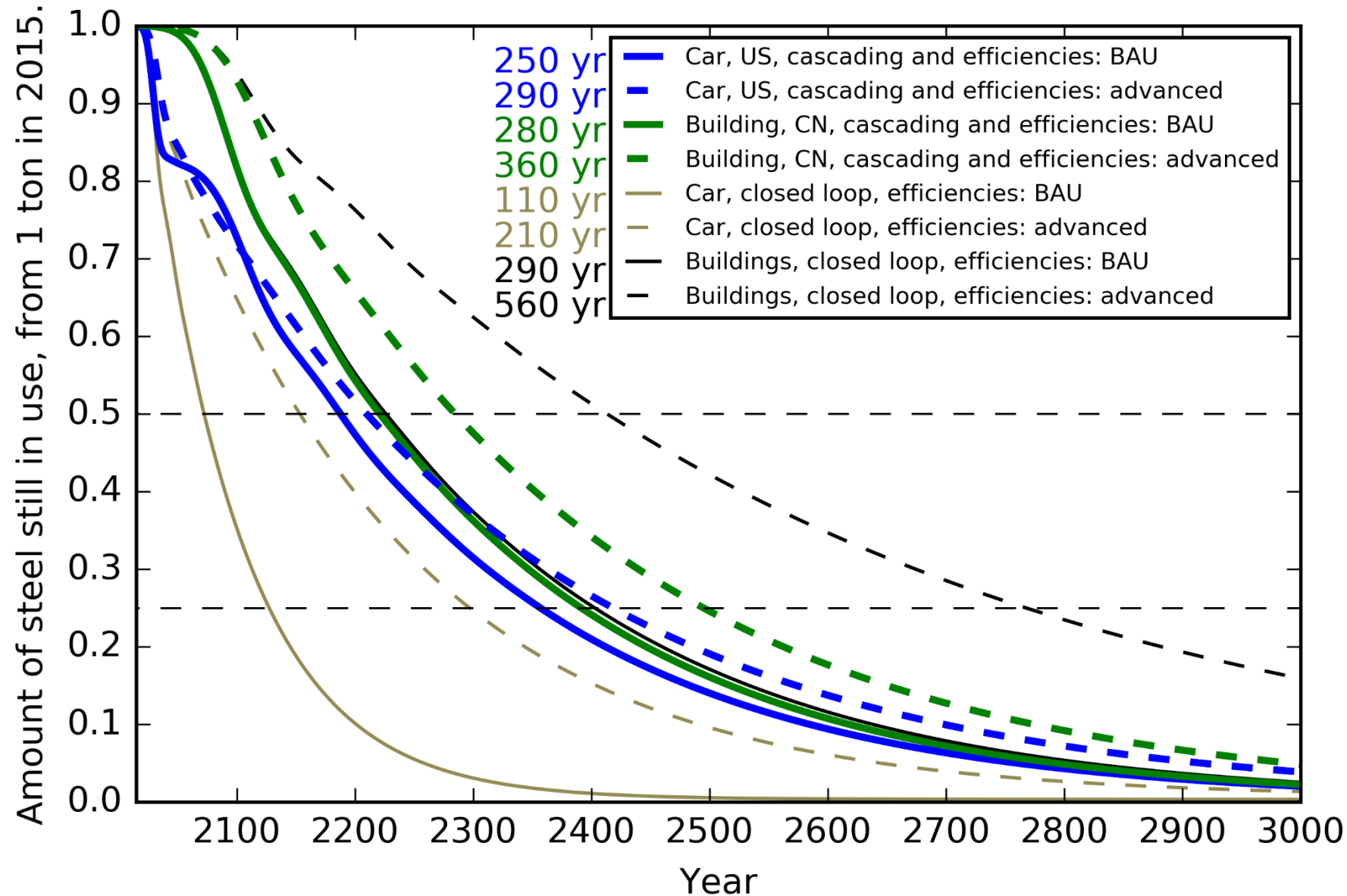
High-resolution process modelling



## Compromise in material flow analysis (MFA):

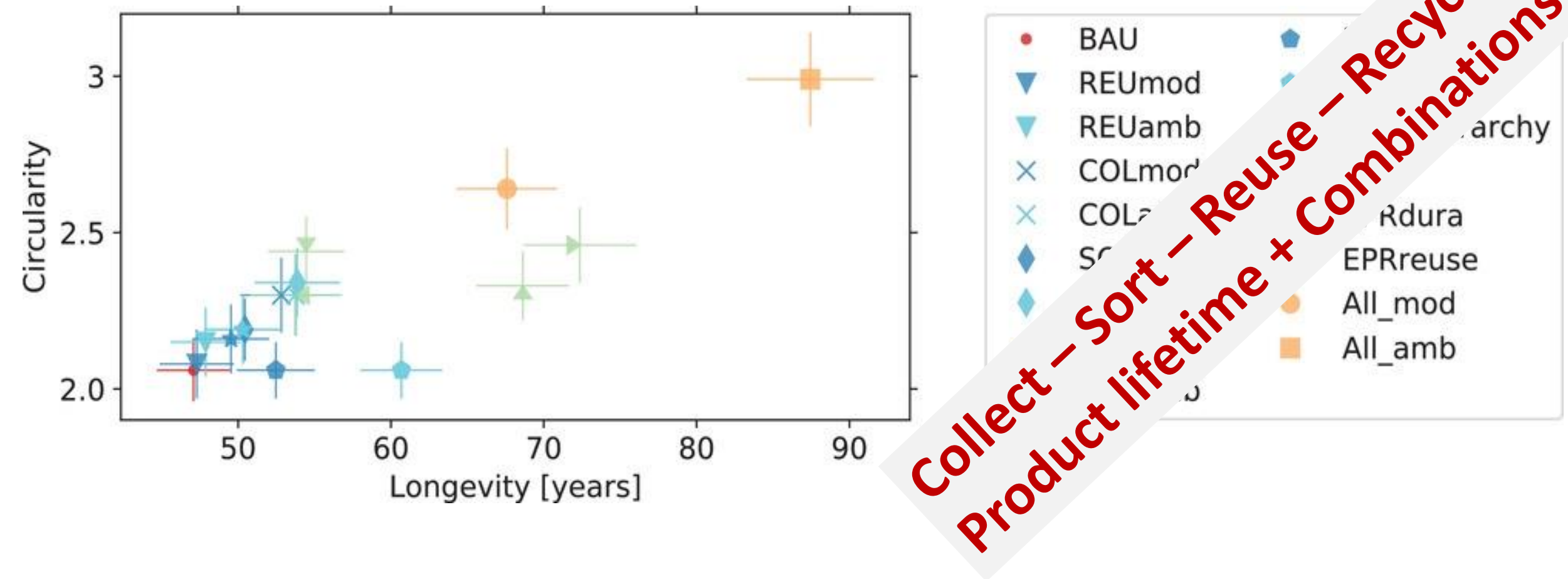
- Consider aggregate processes and conversion parameters (see example above)
- Respect mass balance for all relevant chemical elements individually

# Lifetime of steel in the techno-sphere: 250-300 years

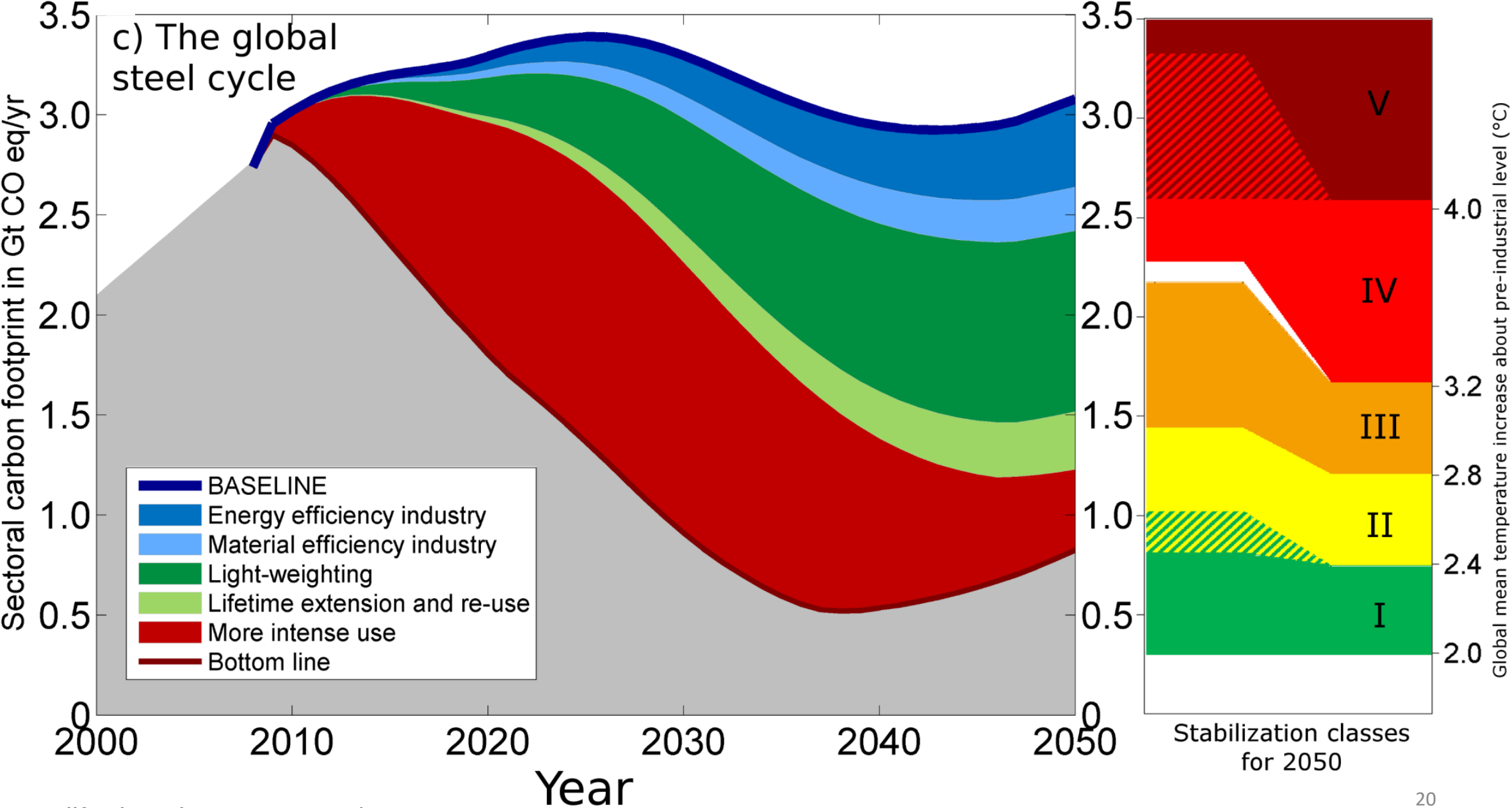


# Life cycle perspective: The example of copper

Material efficiency strategies' impact on lifetime in the technosphere (longevity)  
And the average number of product life cycles (circularity)



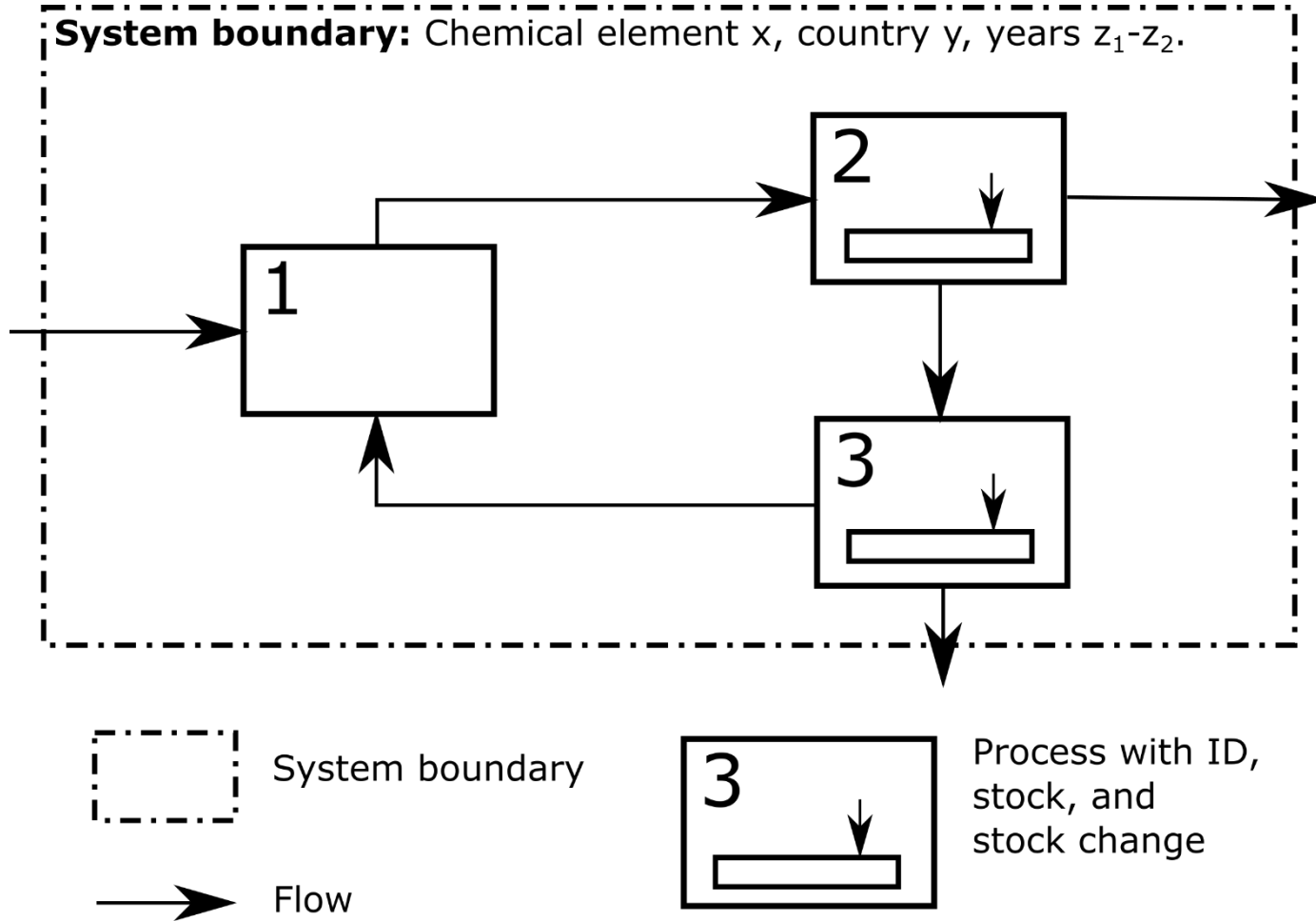
# System-wide material and energy efficiency in global steel cycle



**Dynamic MFA**

# **Dynamic stock modelling: Basics**

# System variables and parameters



Stocks, stock changes, and flows together form the **system variables**.

Stocks:  $S_1(t)$ ,  $S_3(t)$ .

Stock changes (net addition to stock):  $\Delta S_1(t)$ ,  $\Delta S_3(t)$ .

