## **EXPLORING THE ROLE OF NATURAL GAS POWER PLANTS WITH CARBON** CAPTURE AND STORAGE AS A BRIDGE TO A LOW-CARBON FUTURE

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Samaneh Babaee

Oak Ridge Institute for Science and Education (ORISE) Research Fellow, U.S. Environmental

Protection Agency

109 TW Alexander Dr. | Office: E363-02 | Research Triangle Park, NC 27709, USA

babaee.samaneh@epa.gov Phone: 919-541-2518

ORCID iD: 0000-0001-6917-4541

Daniel H. Loughlin (corresponding author)

Senior Physical Scientist, U.S. Environmental Protection Agency,

109 TW Alexander Dr. | MD E305-02 | Research Triangle Park, NC 27709, USA

loughlin.dan@epa.gov Phone: 919-541-3928

ORCID iD: 0000-0002-5102-3507

The 2005 to 2055 assumptions related to 20 parameters used for sensitivity runs are listed in Tables S1 through S7. Other parameters that are not included in the following tables have constant value from 2005 to 2055 based on Table 1 of the manuscript. The default values associated with each parameter is based on the EPAUS9r-14-v1.5 database. All costs are based on 2005\$.

Table S1. Natural gas price

Natural gas price (\$/thousand cubic meter)											
Scenario	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055
Very low	322	149	112	129	151	139	152	151	161	173	183
Default	322	149	123	144	172	198	227	251	277	308	339
Very high	322	149	130	174	225	267	300	346	388	438	488

Table S2. NGCC-CCS Investment cost

Investment cost for NGCC-CCS (M\$/GW)							
Scenario	2005-2015	2020	2025-2055				
Very low	1426	1341	1255				
Low	1506	1416	1326				
Default	1623	1525	1428				
High	2025	1904	1782				
Very high	2424	2279	2133				

Table S3. NGCC retrofit cost

CO <sub>2</sub> retrofit cost for NGCC (\$/KWh)							
Scenario	2005-2015	2020	2025-2055				
Very low	0.034	0.031	0.027				
Low	0.039	0.035	0.031				
Default	0.052	0.047	0.041				
High	0.068	0.062	0.054				
Very high	0.091	0.082	0.072				

Table S4. CCS retrofit cost for NGCC

CCS retrofit cost penalty for NGCC (\$/KWh)							
Scenario	2005-2015	2020	2025-2055				
Default	0.052	0.047	0.041				
High	0.062	0.056	0.049				
Very high	0.083	0.075	0.066				

Table S5. Electricity storage cost

Electricity storage investment cost (M\$/GW)							
Scenario	2005-2010	2015	2020	2025	2030-2055		
Very low	4633	3725	2816	1908	1000		
Low	4633	3975	3316	2658	2000		
Default	4623	4623	4623	4623	4623		

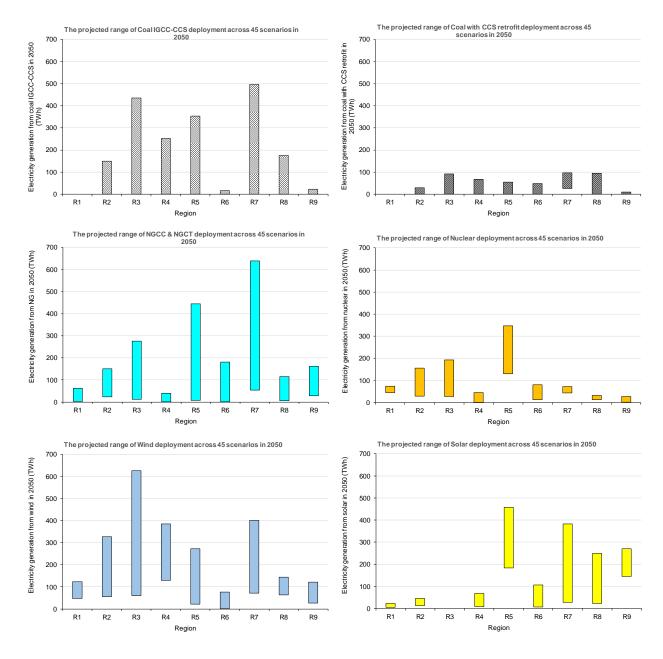
Table S6. The plug-in vehicles market shares in light duty vehicle (LDV) sector

	Share of electrified vehicles in LDV sector							
Vehicle type	2015	2020	2025	2030	2035	2040	2045	2050-2055
Battery electric vehicles	1%	2%	8%	19%	29%	37%	46%	49%
Plug-in electric vehicles	4%	18%	53%	73%	70%	62%	53%	50%

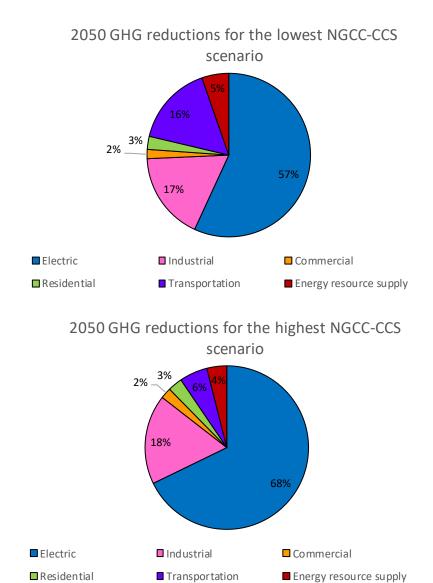
Table S7. GHG50 scenario characteristics

