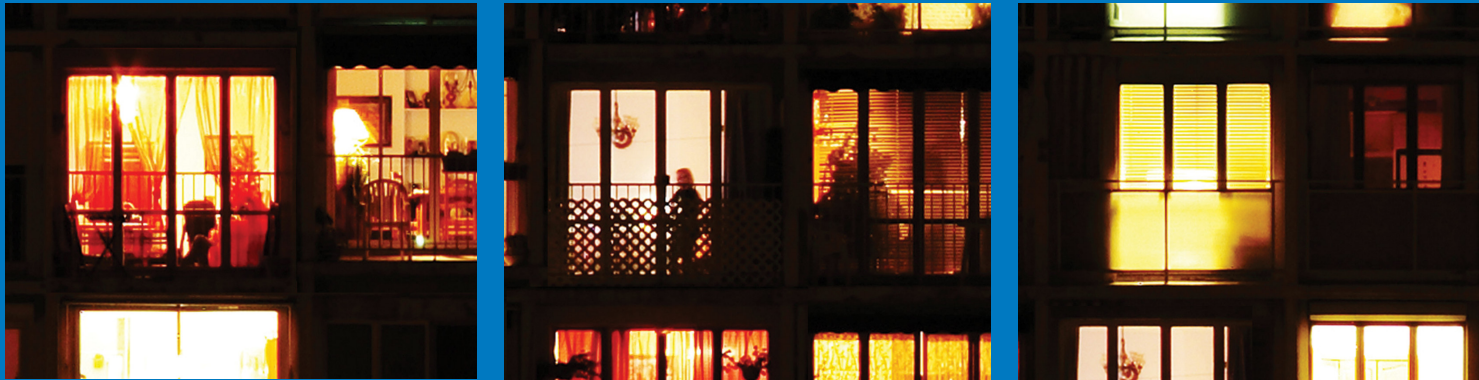


# Energy Demand



Marcus Stewart  
Energy Demand Manager  
National Grid

# Environmental Targets

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## Gone Green

2020 Renewable target hit,  
carbon budgets on track