Flows:  $F_{01}(t)$ ,  $F_{12}(t)$ ,  $F_{20}(t)$ ,  $F_{23}(t)$ ,  $F_{31}(t)$ ,  $F_{30}(t)$

A **parameter** is an additional variable that couples different system variables through equations:

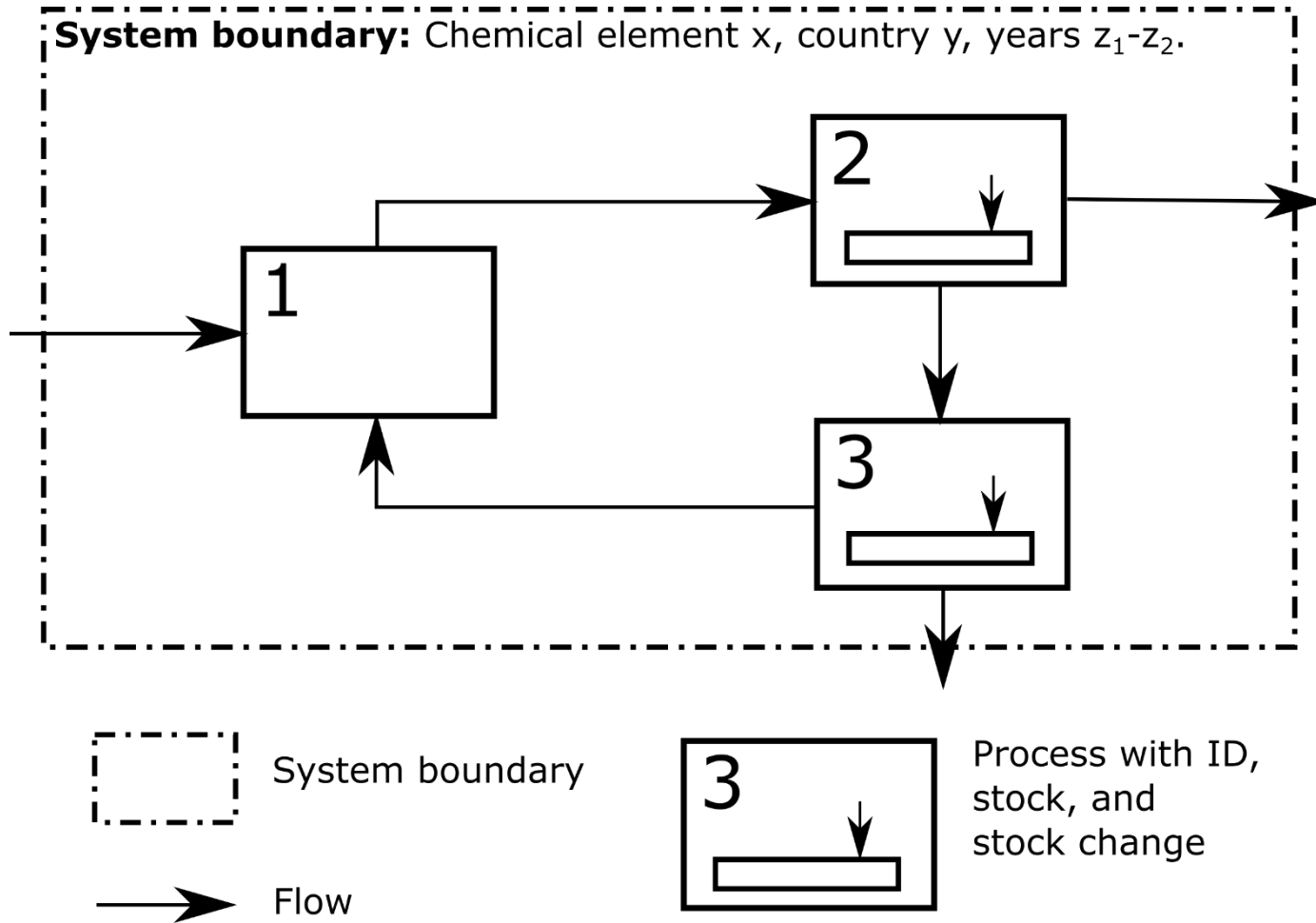
For example:

$$F_{23}(t) = k(t) \cdot F_{12}(t)$$

$$\Delta S_1(t) = (0.15 + 0.01 \cdot t) \cdot F_{12}(t)$$

$$\Delta S_3(t) = 0$$

# Process and system balances



For mass, energy, sometimes monetary values, the process and system-wide balance holds:

$$\text{Input} - \text{Output} = \text{Net Stock Change}$$

$$\text{Process 1: } F_{01}(t) + F_{31}(t) - F_{12}(t) = \Delta S_1(t)$$

$$\text{Process 2: } F_{12}(t) - F_{23}(t) - F_{20}(t) = 0$$

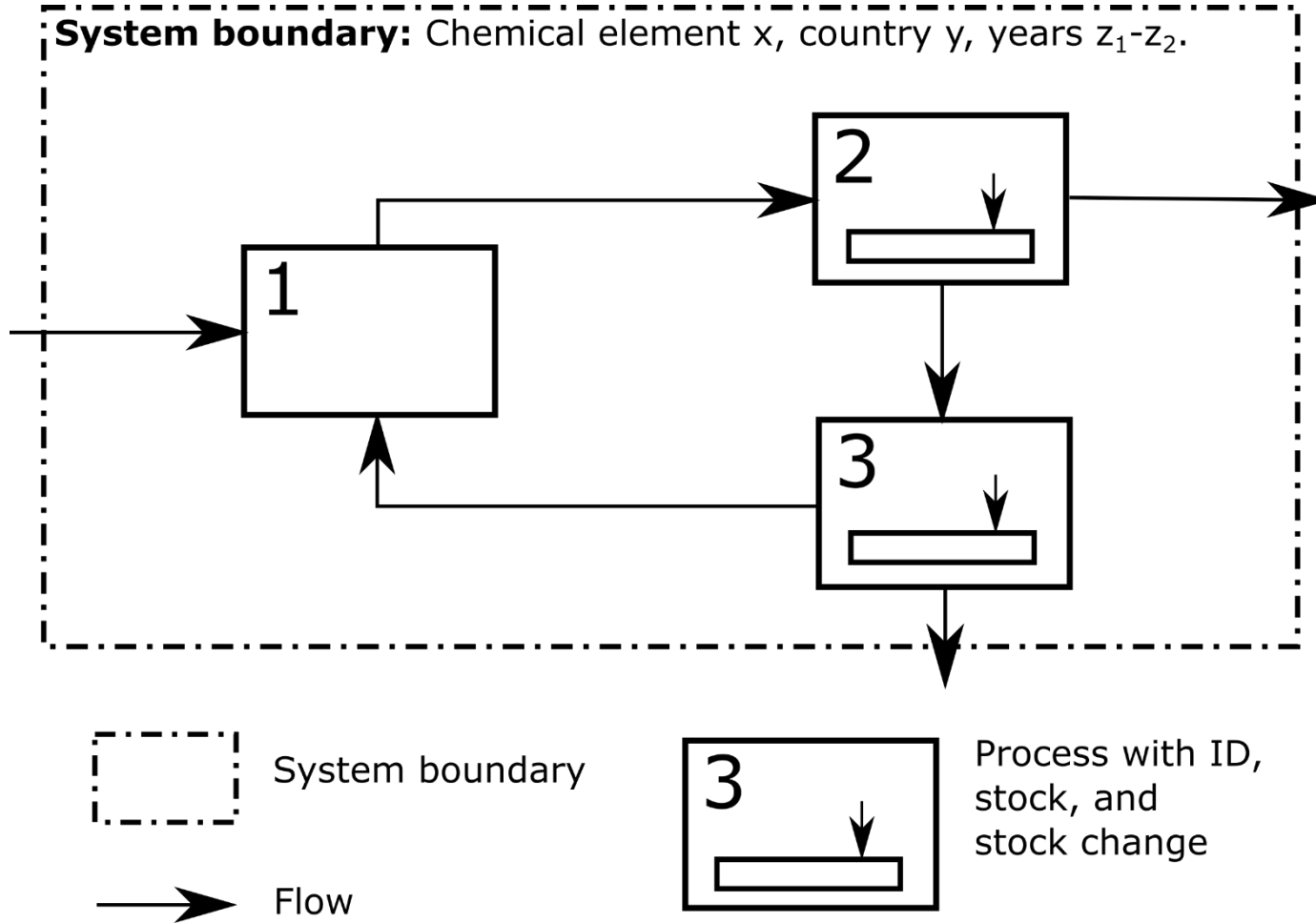
$$\text{Process 3: } F_{23}(t) - F_{31}(t) - F_{30}(t) = \Delta S_3(t)$$

$$\text{System: } F_{01}(t) - F_{20}(t) - F_{30}(t) = \Delta S_1(t) + \Delta S_3(t)$$

For a fully quantified system:

$$\begin{aligned} \# \text{System variables} &= \# \text{balance equations} \\ &+ \# \text{parameters} \\ &+ \# \text{Measurements} \end{aligned}$$

# Performance indicators



A major advantage of an explicit system definition is the clear definition of performance indicators.

*Efficiency  $\eta(t) = \text{useful output}(t) / \text{total input}(t)$*

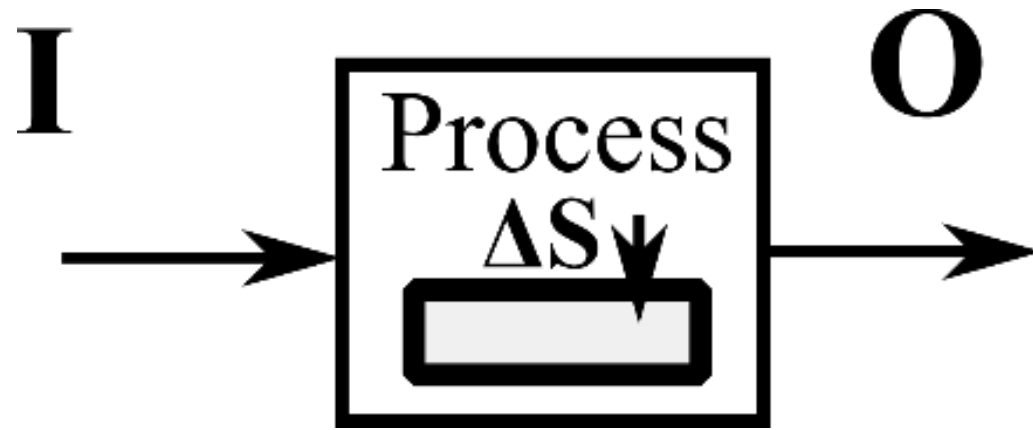
Process 2:  $\eta_2(t) = F_{20}(t) / F_{12}(t)$

Process 1:  $\eta_1(t) = F_{12}(t) / F_{01}(t)$  OR  $\eta_1(t) = F_{12}(t) / (F_{01}(t) + F_{31}(t))$

System:  $\eta_S(t) = F_{20}(t) / F_{01}(t)$

*Emissions/waste intensity  $b = \text{waste} / \text{useful output}$*   
 OR  
*waste / total input*

# Population balance model



The mass balance equation dictates  
The following relation between  
Inflow, outflow, and stock change  
of a process:

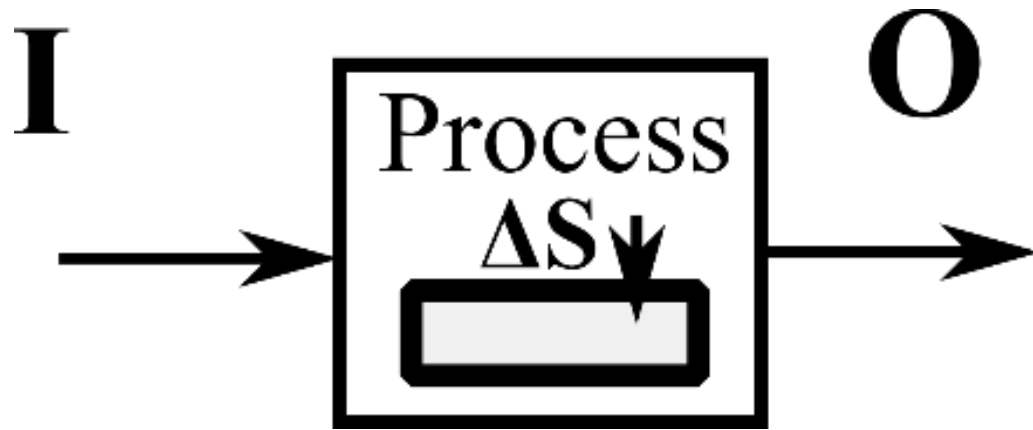
$$\frac{dS(t)}{dt} = I(t) - O(t)$$

$$S(t) = \int_{t_0}^t \frac{dS(\tau)}{d\tau} d\tau$$

This relation applies to all processes  
with a conservation law.

Non-conserved quantities can be  
adopted: For a population of  
individuals, *I* is the birth rate  
and *O* is the death rate.

# The leaching model



$$O(t) = c \cdot S(t)$$

At any given time, the outflow is proportional to the total stock present.

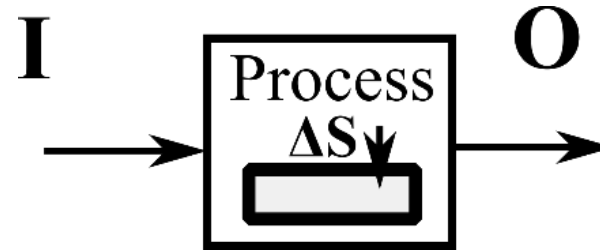
If no further inflow ( $I(t) = 0$ ), the stock decays exponentially:  $S(t) = S_0 \cdot \exp(-c \cdot t)$

## Applications:

- Radioactive decay
- Leaching from deposits of pollutants or nutrients (landfills, tailings, soil)
- Simple to apply
- Only works for processes with no 'internal memory': probability of an item leaving the stock is independent of its residence time.

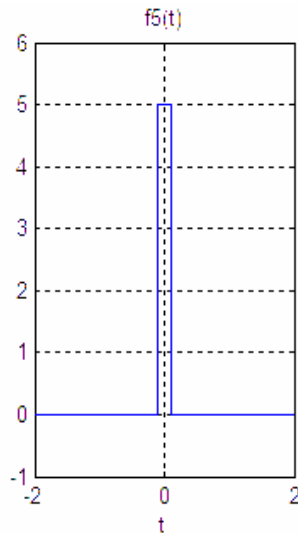
# The impulse response function

The **impulse response**, or **impulse response function (IRF)**, of a dynamic system is its output when presented with a brief input signal, called an impulse.

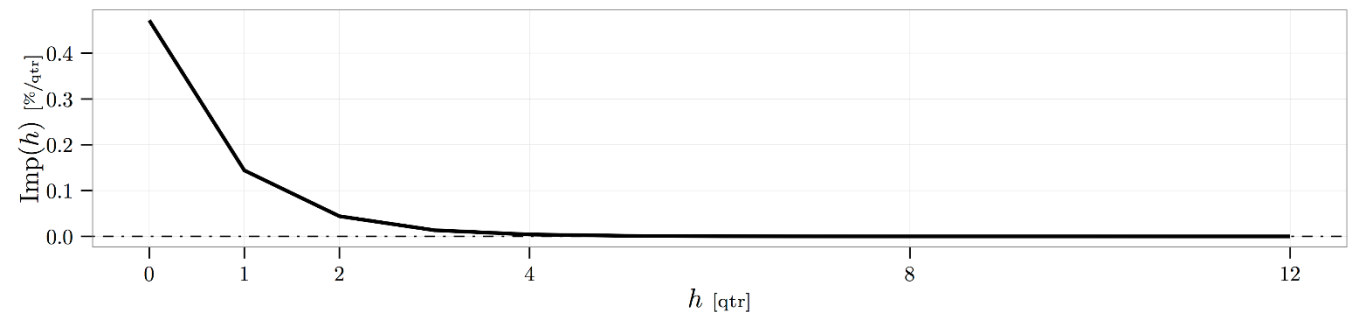


The impulse response function of a process with a stock is the outflow  $O(t)$  as response to an instantaneous inflow  $I(0) = I_0$  at time  $t = 0$ .

