

Decomposition of Energy-related Carbon Emissions: California's Manufacturing Sector 2000-2021

What's driving carbon emissions?

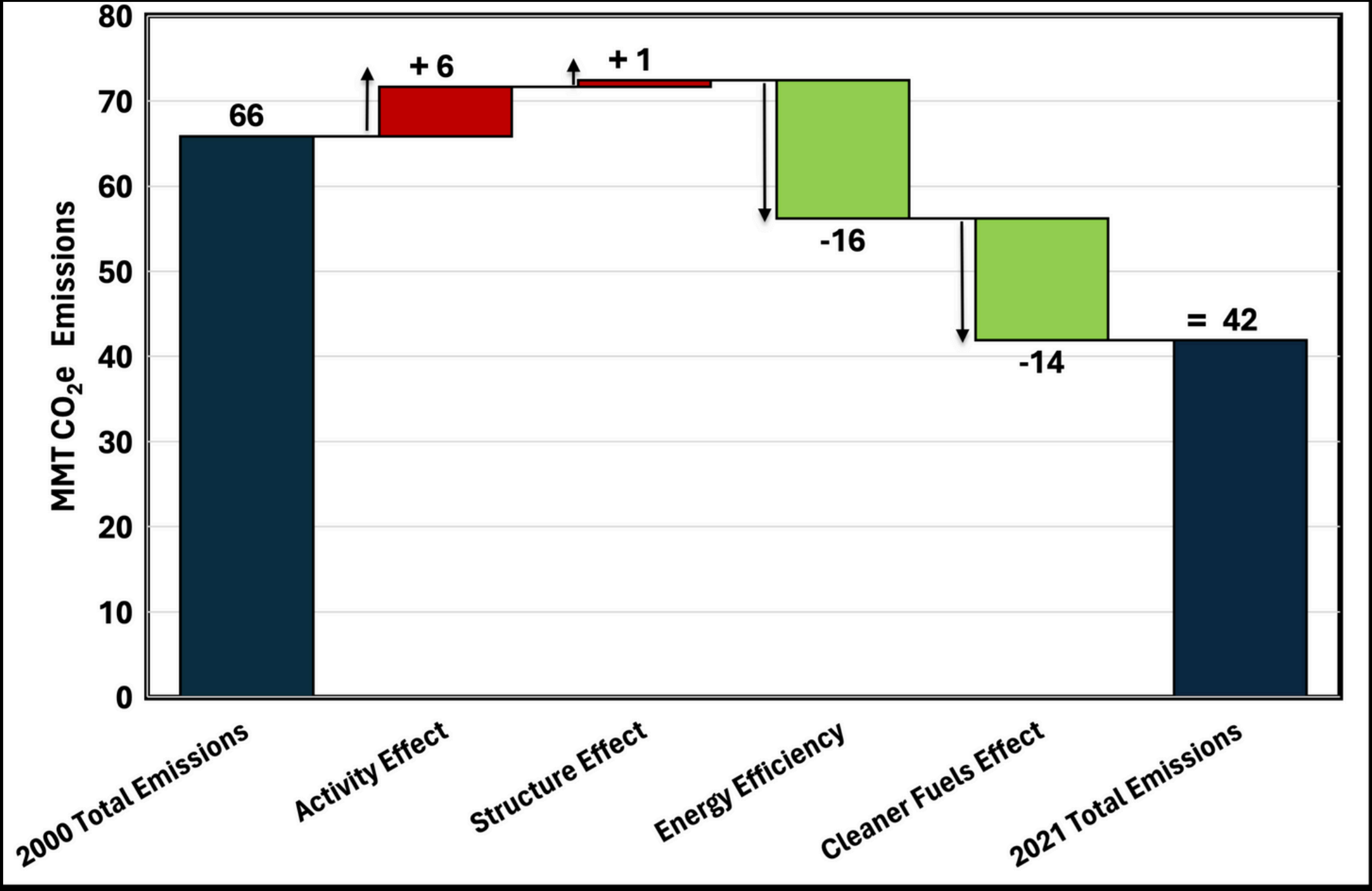


Figure 1: LMDI Decomposition of CA's Manufacturing Sector's Energy-Related Carbon Emissions 2000-2021.