## Slow Progression

Targets missed or delayed



# Government Policy

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## Gone Green

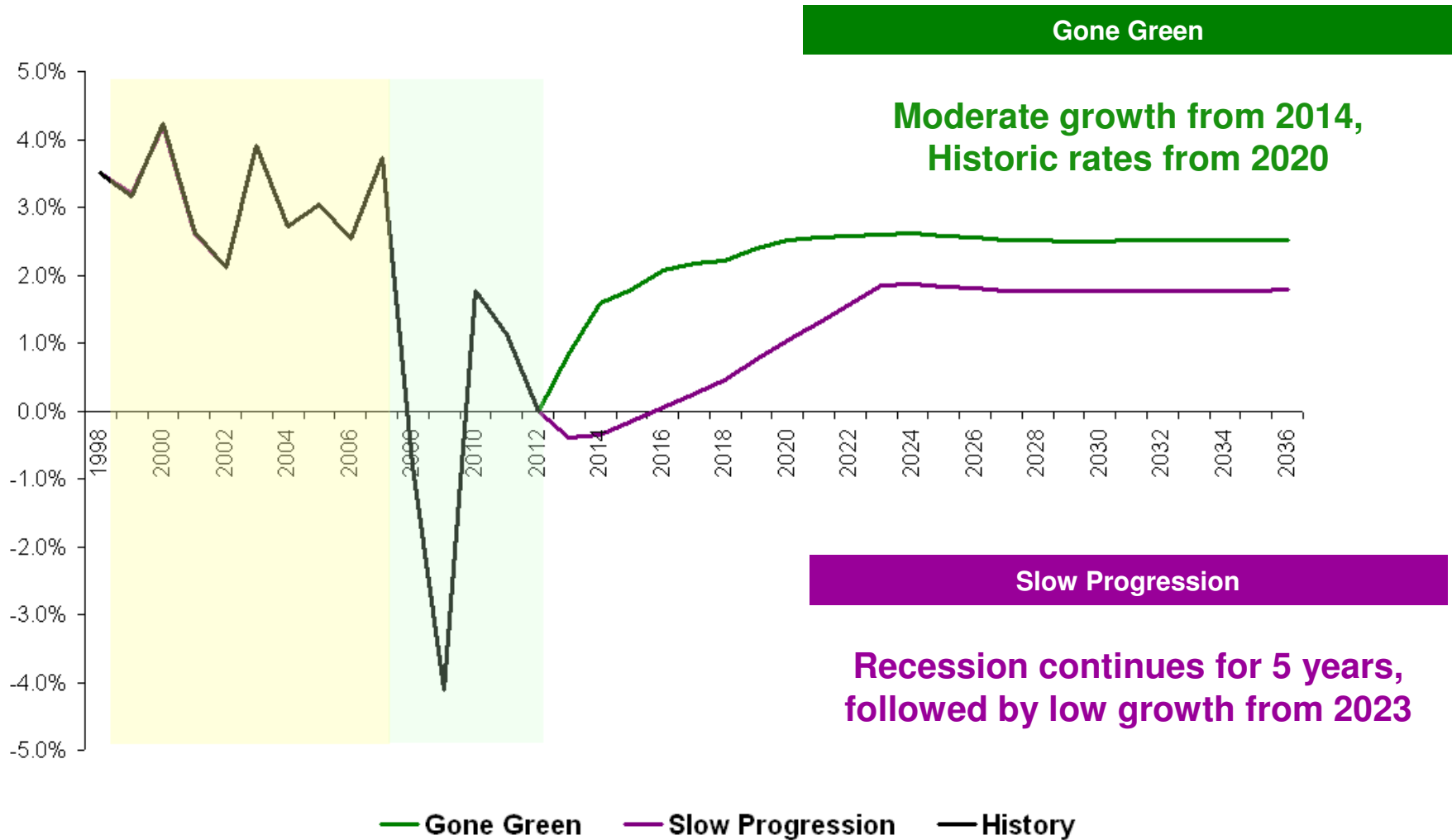
**Global accord on climate change,  
Increasing international policy  
harmonisation**