$I(t)$



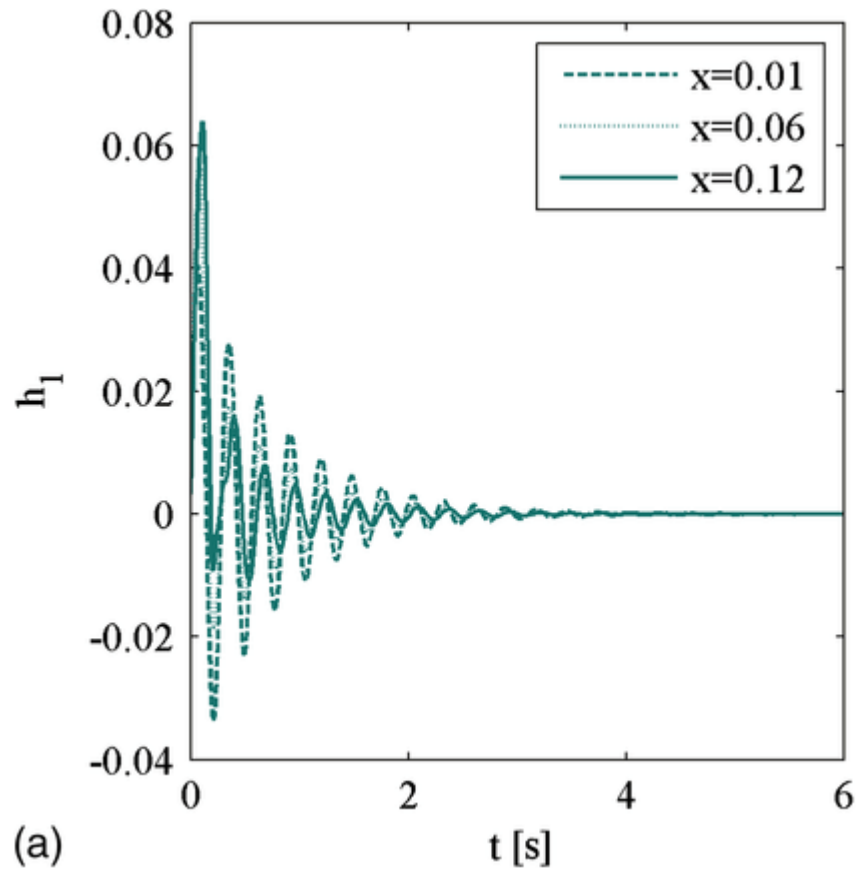
Impulse-Response Function



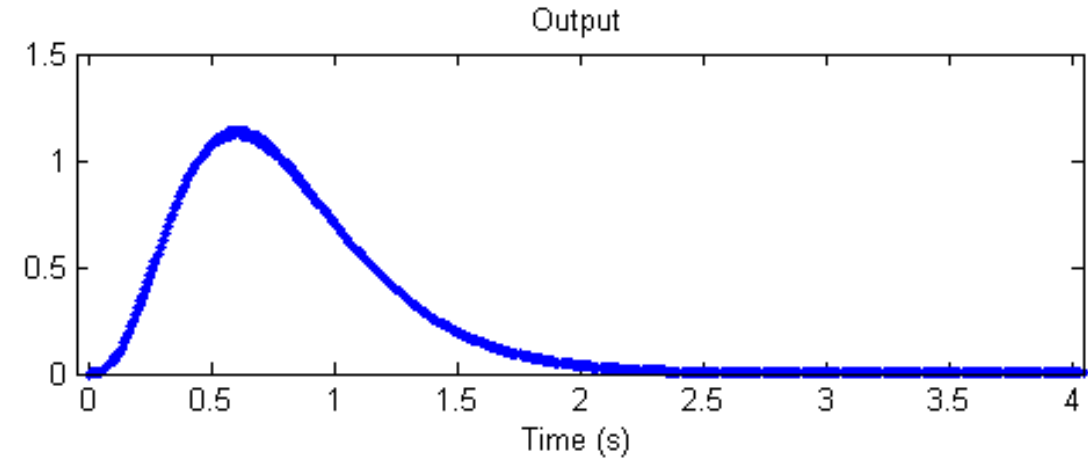
$O(t)$

# Types of impulse responses

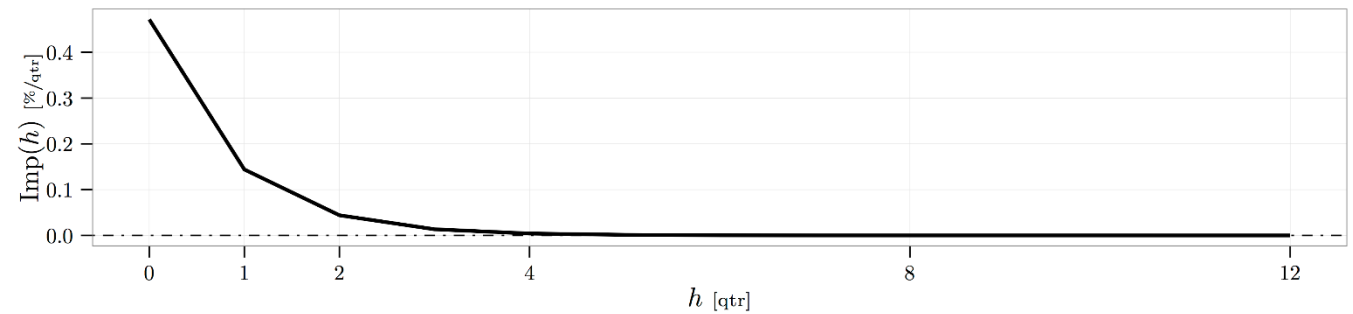
## Oscillating



## Delayed response



## Decaying response



# Response to an addition to stock: Age-cohorts and lifetime

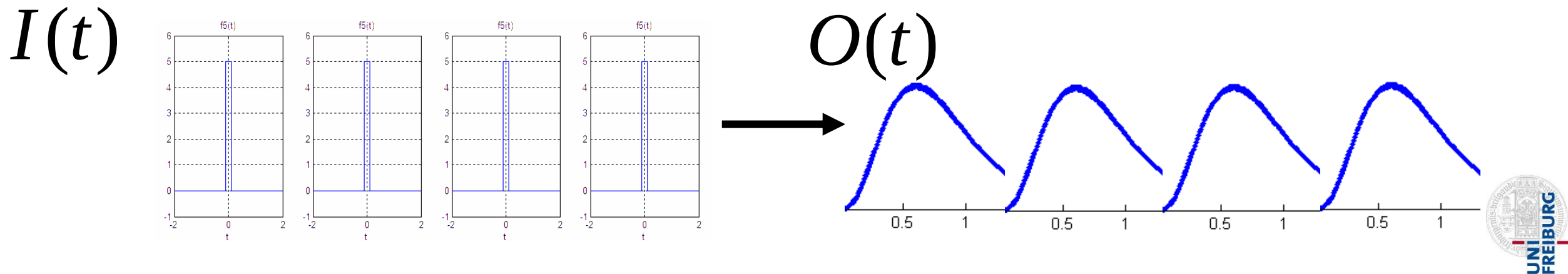
Two types of response are commonly considered in dynamic stock modelling:

- Delayed response
- Decay

The response of the stock is linear: The responses to different input pulses are simply added up.

(analogy: The sound of an orchestra is the superposition ('sum') of the sounds of the different musical instruments.

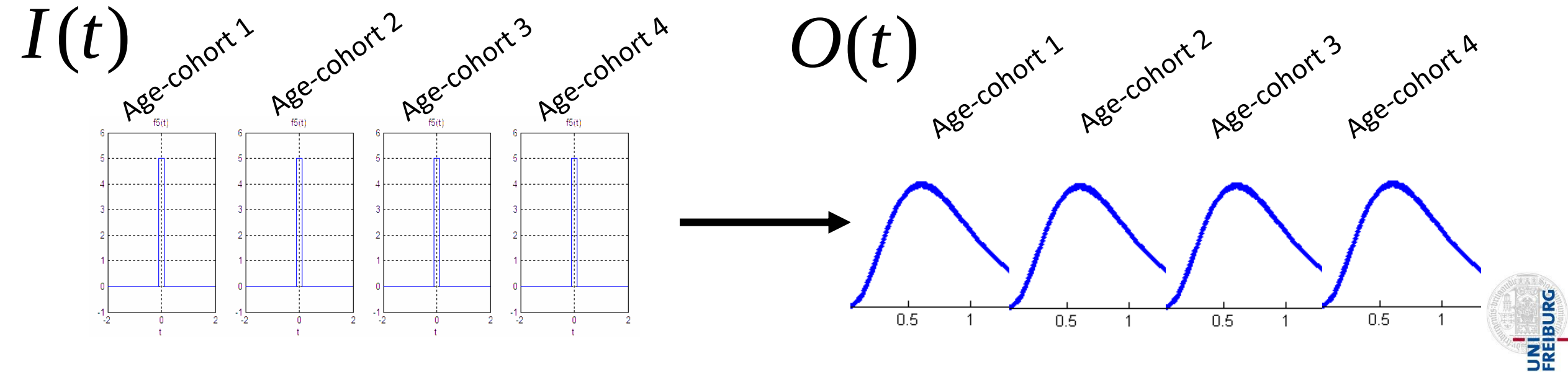
Contrary: distortions added to guitar sounds in rock music



# Response to an addition to stock: Age-cohorts and lifetime

For linear dynamic stock models (standard situation)

- Each input to stock can be traced separately, and the fraction of the stock that originates from a given input at time  $t$  is called the *age-cohort* (of)  $t$ .
- The different age-cohorts can be traced separately (individually).

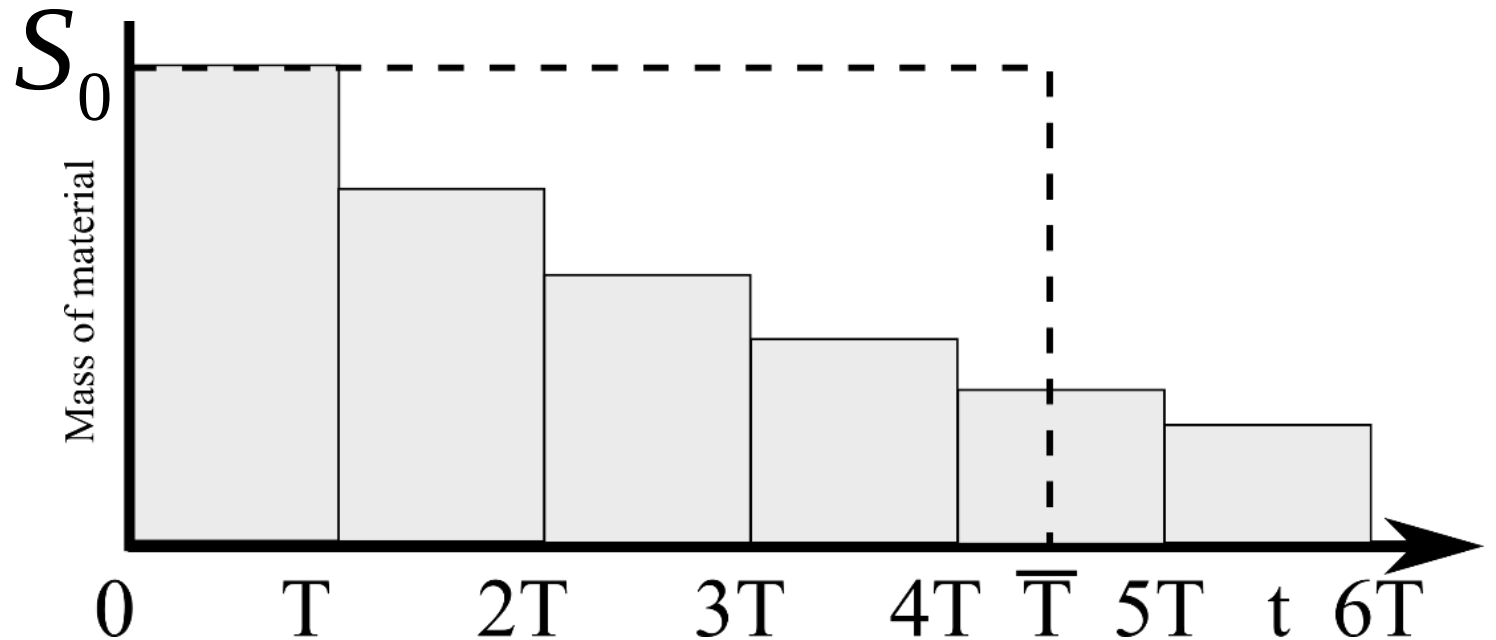


# Response to an addition to stock: Age-cohorts and lifetime

The average lifetime  $\bar{T}$  of an age-cohort is defined as the average residence time of the age-cohort in the stock.

Plot: Stock (t) after initial inflow at t=0.

$$\bar{T} = \frac{1}{S_0} \cdot \int_0^{\infty} S(t) dt$$



Read plot vertically: for each time t the stock at t is indicated.

Read plot horizontally: for the different fractions of the stock the total lifetime is indicated, sorted from shortest (top) to longest (bottom).

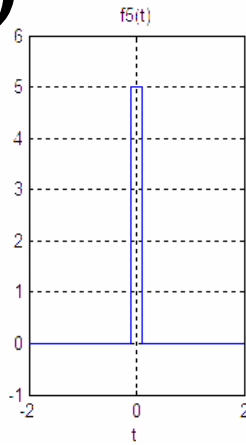
From combining both perspectives the average lifetime can be derived.

# Fixed and distributed lifetimes

For a delayed response to an inflow (e.g. duration of product use) to cases are distinguished:

**Fixed  
Product  
lifetime**

$I(t)$



$t=0$

$O(t)$

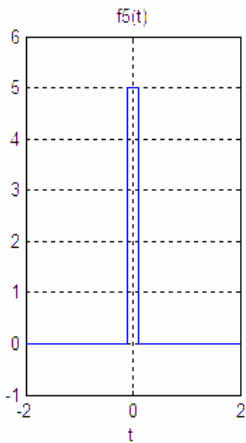


$t=T$

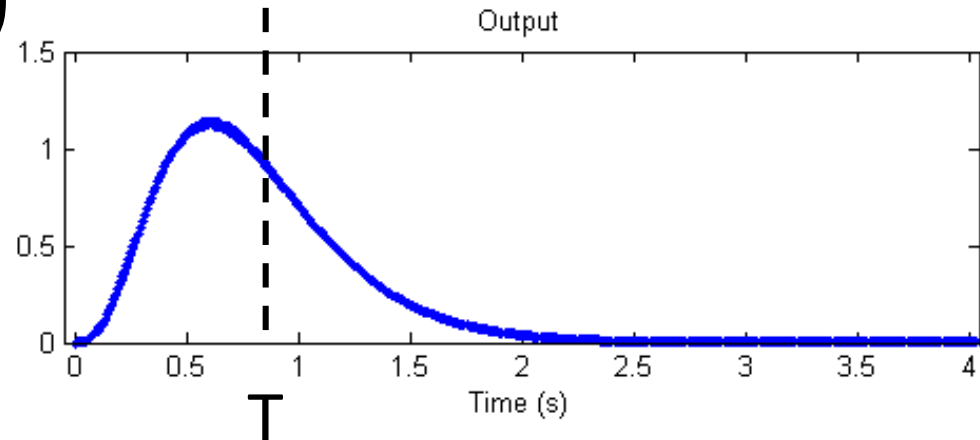
For fixed product lifetimes the entire age-cohort leaves the stock together after the lifetime  $T$  has expired. For the distributed lifetime the different fractions of the age-cohorts leave the stock with different Probabilities, so that the average lifetime (expectation value) equals  $T$ .