Methodology And Data

$$C = \sum_{ij} c_{ij} = \sum_{ij} \underbrace{Q}_{\text{Activity Effect}} \underbrace{\frac{Q_i}{Q}}_{\text{Structure Effect}} \underbrace{\frac{E_i}{Q_i}}_{\text{Energy Efficiency}} \underbrace{\frac{E_{ij}}{E_i} \frac{C_{ij}}{E_{ij}}}_{\text{Cleaner Fuels}}$$

i : sub-sector j : fuel
 Q : real GDP (\$ 2012)
 E : energy (MMBtu)
 C : MMT CO₂e emissions

This study uses an additive **Logarithmic Means Divisia Index (LMDI)** to decompose the carbon emissions of California's manufacturing sector for **2000-2021**. Additive LMDI is a widely used index decomposition analysis (IDA) method that starts with an identity expressing an aggregate quantity (energy or CO₂) as a product of factors affecting it. The identity above expresses 2000 and 2021 CO₂e emissions for each manufacturing sub-sector for each fuel as a product of the total manufacturing output (**Activity Effect**), the sub-sector's share in it (**Structural Effect**), the energy intensity of the sub-sector's output (**Energy Efficiency**), and the carbon intensity of its fuel mix (**Cleaner Fuels Effect**). To estimated the values for these effects, the relative change in the effects' quantitative indicators between the base year and the future year is weighted with the log mean of CO₂e emissions in 2021 and 2000. The LMDI method leaves no residual and perfectly decomposes the change in CO₂e emissions as a sum of the underlying effects.

The energy consumption data at the fuel level for each sub-sector was derived either directly (**U.S. EIA**) or indirectly by dividing CO₂ emissions for each sub-sector and fuel combination (**CARB's GHG Emissions Inventory**) with the fuel's emissions factor (**U.S. EIA, CARB Inventory, and U.S. EPA**). The data on manufacturing output for each sub-sector came from the **U.S. Bureau of Economic Analysis**. Data on 15 manufacturing sub-sectors (mostly with NAICS codes in 311 - 337 range) for 15 fuels was obtained from the sources above. For the ease of interpretation, the **15 sub-sectors were categorized as "energy-intensive" or "non energy-intensive"** and the **15 fuels were classified as fossil fuels or electricity**.