## Slow Progression

**Global climate agreements are not  
secured, lack of international policy  
harmonisation**

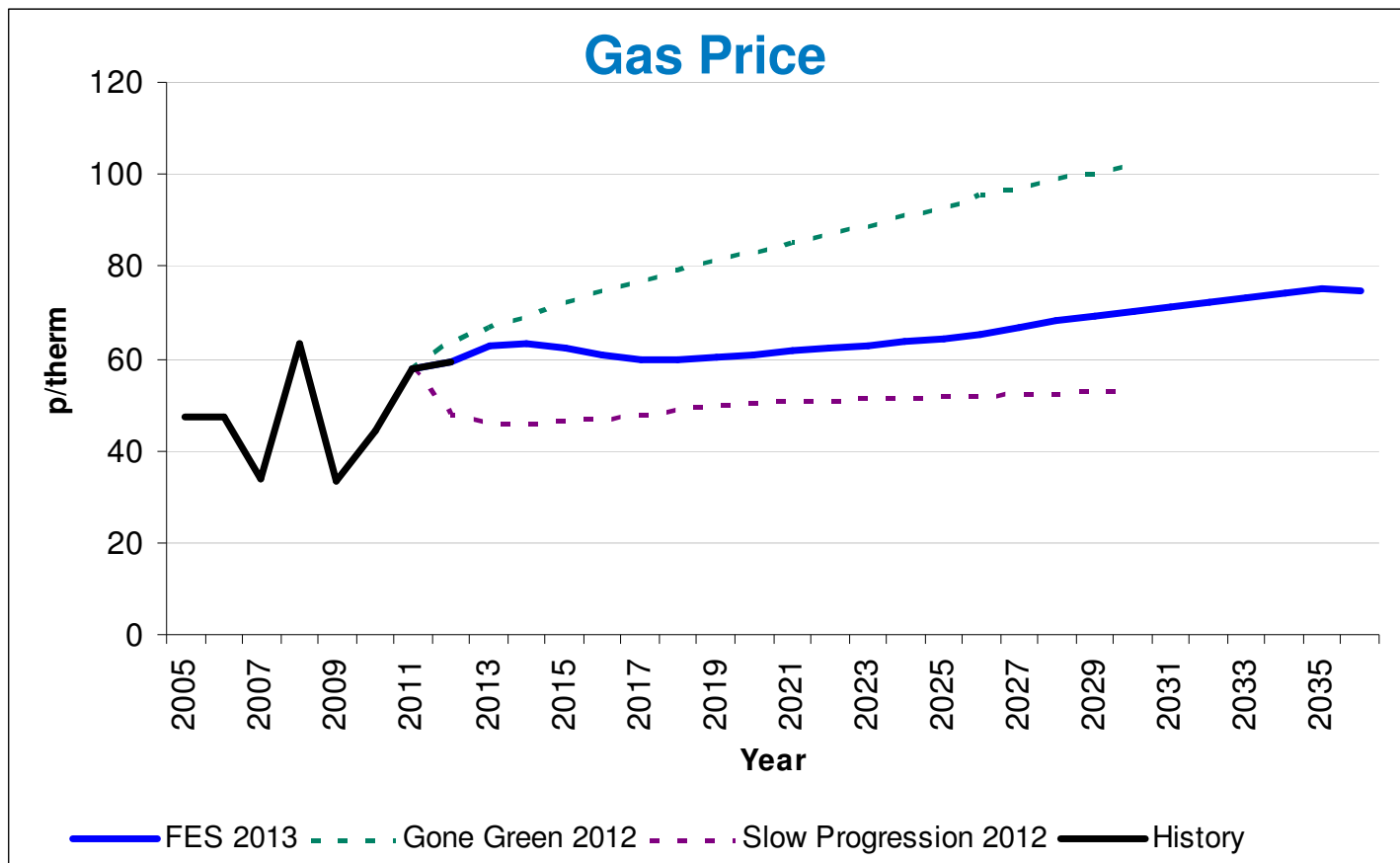


# Economy



# Fuel Prices

Single price scenario used to avoid counteracting GDP



# Energy Efficiency

Energy Efficiency Rating		
	Current	Potential
<i>Very energy efficient - lower running costs</i>		
(92-100) <b>A</b>		
(81-91) <b>B</b>		
(69-80) <b>C</b>		73
(55-68) <b>D</b>		
(39-54) <b>E</b>	37	
(21-38) <b>F</b>		
(1-20) <b>G</b>		
<i>Not energy efficient - higher running costs</i>		

**Gone Green**

Drive for energy efficiency  
e.g. 2 Band improvement

**Slow Progression**

Lower drive for energy efficiency  
e.g. 1 Band improvement

## Consumer Behaviour

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### Gone Green

Smart and time of use tariffs drive demand reduction and shifting  
50% of consumers interact

### Slow Progression

Smart meters low impact  
25% of consumers interact

**“Smart appliances and time of use tariffs could reduce residential demand by 4% and shift peaks by 5%”**

# Microgen

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## Gone Green

Minimal hydro/wind deployment.  
Modest growth in solar PV

## Slow Progression

Hydro/wind deployment broadly  
static. Low solar PV growth as  
incentives reduce