**Distributed  
Product  
lifetime**

$I(t)$



$O(t)$

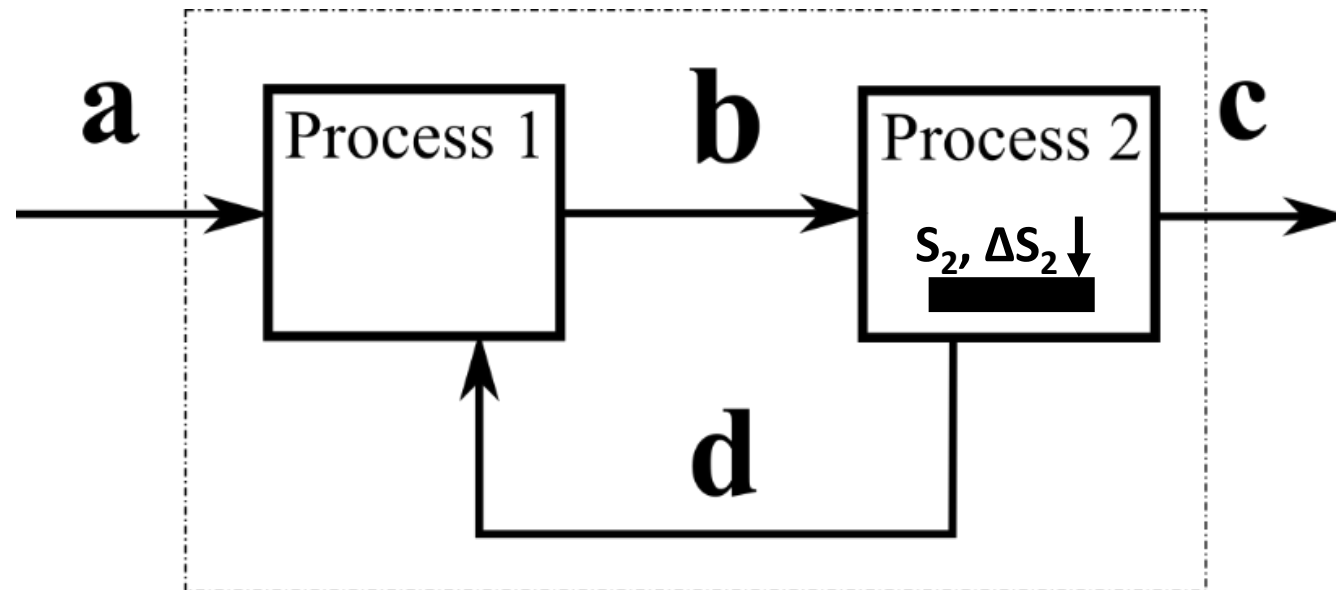


# Solving dynamic MFA systems: (Linear) difference equations

**Idea:** Level of system variable  $x$  at time  $t$  is determined by previous states:

$$x(t) = a_1 \cdot x(t-1) + a_2 \cdot x(t-2) + \dots + a_n \cdot x(t-n)$$

**Example:**



**Growth in demand:**

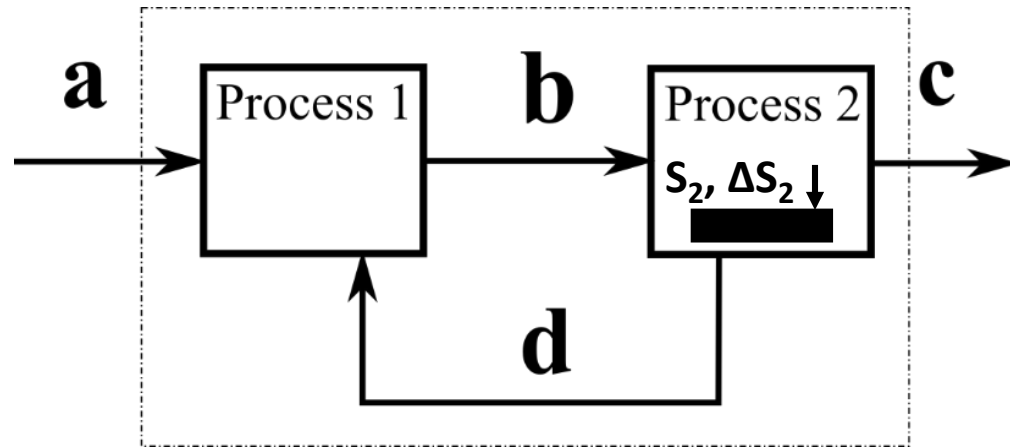
$$b(t) = (1+\alpha) \cdot b(t-1)$$

**Scrap flow, fixed lifetime  $T$  in  $S_2$ :**

$$d(t) = \beta \cdot b(t-T)$$

# Solving dynamic MFA systems: (Linear) difference equations

To solve the example we need a complete set of starting values for  $t = 0$ .



**Starting values:**  $b(0) = B$ ,  $b(t < 0) = 0$

**Model solution:**

$$b(t) = (1+\alpha)^t \cdot B$$

$$d(t) = 0 \text{ (f. } t < T) \text{ and } \beta \cdot (1+\alpha)^{t-T} \cdot B \text{ else}$$

$$a(t) = (1+\alpha)^t \cdot B \text{ (f. } t < T) \text{ and}$$

$$(1+\alpha)^t \cdot B - \beta \cdot (1+\alpha)^{t-T} \cdot B \text{ else}$$

$$c(t) = 0 \text{ (f. } t < T) \text{ and } (1-\beta) \cdot (1+\alpha)^{t-T} \cdot B \text{ else}$$

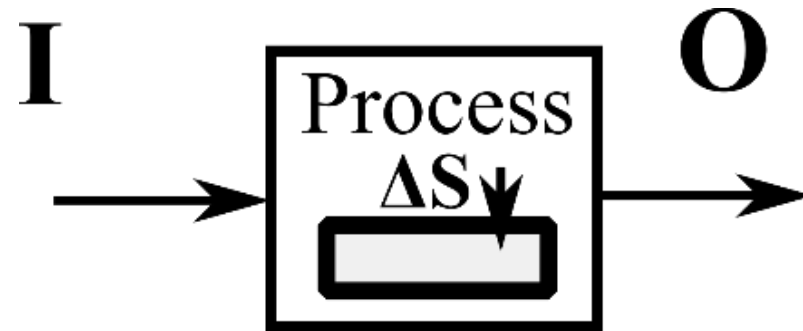
$$S_2(t) = ((1+\alpha)^t + (1+\alpha)^{t-1} + \dots + (1+\alpha)^{t-T}) \cdot B \\ \text{(for } t \geq T)$$

- System equations:**
- Growth in demand:  
 $b(t) = (1+\alpha) \cdot b(t-1)$
  - Scrap flow, fixed lifetime  $T$  in  $S_2$ :  
 $d(t) = \beta \cdot b(t-T)$
  - Mass balances:  
 $a(t) + d(t) = b(t)$   
 $b(t) = c(t) + d(t)$

# Solving dynamic MFA systems: Differential equations

In many practical cases the system equations of a dynamic MFA model can be formulated as differential equations, which are equations that have the derivatives of the stocks and flows as variables.

Basic example: Exponential decay or growth of a system variable  $X$ :  $\frac{dX}{dt} = \gamma \cdot X$



Of which a solution is

$$X(t) = X_0 \cdot e^{\gamma \cdot t}$$

For  $\gamma < 0$ : Exponential decline, e.g., slowly decaying stock ('leaching model')

$$S(t) = S_0 \cdot e^{-|\gamma| \cdot t}$$

For  $\gamma > 0$ : Exponential growth, e.g., Exponentially growing consumption

$$I(t) = I_0 \cdot e^{\gamma \cdot t}$$

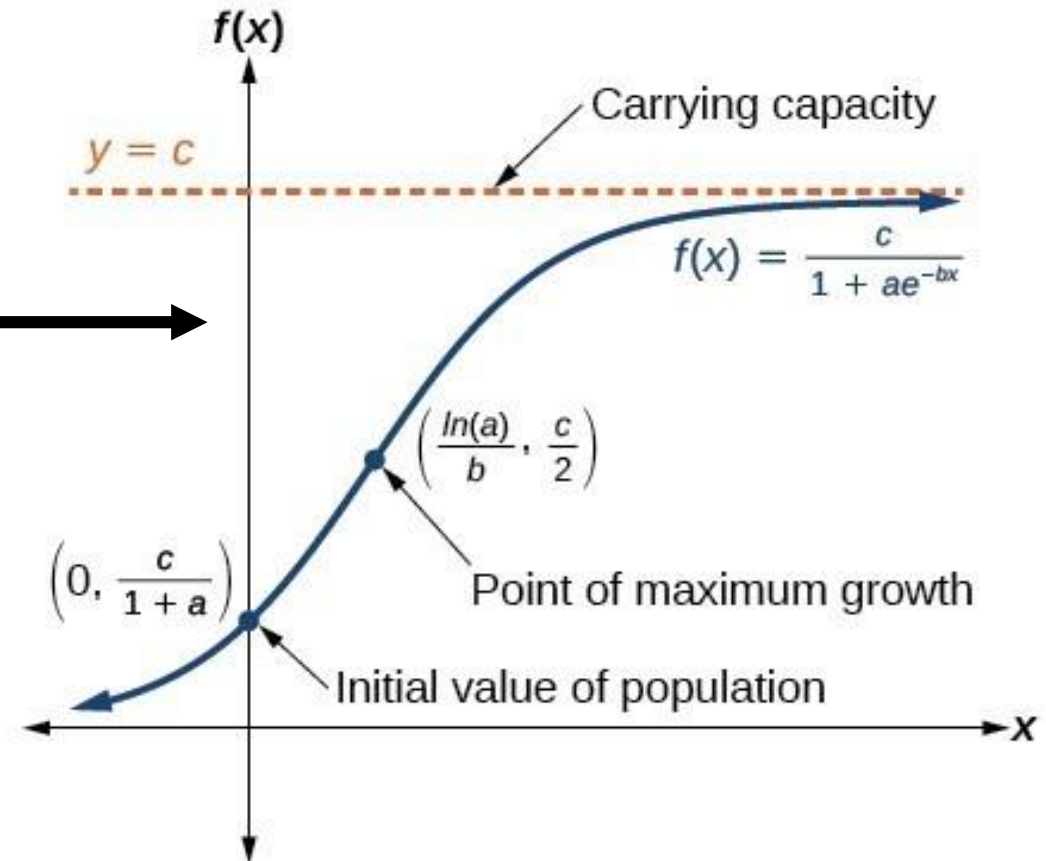
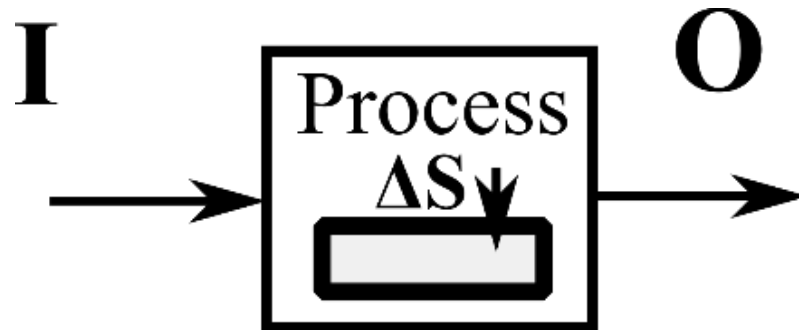
# Solving dynamic MFA systems: Logistic growth

To curb the exponential growth the growth term can be limited as follows:

$$\frac{dS}{dt} = \gamma \cdot S \cdot (1 - S) \quad \text{Of which a solution is} \quad S = \frac{1}{1 + e^{-t}}$$

More general:

$$\frac{dS}{dt} = b \cdot S \cdot \left(1 - \frac{S}{c}\right)$$



# Dynamic MFA

## Inflow-driven modelling

# The inflow-driven model: Research questions

In-use stocks of buildings, vehicles, and infrastructure provide services to people and are a central determinant of sustainable development.

For many stocks, in particular, material stocks estimates are not available.

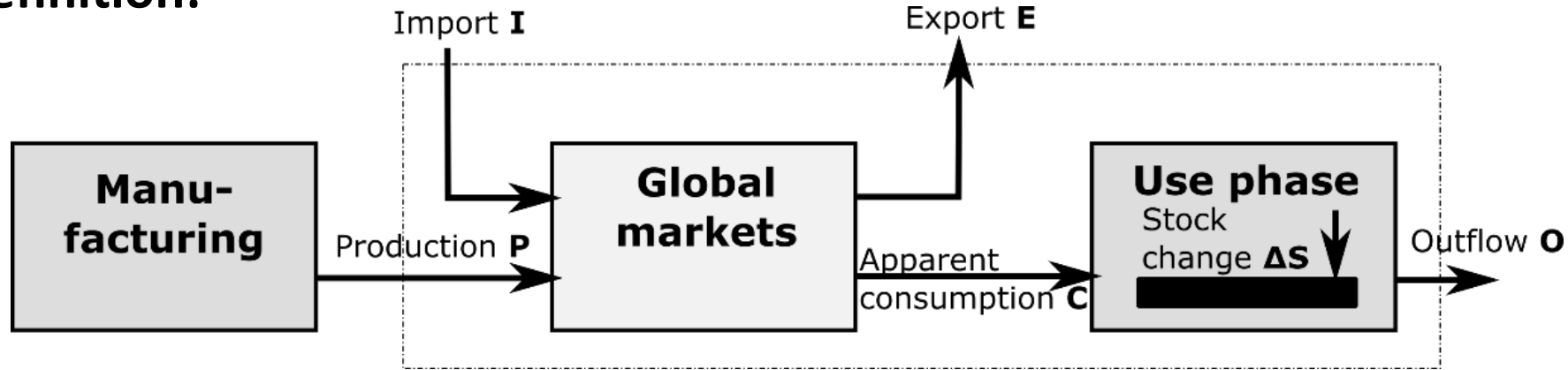
Material stocks can be determined

- a) 'bottom-up': from building and vehicle statistics and product-specific material content data
- b) 'top-down': from aggregated consumption data and a lifetime model



# Applying the inflow-driven model to estimate in-use stocks

## System definition:



1) Determine apparent consumption:

$$C = P + I - E$$

2) Apply the convolution:

$$O(t) = \int_{t_0}^t C(\tau) \cdot pdf(t - \tau) d\tau$$

3) Determine stock change

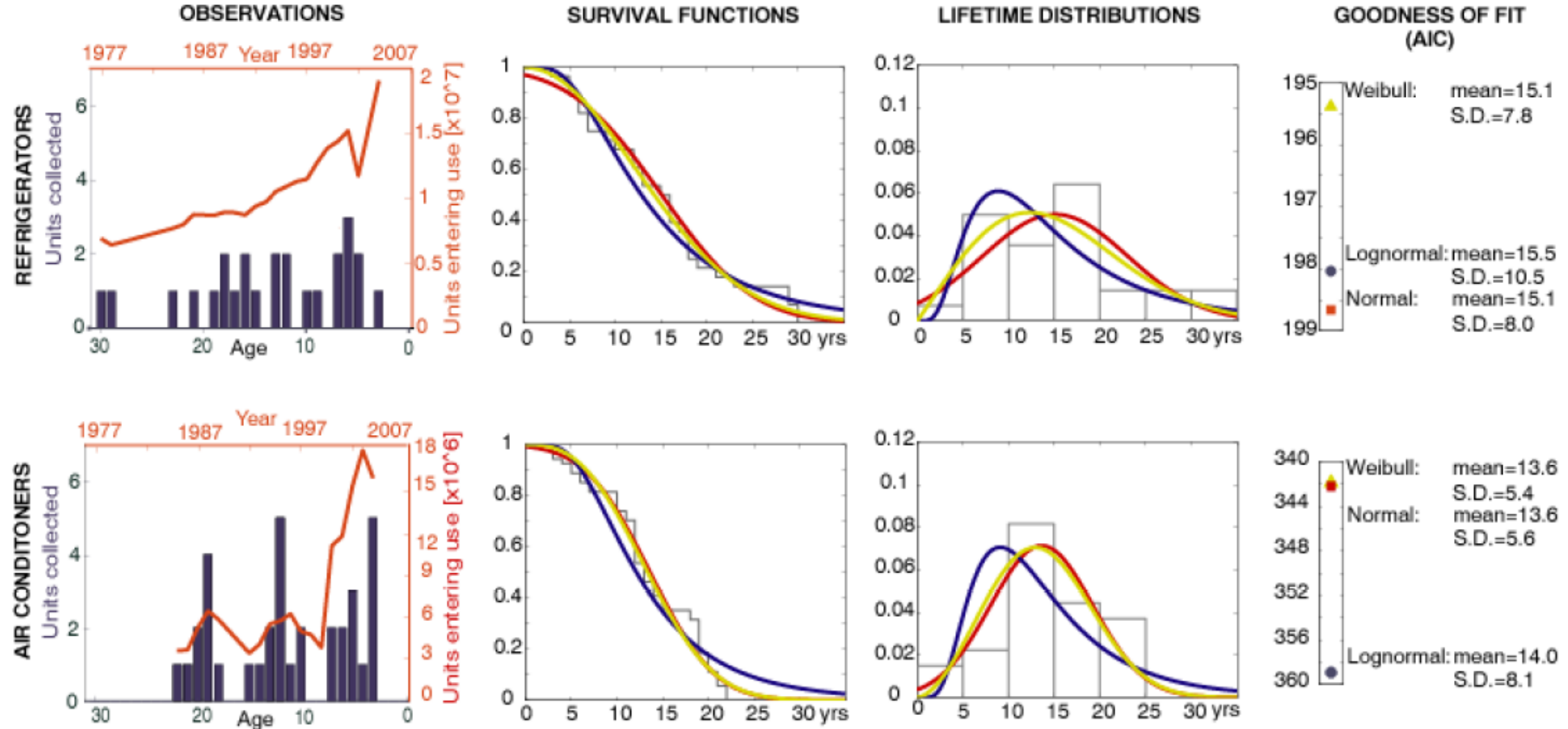
$$\Delta S(t) = C(t) - O(t)$$

4) Determine stock

$$S(t) = S(t_0) + \int_{t_0}^t \Delta S(\tau) d\tau$$

# Product lifetimes in the inflow-driven model

Lifetime data are obtained or have to be inferred from surveys, statistical records, and Anecdotal evidence (newspaper report, blog entries, Wikipedia).