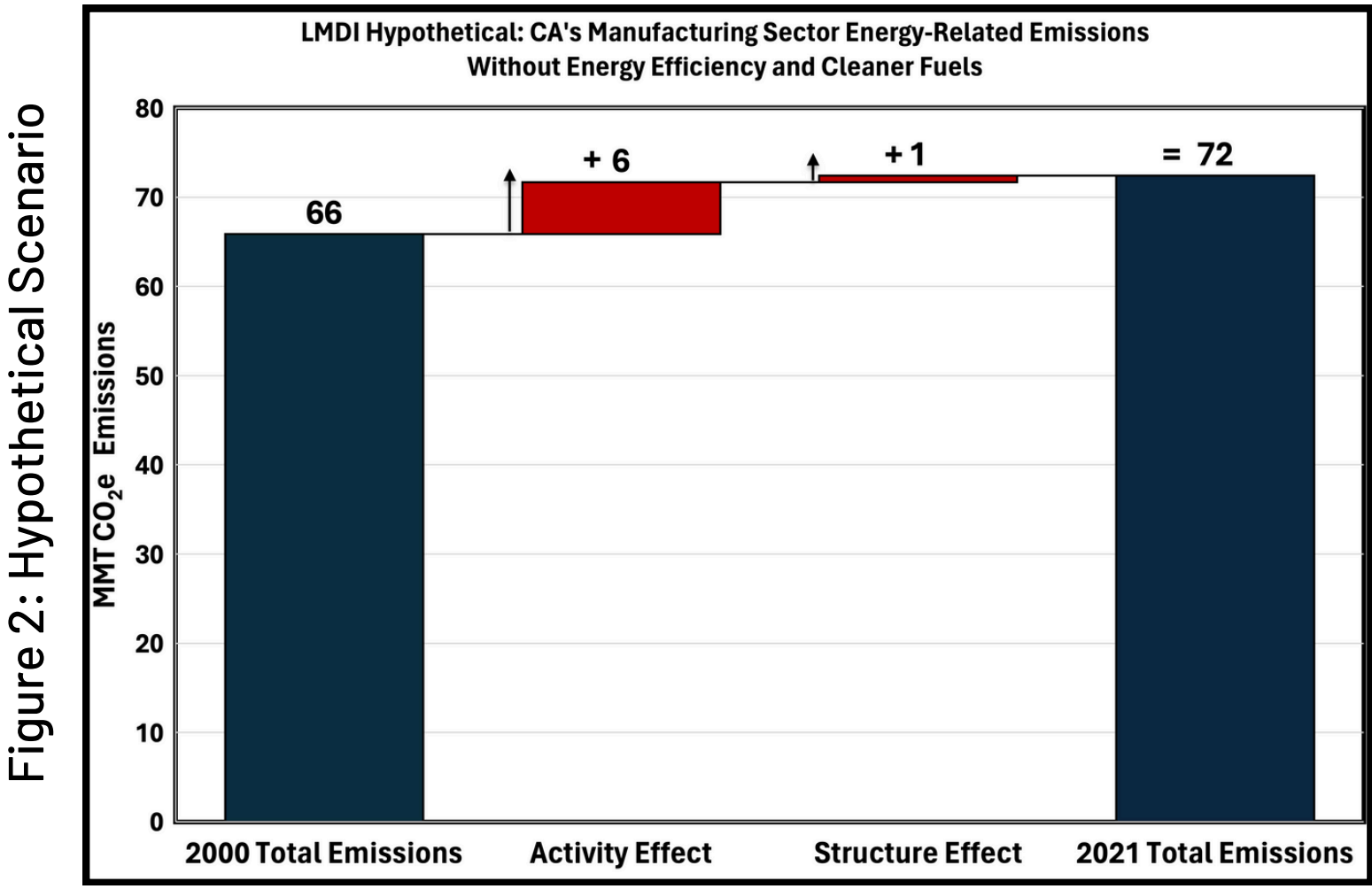
Ang, B. W. (2005). The LMDI approach to decomposition analysis: A practical guide. Energy Policy, 33(7), 867-871. <https://doi.org/10.1016/j.enpol.2003.10.010>

Silva, M., & Michaelis, C. (2019). IEA: An introduction to decomposition analysis. <https://iea.blob.core.windows.net/assets/imports/events/613/7.Introductiontodecompositionanalysis.pdf>

Discussion

Key Findings (Figure 1):

- Energy-related CO₂e emissions decreased by 14 MMT between 2000 and 2021 (~21%).
- Activity effect contributes to emissions increase:** The 11% growth in manufacturing output (real GDP) pushed emissions upwards. **Structural changes had a small but positive effect** in the emissions increase and a ~4% increase in the output share of energy-intensive sectors (Chemicals and Petroleum and Coal Products) contributed to the increase in emissions.
- Energy Efficiency had the largest contribution to the decline in emissions, followed by cleaner fuels:** The fall in the energy intensity of manufacturing output and the lowered carbon intensity of fuels consumed drive all the decrease in emissions between 2000 and 2021.
- Without energy efficiency measures and cleaner fuels,** the hypothetical **emissions in 2021 would have been ~11% higher** than 2000 (Figure 2).



Caveats & Considerations

The choice of a different analysis period can reveal variations in the magnitude and direction of effects driving CO₂e emissions changes. Figure 3 decomposition of the more recent **2010-2021** period highlights a **structure effect contributing to a small decline in emissions**. This was primarily linked to the decline in the output share of energy-intensive industries. Nonetheless, **energy efficiency and cleaner fuels still dominate what drives the decline in emission**.

Caveats:

- Estimates of the structure effect could also be sensitive to what sub-sectors are labelled "energy-intensive".
- Electricity use data not available from CARB; estimated using U.S. EIA MECS West Region and CA industrial electricity use data.