Scenario	Very low	Low	High	Very high
1 GHG50+ Hurdle rate on BIOIGCC-CCS	-	-	-	X
2 GHG50+ Natural gas price	X	-	-	-
3 GHG50+ Natural gas price	-	-	-	X
4 GHG50+ Hurdle rate on nuclear	-	X	-	-
5 GHG50+ Hurdle rate on nuclear	-	-	X	-
6 GHG50+ Hurdle rate on nuclear	-	-	-	X
7 GHG50+ Investment cost for NGCC-CCS+ CO2 retrofit cost for NGCC	X	-	-	-
8 GHG50+ Investment cost for NGCC-CCS+ CO2 retrofit cost for NGCC	-	X	-	-
9 GHG50+ Investment cost for NGCC-CCS+ CO2 retrofit cost for NGCC	-	-	X	-
10 GHG50+ Investment cost for NGCC-CCS+ CO2 retrofit cost for NGCC	-	-	-	X
11 GHG50+ CO <sub>2</sub> capture rate for NGCC-CCS and CCS retrofit in NGCC	X	-	-	-
12 GHG50+ CO <sub>2</sub> capture rate for NGCC-CCS and CCS retrofit in NGCC	-	X	-	-
13 GHG50+ CO <sub>2</sub> capture rate for NGCC-CCS and CCS retrofit in NGCC	-	-	X	-
14 GHG50+ CO <sub>2</sub> capture rate for NGCC-CCS and CCS retrofit in NGCC	-	-	-	X
15 GHG50+ NGCC-CCS efficiency+ CCS retrofit efficiency	X	-	-	-
16 GHG50+ NGCC-CCS efficiency+ CCS retrofit efficiency	-	X	-	-
17 GHG50+ NGCC-CCS efficiency+ CCS retrofit efficiency	-	-	X	-
18 GHG50+ CCS retrofit cost for NGCC	-	-	X	-
19 GHG50+ CCS retrofit cost for NGCC	-	-	-	X
20 GHG50+ Hurdle rate for NGCC-CCS and CCS retrofit in NGCC	-	X	-	-
21 GHG50+ Hurdle rate for NGCC-CCS and CCS retrofit in NGCC	-	-	X	-
22 GHG50+ Hurdle rate for NGCC-CCS and CCS retrofit in NGCC	-	-	-	X
23 GHG50+ Battery storage requirement for renewables	X	-	-	-
24 GHG50+ Battery storage requirement for renewables	-	X	-	-
25 GHG50+ CO <sub>2</sub> storage cost	X	-	-	-
26 GHG50+ CO <sub>2</sub> storage cost	-	X	-	-

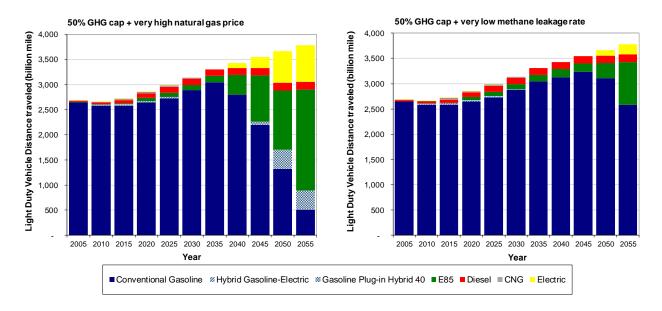
27 GHG50+ CO <sub>2</sub> storage cost	-	-	X	-		
28 GHG50+ CO <sub>2</sub> storage cost	-	-	-	X		
29 GHG50+ Electricity storage investment cost	X	-	-	-		
30 GHG50+ Electricity storage investment cost	-	X	-	-		
31 GHG50+ Methane leakage rate during extraction	X	-	-	-		
32 GHG50+ Methane leakage rate during extraction	-	X	-	-		
33 GHG50+ Methane leakage rate during extraction	-	-	X	-		
34 GHG50+ Methane leakage rate during extraction	-	-	-	X		
35 GHG50+ Max electrification of light duty vehicle	Fixed 99% of LDV fleet purchases					
36 GHG50+ Max wind and solar	27,778 billion KWh upper bound on wind + 2,083 billion Kwh lower bound on total wind and solar electricity generation					
37 GHG50+ No BIOIGCC-CCS	No biomass with CCS plant option					
38 GHG50+ No CCS gas retrofit	No CCS retrofit option for natural gas combined cycle plants					
39 GHG50+ No lifetime extension on existing coal	No investment option to extend 50-year lifetime of existing coal plants					
40 GHG50+ No gasification technologies	No biomass- and coal-IGCC plant options					
41 GHG50+ No lifetime extension on existing nuclea	No investment option to extend 40-year lifetime of existing nuclear plants					
42 GHG50+ High nuclear output	833 billion KWh lower bound limit on electricity from nuclear plants					
43 GHG50	2050 GHG emissions to be reduced by 50% relative to the 2005 level					
44 GHG50+CO <sub>2</sub> 50	2050 GHG and CO <sub>2</sub> emissions to be red	050 GHG and CO <sub>2</sub> emissions to be reduced by 50% relative to the 2005 level				



**Fig. S1.** The projected range of power plants adoption across 45 scenarios in each region in 2050.



**Fig. S2**. The sector-specific GHG reductions in 2050 for the lowest (top) and the highest (bottom) NGCC-CCS deployment scenarios.



**Fig. S3.** Light duty travel demand by technology type over time for the lowest NGCC-CCS deployment scenario (left) and the highest NGCC-CCS deployment scenario (right).