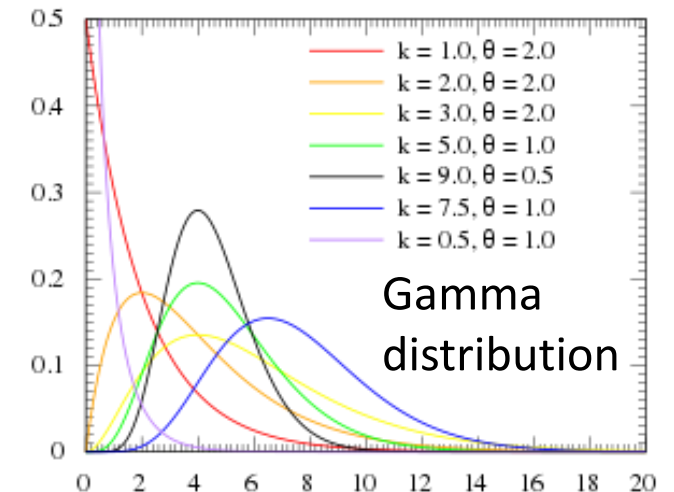
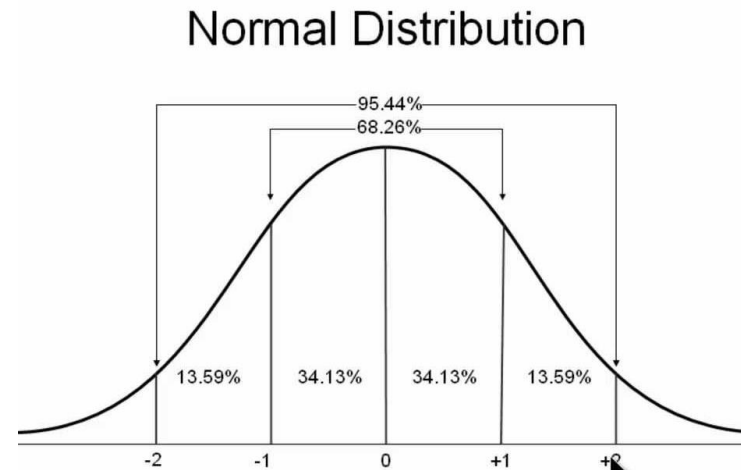
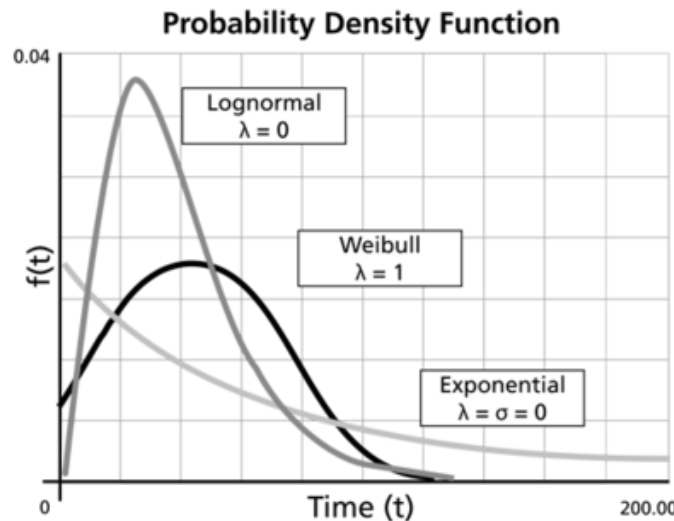


# Product lifetimes in the inflow-driven model

Lifetime data are scattered across the literature and often show large variations:

- NIES (Japan) lifetime database: <http://www.nies.go.jp/lifespan/>
- Consumer goods and vehicles: Müller et al. (2007): Service Lifetimes of Mineral End Uses.  
Report supported by U.S. Geological Survey (USGS), award number 06HQGR0174
- Product lifetime data in the industrial ecology data commons (iedc):  
<https://www.database.industrialecology.uni-freiburg.de/> search for “3\_LT” datasets

Normal, Gamma, Exponential, and Weibull distributions are commonly applied to model product lifetimes.



[http://reliawiki.org/images/thumb/a/a5/WB\\_chp12\\_pdf.png/400px-WB\\_chp12\\_pdf.png](http://reliawiki.org/images/thumb/a/a5/WB_chp12_pdf.png/400px-WB_chp12_pdf.png)

<https://i.ytimg.com/vi/xgQhefFOXrM/maxresdefault.jpg>

[https://upload.wikimedia.org/wikipedia/commons/thumb/e/e6/Gamma\\_distribution\\_pdf.svg/325px-Gamma\\_distribution\\_pdf.svg.png](https://upload.wikimedia.org/wikipedia/commons/thumb/e/e6/Gamma_distribution_pdf.svg/325px-Gamma_distribution_pdf.svg.png)

# Implementing the inflow-driven model

**In Excel:** The *pdf* can be generated using NORM.DIST, the rest is a standard Excel computation.

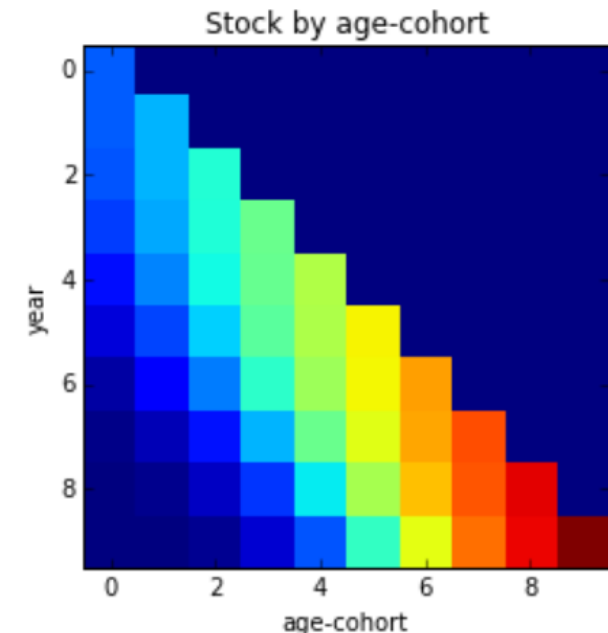
**In Python:** via the `dynamic_stock_model` functions:

```
TestDSM = DynamicStockModel(t = np.arange(1,11,1), i = np.arange(2.5,12.5,1),  
lt = {'Type': 'Normal', 'Mean': np.array([5]), 'StdDev': np.array([1.5]) })
```

```
Stock_by_cohort, ExitFlag =  
TestDSM.compute_s_c_inflow_driven()
```

```
O_C, ExitFlag =  
TestDSM.compute_o_c_from_s_c()
```

→ **Applied in IEooc\_Methods3\_Exercise1 (Excel)  
and IEooc\_Method3\_Software1 (Python)**



# Dynamic MFA

## Stock-driven modelling

# The stock-driven model for determining inflows

To build scenarios for the future development of material cycles, one can

- Extrapolate or assume future consumption levels and then calculate the stocks and the services provided.
- Extrapolate or assume future service levels, infer the stocks required to deliver them, and calculate the inflows required to expand and maintain those stocks.

The latter approach is often more realistic, as it allows us to link the actual outcome of economic activity, service provision, directly to the socioeconomic variables providing those services, stocks.

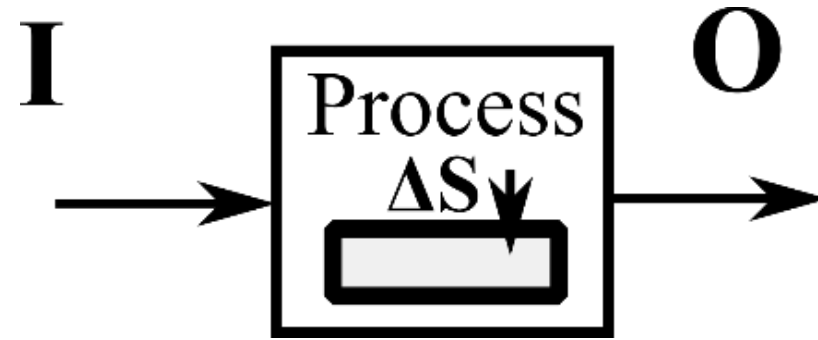
The research question is then:

***How large is the inflow needed to maintain and expand the in-use stock so that it fits a given scenario?***

The method that answers this question is called stock-driven modelling.

# Applying the stock-driven model to estimate in-use stocks

System definition:



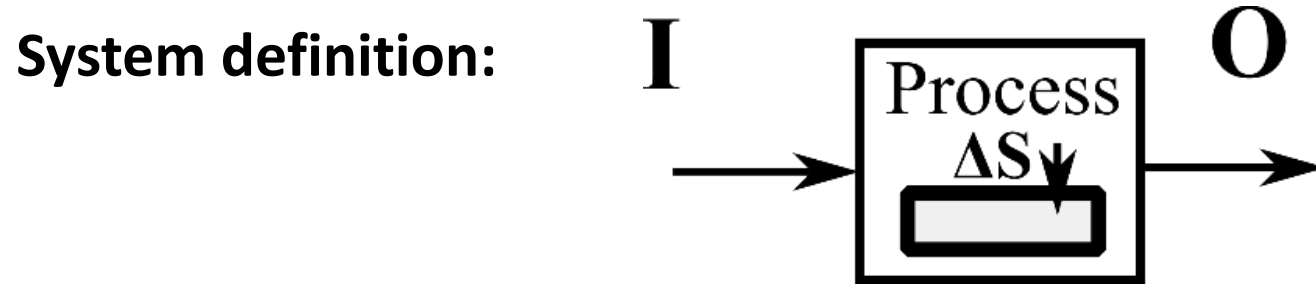
Mathematically, the determination of an inflow from an outflow is the inverse of the convolution operation used for the inflow-driven model.

As the convolution involves the calculation of average values, its application to functions in general leads to a loss of information.

That means that the original signal (or inflow) can be reconstructed from the filtered signal (the outflow or stock) only in special cases.

In dynamic MFA such a special case is given if the age-cohort composition of the initial stock is known or that stock is zero.

# Procedure of the stock-driven model to estimate in-use stocks



**Recursive procedure:** Starting in the first model year, repeat the following steps for each year:

1) Calculate the outflow from the existing stock using the convolution of historic inflows:

$$O(t) = \int_{t_0}^t I(\tau) \cdot pdf(t - \tau) d\tau$$

2) Calculate the gap  $\Delta S(t)$  between the actual stock and the remaining stock ( $S_0 = 0$ ):

$$\Delta S(t) = S_{ext}(t) - S(t) = S_{ext}(t) - \int_{t_0}^t (I(\tau) - O(\tau)) d\tau = S_{ext}(t) - \int_{t_0}^t I(\tau) d\tau - \int_{t_0}^t \int_{t_0}^{\tau} I(\theta) \cdot pdf(\tau - \theta) d\theta d\tau$$

3) Set the inflow to fill the gap  $\Delta S(t)$ , where  $T$  is the time step of the model (e.g., 1 year):

$$I(t) = \Delta S(t) / T$$

Then repeat from step 1.

# Practical exercise: a simple dynamic stock model for the vehicle fleet

stock-driven model, fixed product lifetime: 3 years

|      |              | Age-cohort                       |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|------|--------------|----------------------------------|----|---|---|---|---|-------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------|--|
| Year | Stock (cars) | -2                               | -1 | 0 | 1 | 2 | 3 | Use (km/yr) | Emissions (CO <sub>2</sub> /yr) |                                                                                                                 |  |
| -2   | 4            | 4                                | 0  | 0 | 0 | 0 | 0 | 10          | 240                             | 240 CO <sub>2</sub> /yr = 4 cars * 10 km/yr * 6 CO <sub>2</sub> /km                                             |  |
| -1   | 5            | 4                                | 1  | 0 | 0 | 0 | 0 | 9           | 261                             | 261 CO <sub>2</sub> /yr = 4 cars * 9 km/yr * 6 CO <sub>2</sub> /km<br>+ 1 car * 9 km/yr * 5 CO <sub>2</sub> /km |  |
| 0    | 6            |                                  |    |   |   |   |   | 10          |                                 |                                                                                                                 |  |
| 1    | 7            |                                  |    |   |   |   |   | 10          |                                 |                                                                                                                 |  |
| 2    | 8            |                                  |    |   |   |   |   | 9           |                                 |                                                                                                                 |  |
| 3    | 9            |                                  |    |   |   |   |   | 9           |                                 |                                                                                                                 |  |
|      |              | Efficiency (CO <sub>2</sub> /km) |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|      |              | 6                                | 5  | 5 | 4 | 4 | 3 |             |                                 |                                                                                                                 |  |



# Practical exercise: a simple dynamic stock model for the vehicle fleet

stock-driven model, fixed product lifetime: 3 years

|      |              | Age-cohort                       |    |   |   |   |   |             |                                 |
|------|--------------|----------------------------------|----|---|---|---|---|-------------|---------------------------------|
| Year | Stock (cars) | -2                               | -1 | 0 | 1 | 2 | 3 | Use (km/yr) | Emissions (CO <sub>2</sub> /yr) |
| -2   | 4            | 4                                | 0  | 0 | 0 | 0 | 0 | 10          | 240                             |
| -1   | 5            | 4                                | 1  | 0 | 0 | 0 | 0 | 9           | 261                             |
| 0    | 6            | 4                                | 1  | 1 | 0 | 0 | 0 | 10          |                                 |
| 1    | 7            |                                  |    |   |   |   |   | 10          |                                 |
| 2    | 8            |                                  |    |   |   |   |   | 9           |                                 |
| 3    | 9            |                                  |    |   |   |   |   | 9           |                                 |
|      |              | Efficiency (CO <sub>2</sub> /km) |    |   |   |   |   |             |                                 |
|      |              | 6                                | 5  | 5 | 4 | 4 | 3 |             |                                 |

$240 \text{ CO}_2/\text{yr} = 4 \text{ cars} * 10 \text{ km/yr} * 6 \text{ CO}_2/\text{km}$

$261 \text{ CO}_2/\text{yr} = 4 \text{ cars} * 9 \text{ km/yr} * 6 \text{ CO}_2/\text{km}$   
 $+ 1 \text{ car} * 9 \text{ km/yr} * 5 \text{ CO}_2/\text{km}$

# Practical exercise: a simple dynamic stock model for the vehicle fleet

stock-driven model, fixed product lifetime: 3 years

|      |              | Age-cohort                       |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|------|--------------|----------------------------------|----|---|---|---|---|-------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------|--|
| Year | Stock (cars) | -2                               | -1 | 0 | 1 | 2 | 3 | Use (km/yr) | Emissions (CO <sub>2</sub> /yr) |                                                                                                                 |  |
| -2   | 4            | 4                                | 0  | 0 | 0 | 0 | 0 | 10          | 240                             | 240 CO <sub>2</sub> /yr = 4 cars * 10 km/yr * 6 CO <sub>2</sub> /km                                             |  |
| -1   | 5            | 4                                | 1  | 0 | 0 | 0 | 0 | 9           | 261                             | 261 CO <sub>2</sub> /yr = 4 cars * 9 km/yr * 6 CO <sub>2</sub> /km<br>+ 1 car * 9 km/yr * 5 CO <sub>2</sub> /km |  |
| 0    | 6            | 4                                | 1  | 1 | 0 | 0 | 0 | 10          |                                 |                                                                                                                 |  |
| 1    | 7            | 0                                | 1  | 1 | 5 | 0 | 0 | 10          |                                 |                                                                                                                 |  |
| 2    | 8            | 0                                | 0  | 1 | 5 | 2 | 0 | 9           |                                 |                                                                                                                 |  |
| 3    | 9            | 0                                | 0  | 0 | 5 | 2 | 2 | 9           |                                 |                                                                                                                 |  |
|      |              | Efficiency (CO <sub>2</sub> /km) |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|      |              | 6                                | 5  | 5 | 4 | 4 | 3 |             |                                 |                                                                                                                 |  |



# Practical exercise: a simple dynamic stock model for the vehicle fleet

stock-driven model, fixed product lifetime: 3 years

|      |              | Age-cohort                       |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|------|--------------|----------------------------------|----|---|---|---|---|-------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------|--|
| Year | Stock (cars) | -2                               | -1 | 0 | 1 | 2 | 3 | Use (km/yr) | Emissions (CO <sub>2</sub> /yr) |                                                                                                                 |  |
| -2   | 4            | 4                                | 0  | 0 | 0 | 0 | 0 | 10          | 240                             | 240 CO <sub>2</sub> /yr = 4 cars * 10 km/yr * 6 CO <sub>2</sub> /km                                             |  |
| -1   | 5            | 4                                | 1  | 0 | 0 | 0 | 0 | 9           | 261                             | 261 CO <sub>2</sub> /yr = 4 cars * 9 km/yr * 6 CO <sub>2</sub> /km<br>+ 1 car * 9 km/yr * 5 CO <sub>2</sub> /km |  |
| 0    | 6            | 4                                | 1  | 1 | 0 | 0 | 0 | 10          | 340                             |                                                                                                                 |  |
| 1    | 7            | 0                                | 1  | 1 | 5 | 0 | 0 | 10          |                                 |                                                                                                                 |  |
| 2    | 8            | 0                                | 0  | 1 | 5 | 2 | 0 | 9           |                                 |                                                                                                                 |  |
| 3    | 9            | 0                                | 0  | 0 | 5 | 2 | 2 | 9           |                                 |                                                                                                                 |  |
|      |              | Efficiency (CO <sub>2</sub> /km) |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|      |              | 6                                | 5  | 5 | 4 | 4 | 3 |             |                                 |                                                                                                                 |  |



# Practical exercise: a simple dynamic stock model for the vehicle fleet

stock-driven model, fixed product lifetime: 3 years

|      |              | Age-cohort                       |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|------|--------------|----------------------------------|----|---|---|---|---|-------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------|--|
| Year | Stock (cars) | -2                               | -1 | 0 | 1 | 2 | 3 | Use (km/yr) | Emissions (CO <sub>2</sub> /yr) |                                                                                                                 |  |
| -2   | 4            | 4                                | 0  | 0 | 0 | 0 | 0 | 10          | 240                             | 240 CO <sub>2</sub> /yr = 4 cars * 10 km/yr * 6 CO <sub>2</sub> /km                                             |  |
| -1   | 5            | 4                                | 1  | 0 | 0 | 0 | 0 | 9           | 261                             | 261 CO <sub>2</sub> /yr = 4 cars * 9 km/yr * 6 CO <sub>2</sub> /km<br>+ 1 car * 9 km/yr * 5 CO <sub>2</sub> /km |  |
| 0    | 6            | 4                                | 1  | 1 | 0 | 0 | 0 | 10          | 340                             |                                                                                                                 |  |
| 1    | 7            | 0                                | 1  | 1 | 5 | 0 | 0 | 10          | 300                             |                                                                                                                 |  |
| 2    | 8            | 0                                | 0  | 1 | 5 | 2 | 0 | 9           | 297                             |                                                                                                                 |  |
| 3    | 9            | 0                                | 0  | 0 | 5 | 2 | 2 | 9           | 306                             |                                                                                                                 |  |
|      |              | Efficiency (CO <sub>2</sub> /km) |    |   |   |   |   |             |                                 |                                                                                                                 |  |
|      |              | 6                                | 5  | 5 | 4 | 4 | 3 |             |                                 |                                                                                                                 |  |



# The stock-driven model for determining inflows

*The stock-driven model is the inverse of the inflow driven model:*

- The inflow computed by the stock-driven model is identical to the original inflow.
- The stock computed with the inflow-driven model is identical to the original stock.

*Be creative with the initial stock!*

- Use stock obtained from inflow-driven model to apply stock-driven model from a time when there were virtually no stocks.
- If the original stock age-cohort composition is unknown, the leaching model can be applied to  $S_0$ .

# Implementing the stock-driven model

**In Excel:** Possible but a bit cumbersome. See [IEooc Methods3 Software9](#) for an implementation.

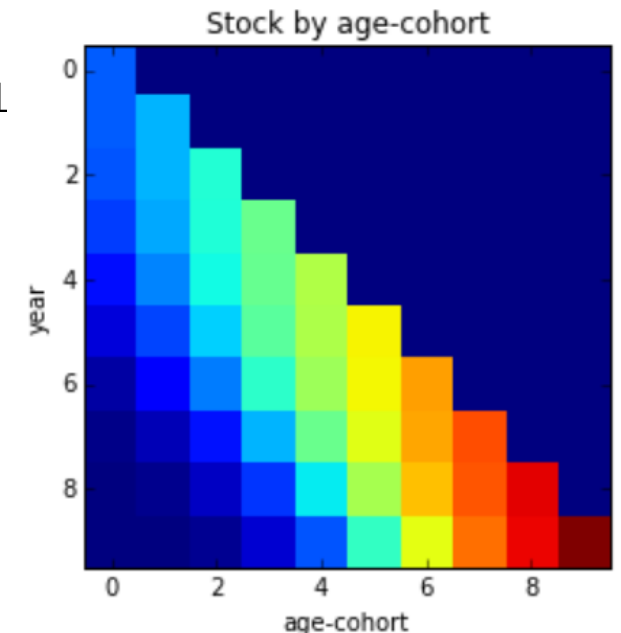
**In Python:** via Jupyter notebooks, e.g., [IEooc Methods3 Software1](#)

See section Methodology 3: Dynamic Material Flow Analysis of the IEooc

```
TestDSMX = DynamicStockModel(t = np.arange(1,11,1),  
s = np.array([ 2.5, 6. , 10.5, 16. , 22.5, 27.5, 32.5, 37.5, 42.5, 47.5]),  
lt = {'Type': 'Normal', 'Mean': np.array([4]), 'StdDev': np.array([1.0]) })
```

```
S_C, O_C, I, ExitFlag = TestDSMX.compute_stock_driven_model  
O, ExitFlag = TestDSMX.compute_outflow_total()  
DS, ExitFlag = TestDSMX.compute_stock_change()  
Bal, ExitFlag = TestDSMX.check_stock_balance()
```

→ **Applied in IEooc\_Method3\_Software1 (Python)**



# Research & dissemination infrastructure @IEF



Blog ,State of Affairs' and Twitter



Industrial ecology  
open online course



Open source software:  
ODYM MFA framework  
RECC scenario model



General data model  
and database:  
Industrial ecology  
data commons (iedc)

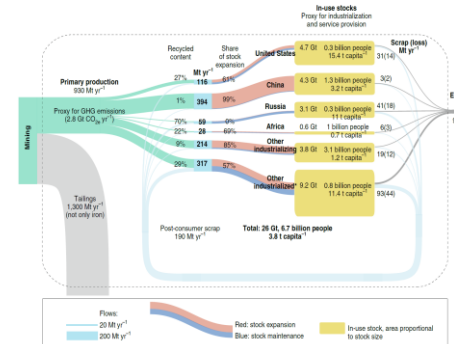
Guidelines and standards:  
Methodology & indicators  
Reproducibility of results  
Traceability & provenance

Interactive visualisation:  
Sankey diagrams  
Scenario results  
Circular economy profiles

Industrial Ecology Freiburg  
WORKING PAPER

1  
2023

Good Practice Examples for  
Complete Traceability of  
Workflows and Reproducibility  
of Results in Industrial Ecology  
Research



<https://www.industrialecology.uni-freiburg.de/>

A black and white photograph of the Golden Gate Bridge in San Francisco. The bridge is shown in a state of construction, with a large, temporary steel truss structure spanning the water between the two main towers. The towers are tall and white, with the suspension cables fanning out from their tops. The bridge deck is visible, and a small sailboat is seen in the water. The background features rolling hills and a clear sky. The foreground shows waves crashing against dark rocks.

**Thanks a lot  
for your interest!**

**[www.industrialecology.uni-freiburg.de](http://www.industrialecology.uni-freiburg.de)**

# Application: Implications of low demand scenarios in the global building stock - materials and energy

**Stefan PAULIUK<sup>1</sup>**, Fabio CARRER<sup>2</sup>, Niko HEEREN<sup>2</sup>, and Edgar G. HERTWICH<sup>2</sup>

1) University of Freiburg, 2) NTNU Trondheim, Norway

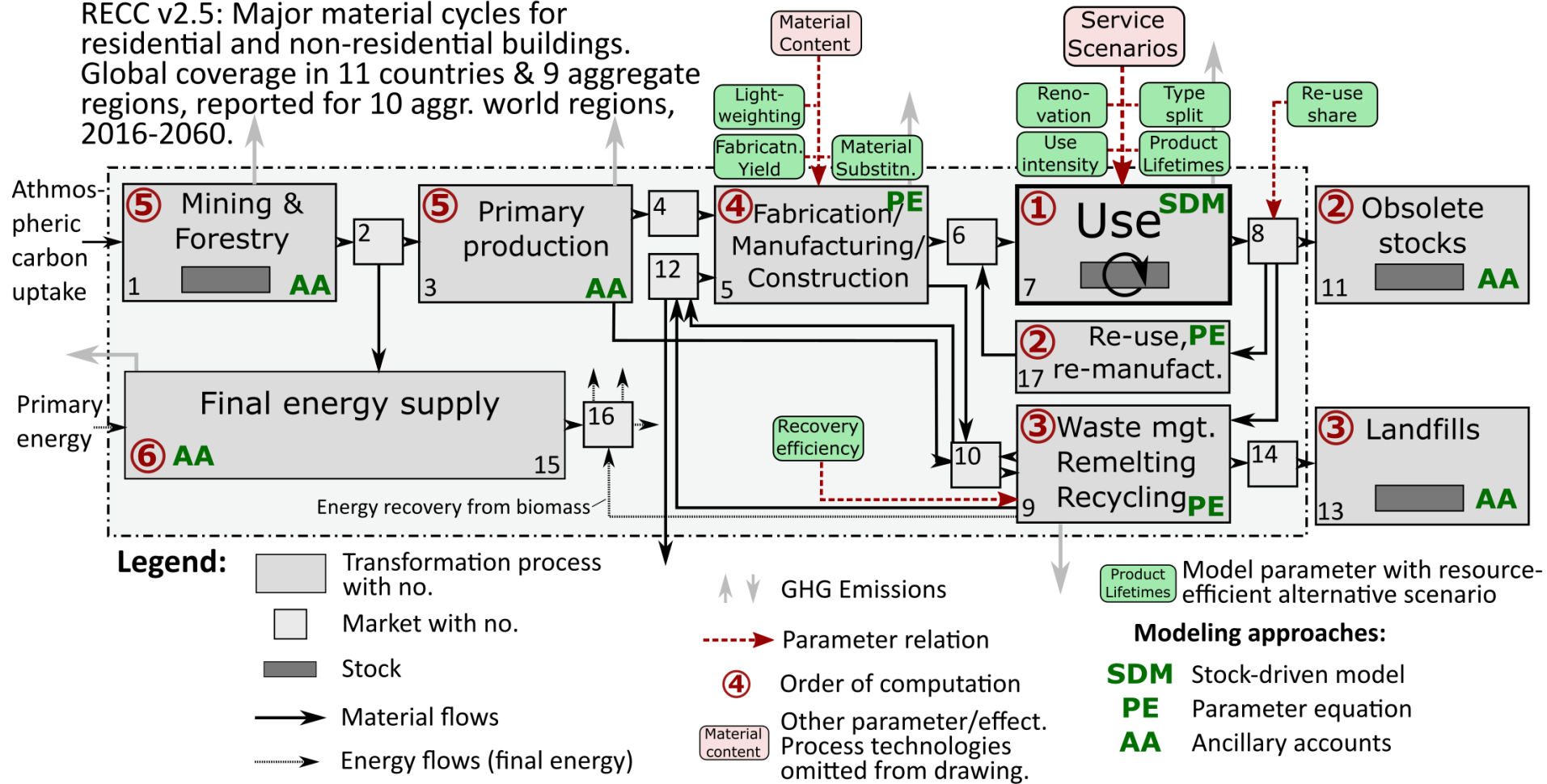
October 2024

# Motivation

- Residential and non-residential buildings are a major contributor to human wellbeing.
  - Buildings cause 30% of final energy use, 18% of greenhouse gas emissions, and about 65% of material accumulation globally.
  - With electrification and higher energy efficiency, material-related emissions gain relevance.
  - The circular economy (CE) strategies, *narrow, slow, and close*, together with wooden buildings, can reduce material-related emissions.
- Comprehensive set of building stock transformation scenarios for ten world regions until 2060, using the RECC model of the stock-flow-service nexus, including low energy and material demand futures (LEMD: Values from Grubler et al. (2018) study)

# System definition of the RECC model (resource efficiency and climate change mitigation)

RECC v2.5: Major material cycles for residential and non-residential buildings. Global coverage in 11 countries & 9 aggregate regions, reported for 10 aggr. world regions, 2016-2060.



# Main driver: per capita floorspace for residential and non-res. buildings

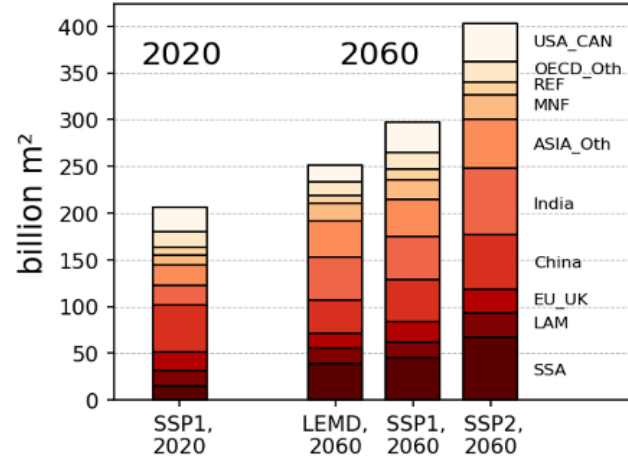
**Table 1:** Central parameters for the stock-flow-service nexus of the use phase: Initial and future service level (per capita floorspace) for the different socio-economic scenarios, and the typical building lifetime. Building lifetime can vary across age-cohorts and here, typical values are indicated. Region and scenario acronyms are defined in the text.

|            | 2015 per capita stock (m <sup>2</sup> ) |          | 2050 per capita stock, m <sup>2</sup> , LEMD / SSP1 / SSP2 |               | Typical Building lifetime (yr) |                 |
|------------|-----------------------------------------|----------|------------------------------------------------------------|---------------|--------------------------------|-----------------|
| Regions    | residential                             | non-res. | residential                                                | non-res.      | residential                    | non-residential |
| SSA        | 11.4                                    | 0.8      | 19.4/26.9/33.4                                             | 7/10/12       | 50                             | 45              |
| LAM        | 34.4                                    | 3.0      | 30.3/34.4/44.3                                             | 7/10/12       | 50                             | 45              |
| EU_UK      | 37.7                                    | 12.5     | 31.2/40.1/46.2                                             | 12.8/16.1/20  | 100-180                        | 60-80           |
| China      | 36.1                                    | 10.8     | 31/40/50                                                   | 13/16/20      | 27-40                          | 30              |
| India      | 11.7                                    | 0.8      | 25/28.7/38.1                                               | 7/10/12       | 50                             | 45              |
| Other_Asia | 20.8                                    | 2.6      | 29.4/34.3/39                                               | 7.5/10.5/12.6 | 50                             | 45              |
| MNF        | 24.6                                    | 8.3      | 29.6/38.9/43.6                                             | 9/12/15       | 100                            | 45              |
| REF        | 23.5                                    | 5.9      | 29.5/38.9/43.5                                             | 9/12/15       | 120                            | 60              |
| Other_OEDC | 38.0                                    | 6.5      | 30.5/39.9/44.5                                             | 9/12/15       | 100                            | 50              |
| USA_CAN    | 66.8                                    | 24.1     | 42.5/66.8/83.7                                             | 18/26/30      | 110                            | 45              |

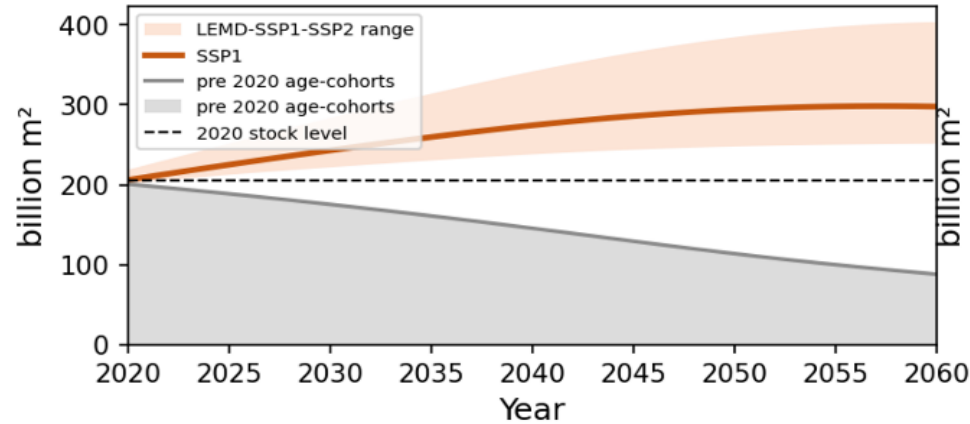
# Stock and cumulative flows, global, 2020-2060

## (a) Residential buildings, global

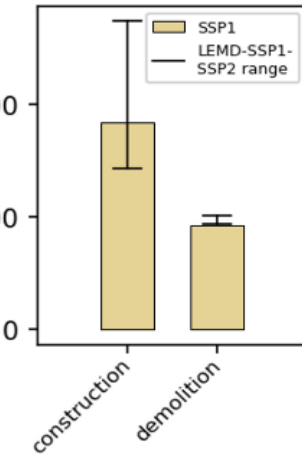
In-use stock by region, year, and scenario



stock over time

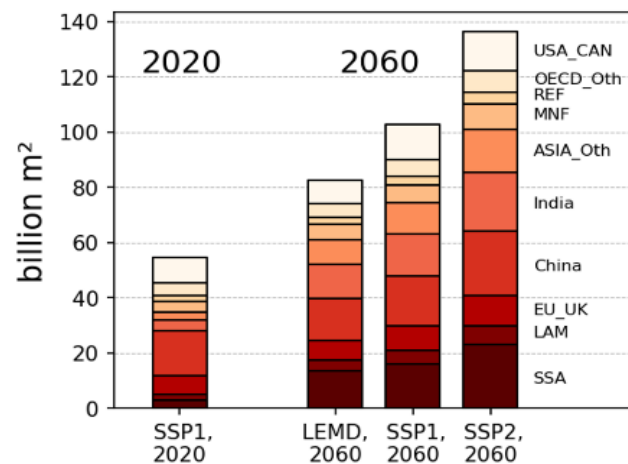


cumulative flows, 2020-2050

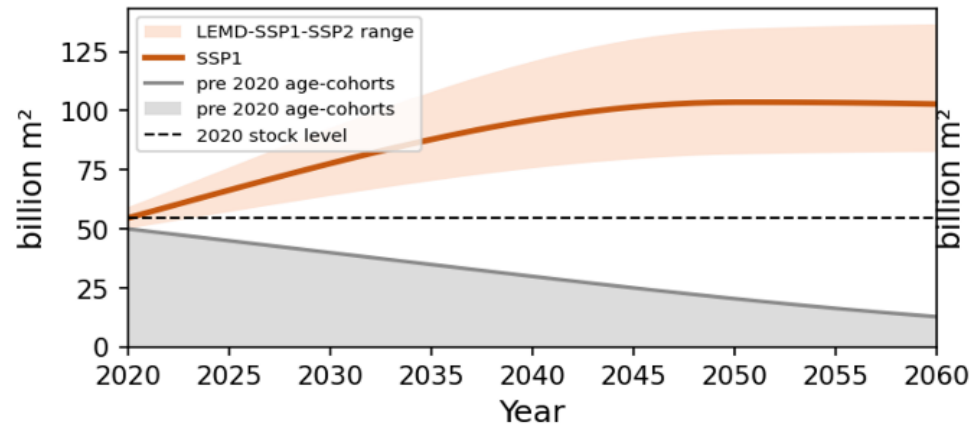


## (b) Non-residential buildings, global

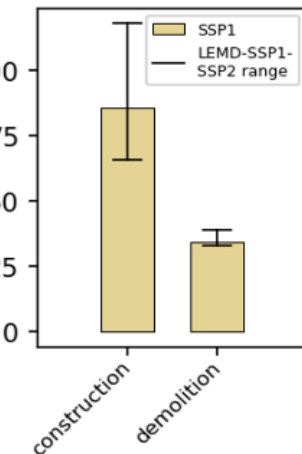
In-use stock by region, year, and scenario



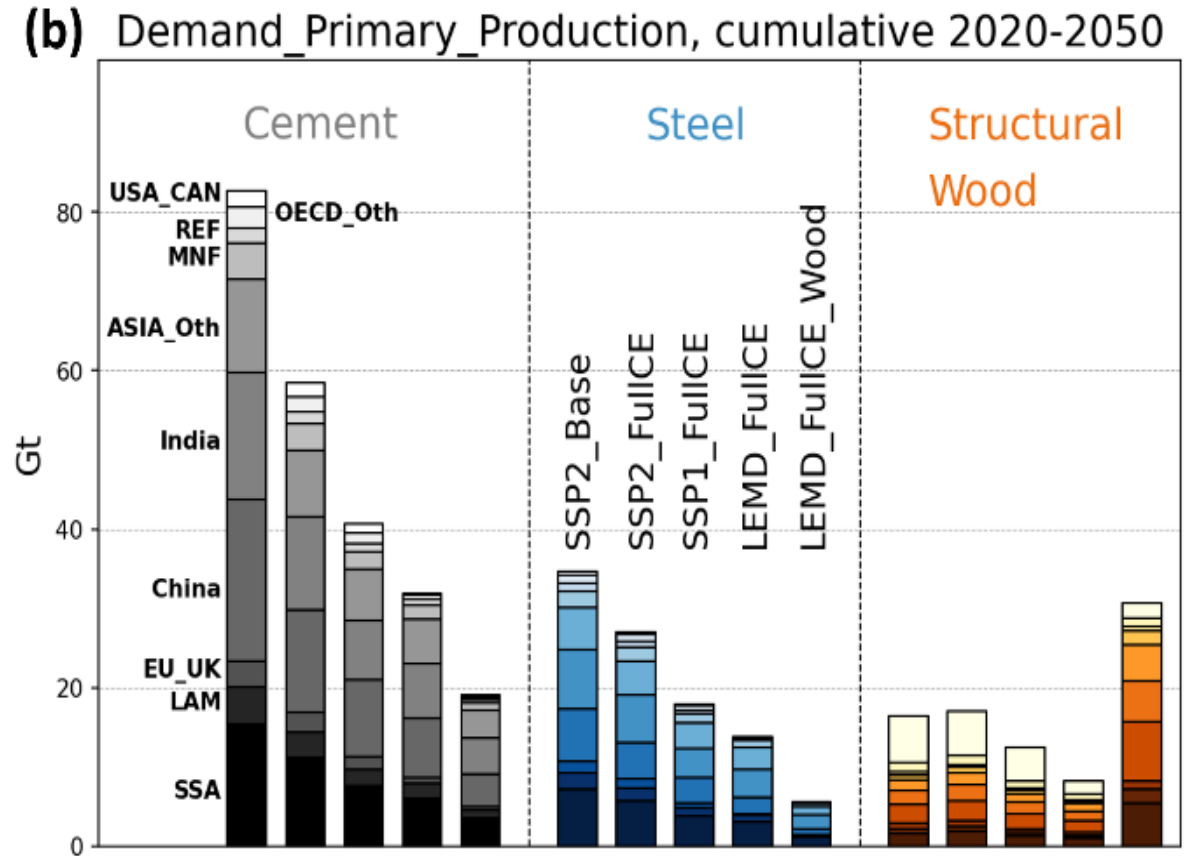
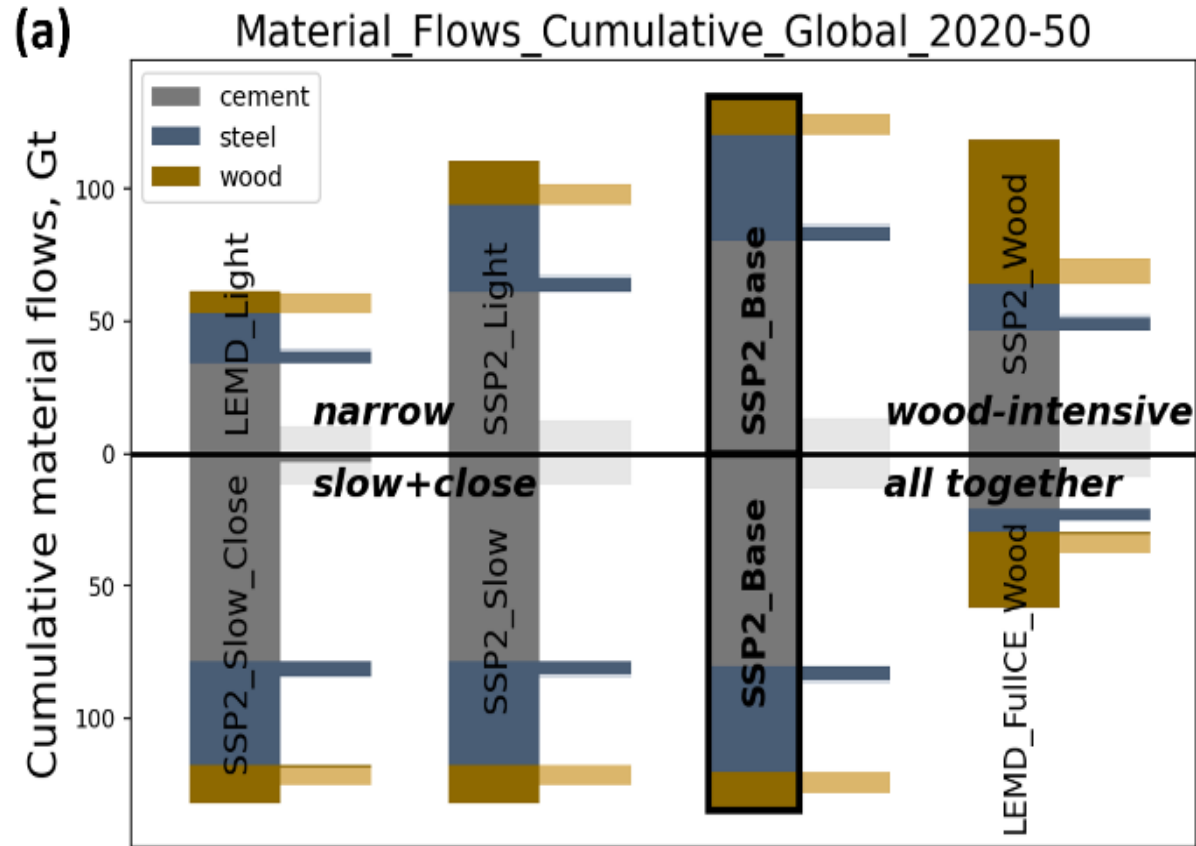
stock over time



cumulative flows, 2020-2050



# Cumulative material flows, global, 2020-2060

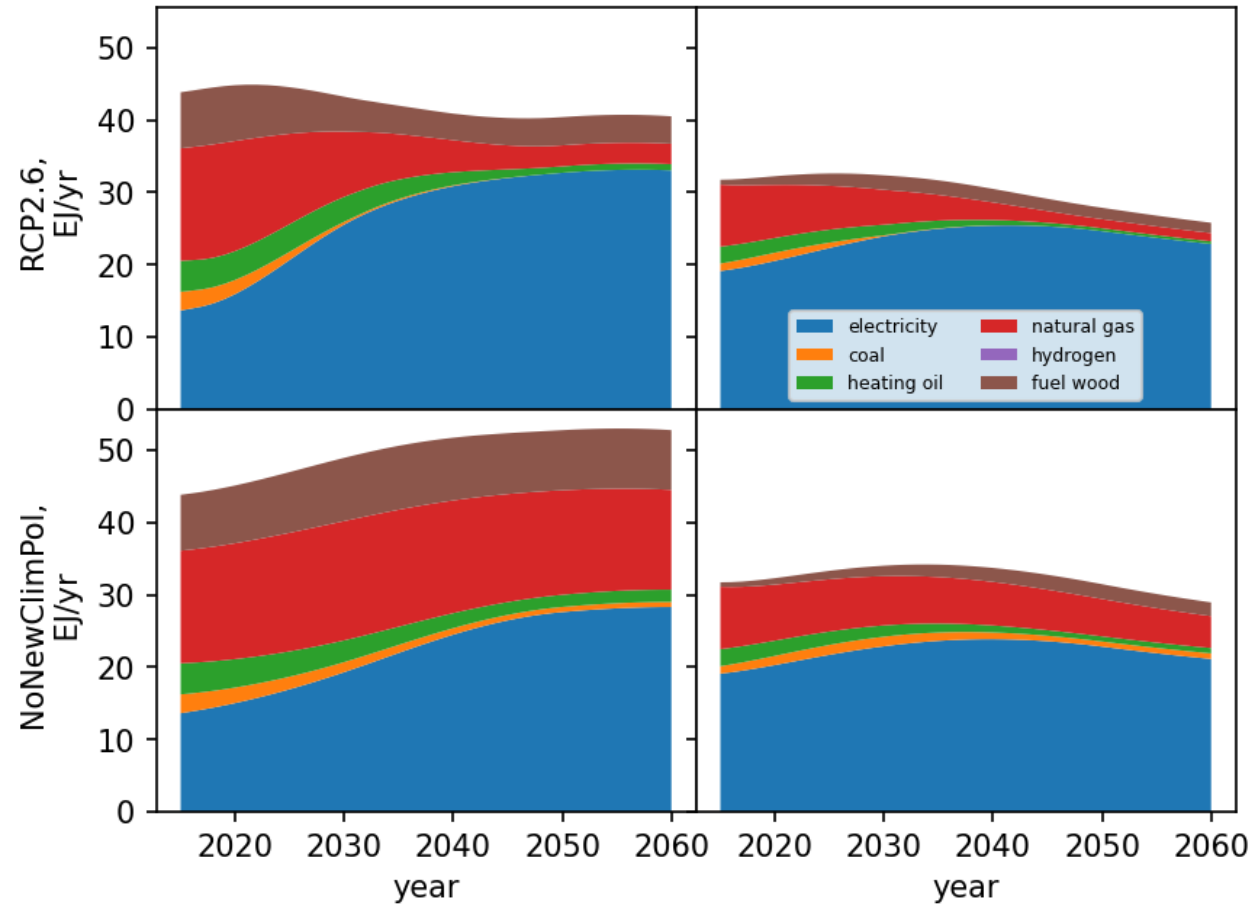


# Use phase energy demand, global, 2020-2060

SSP2, energy demand, use phase, by scenario, Global

residential blds.

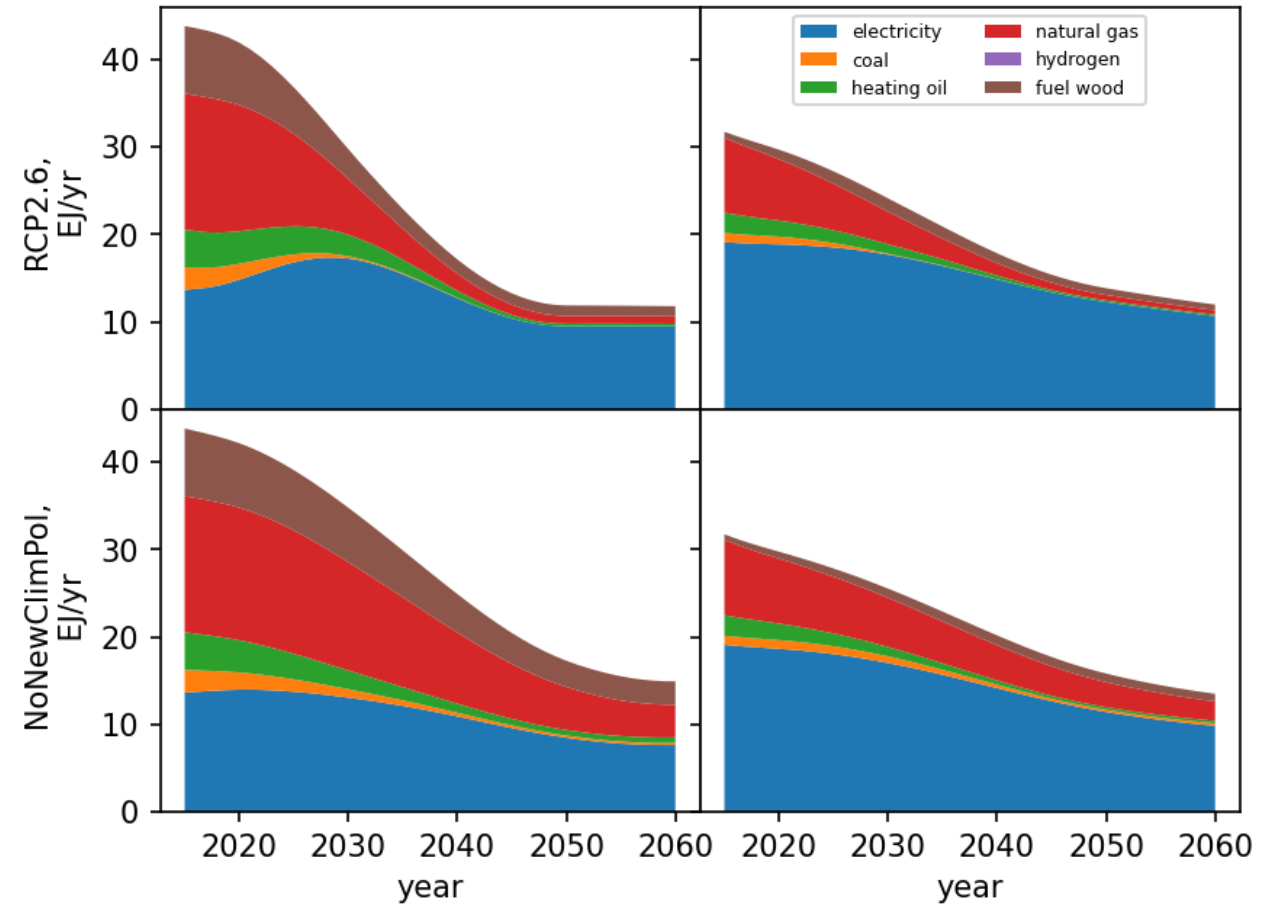
non-residential blds.



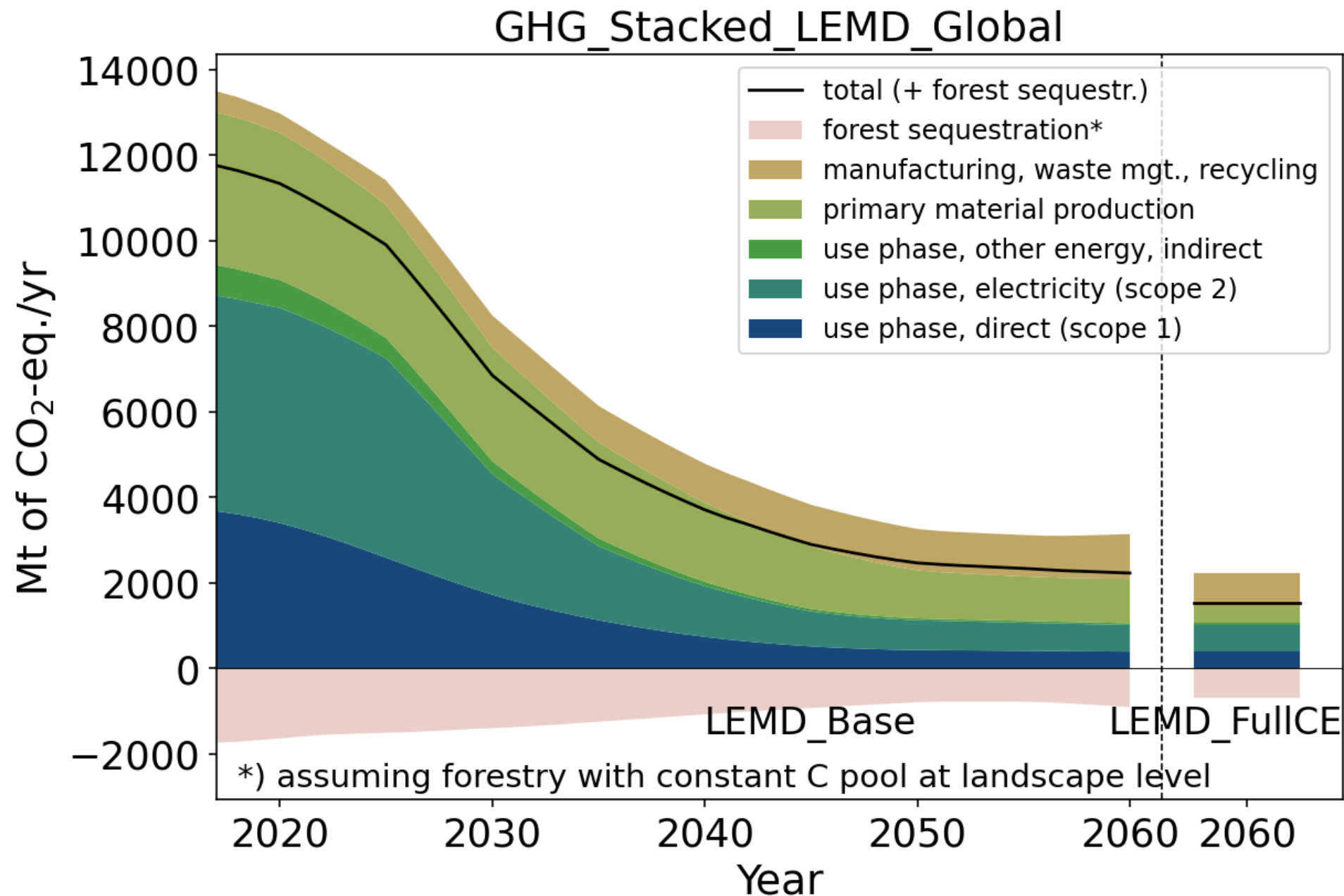
LEMD, energy demand, use phase, by scenario, Global

residential blds.

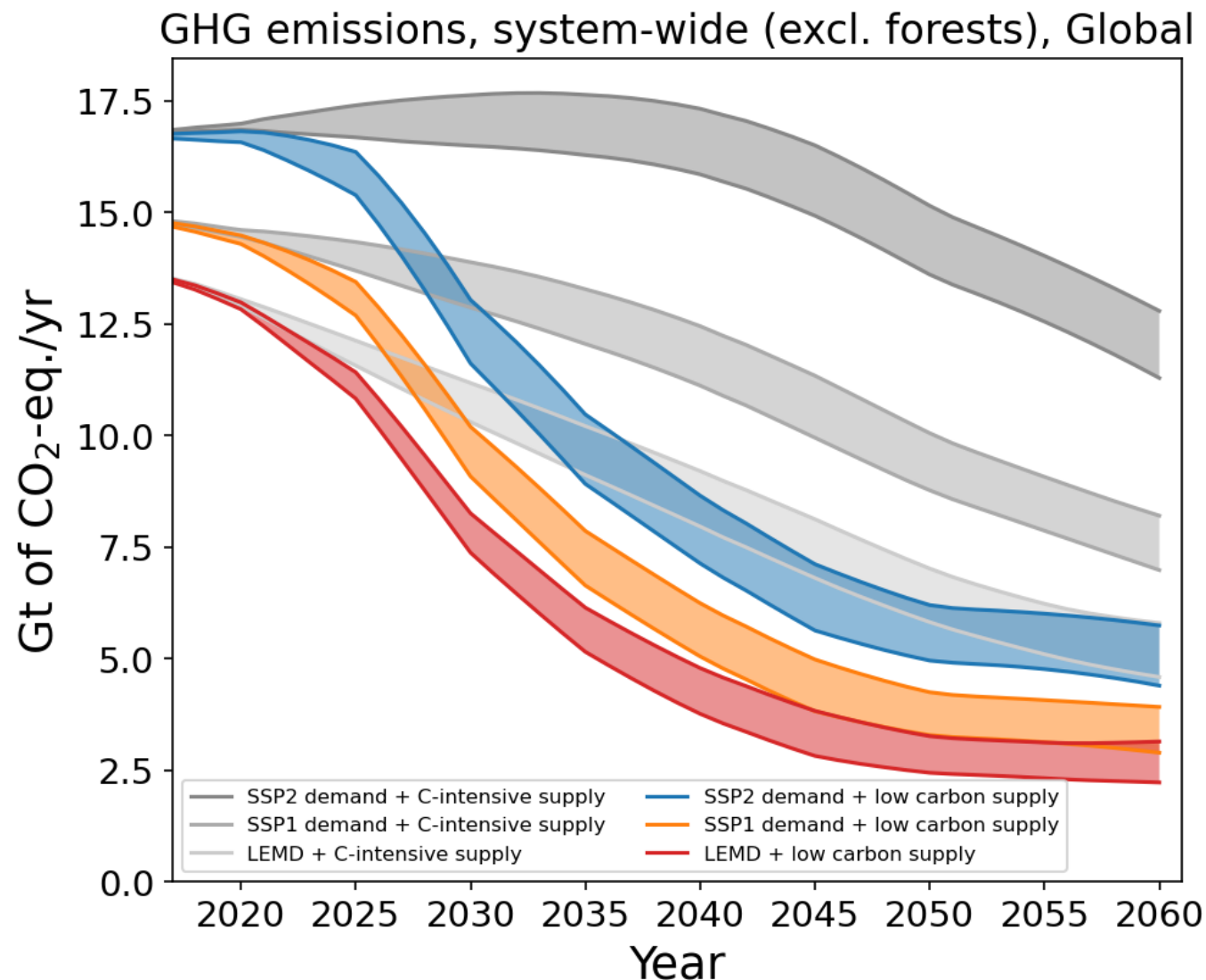
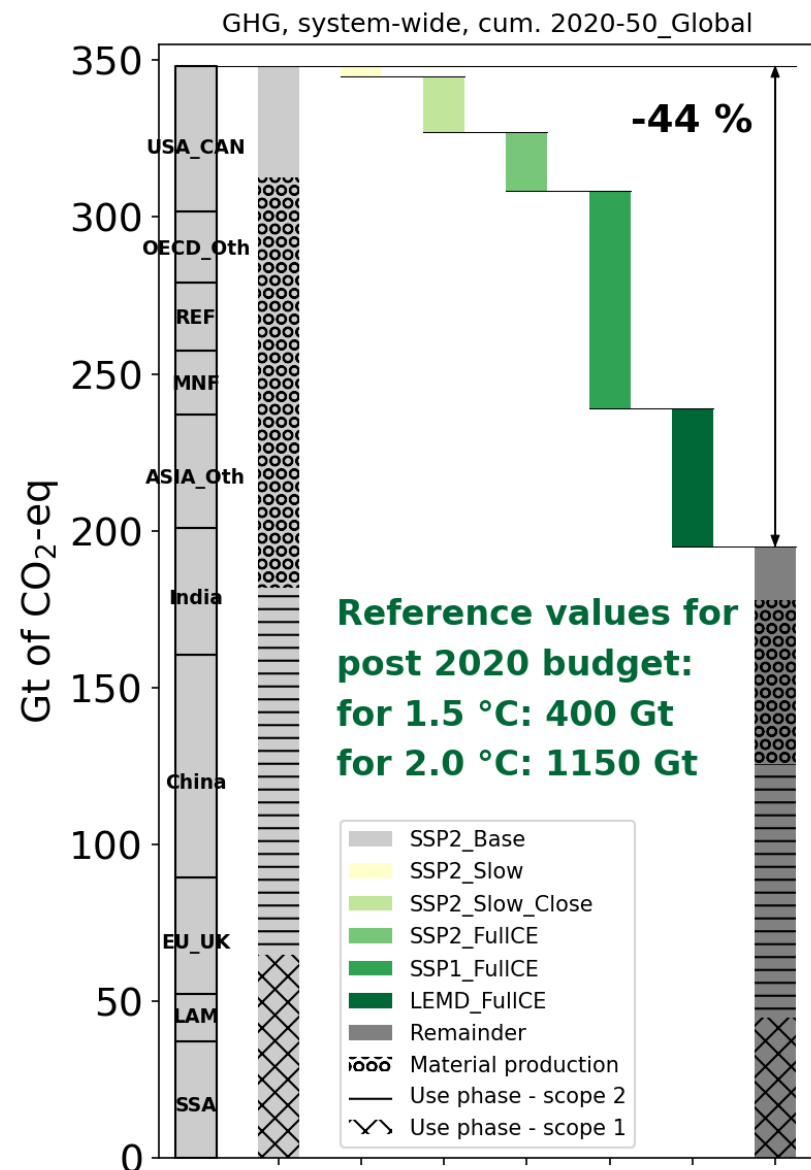
non-residential blds.



# GHG time series by sector and region

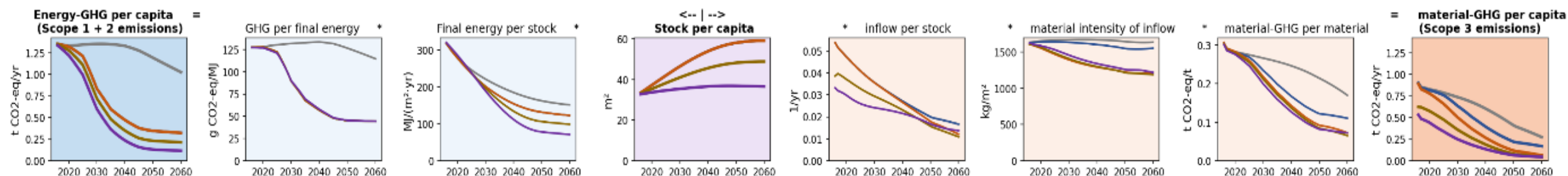


# GHG reduction and scenario dependency

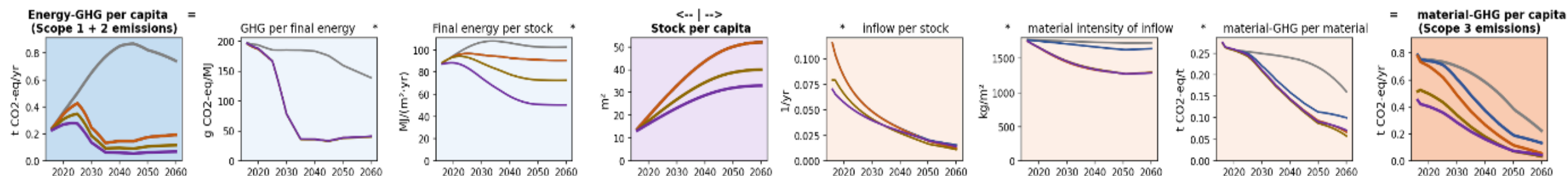


# Decomposition analysis of Scope 1+2 and Scope 3 GHG

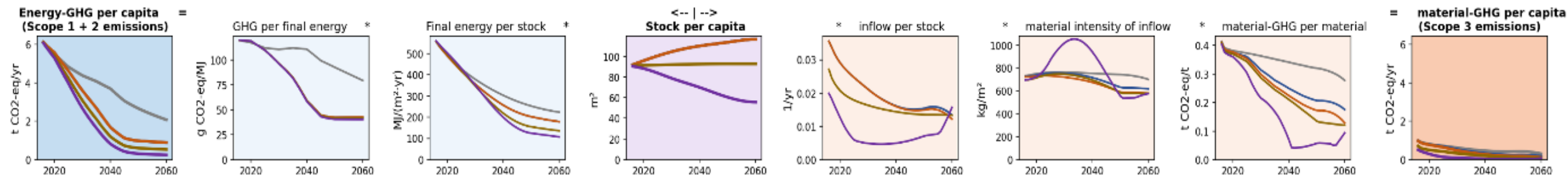
## (a) Global aggregate



## (b) India



## (c) USA and Canada



— SSP2\_Fossil — SSP2\_Base — SSP2\_FulICE — SSP1\_FulICE — LEMD\_FulICE

## Summary and outlook

- 2020-2050 global cumul. new construction ranges from 150 to 280 billion m<sup>2</sup> for residential and 70 120 billion m<sup>2</sup> for non-residential buildings. LEMD reduces cumul. 2020-2050 primary material demand from 80 to 30 gigatons (Gt) for cement and from 35 to 15 Gt for steel.
- Lowering floor space demand by 1 m<sup>2</sup> per capita leads to global savings of 800-2500 megatons (Mt) of cement, 300-1000 Mt of steel, and 3-10 Gt CO<sub>2</sub>-eq, depending on industry decarbonization and CE roll-out.
- CE reduces 2020-2050 cumul. GHG by up to 44%, where the highest contribution comes from the narrow CE strategies, i.e., lower floorspace and lightweight buildings.
- Very low carbon emissions trajectories are possible only when combining supply and demand-side strategies.

→ Assess economic implications of LEMD! // Connect sector-level scenarios at the city scale!

# Thank you for your attention!

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