**1.8GW** Microgen  
capacity today



# Heat



## Gone Green

Wider uptake of heat pumps including on gas network beyond 2025

## Slow Progression

Boilers replaced at current rates, low take up of heat pumps and biomass

**100,000**

heat pumps fitted today

**~1.3m** boilers replaced per annum

# Transport



## Gone Green

Modest EV/plug-in hybrid uptake.  
Higher rail electrification

## Slow Progression

Low EV/plug-in hybrid uptake.  
Some rail electrification

**5,000** Electric vehicles  
on the road today

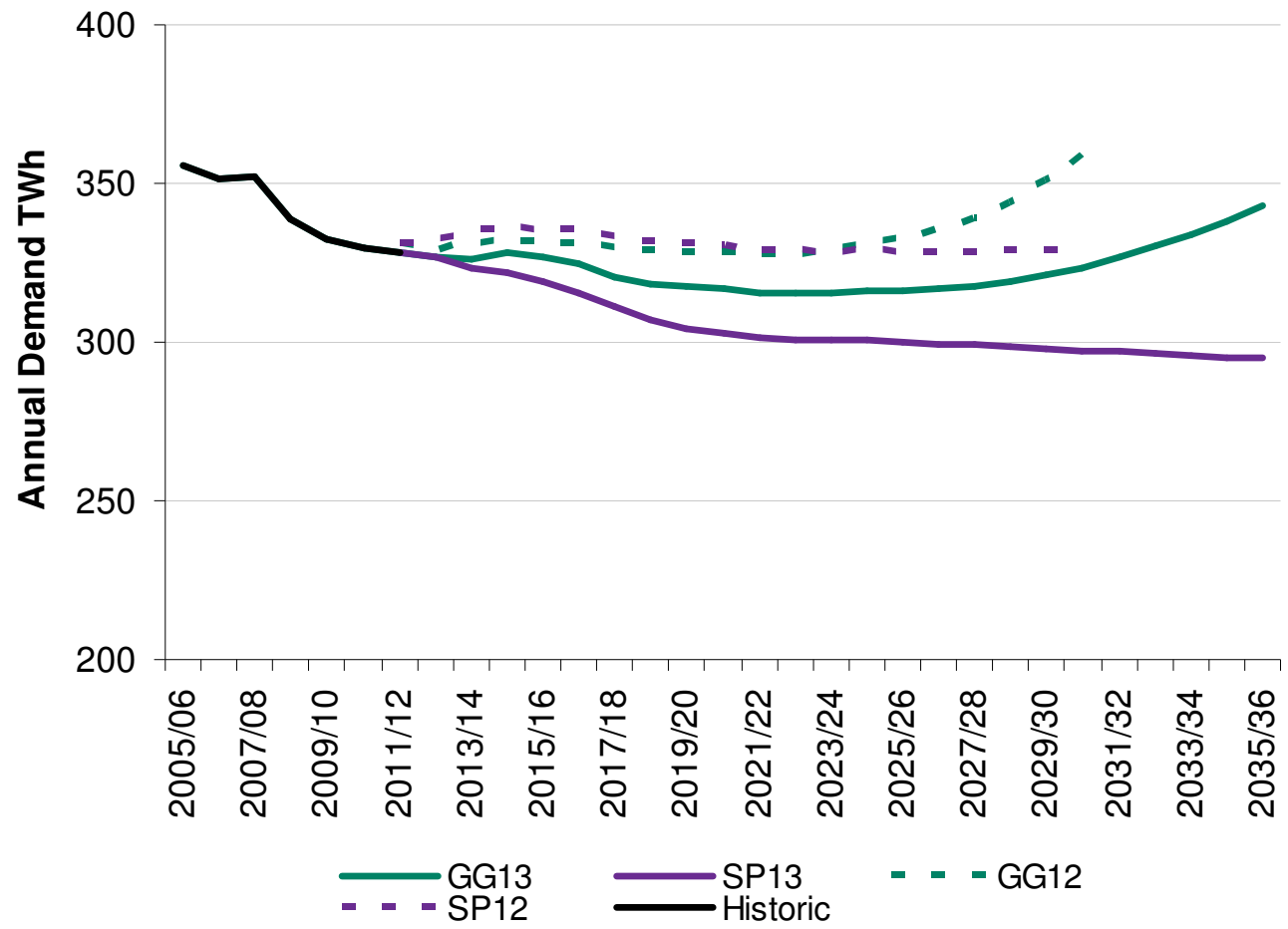
**4TWh** Rail  
Demand today

# Annual Power Demand

**Demands reduce due to low growth and microgen increases**

**Short to medium term decreases due to energy efficiency and economic impacts**

**Heatpumps, electric vehicles and growth increase Gone Green demand post 2020**

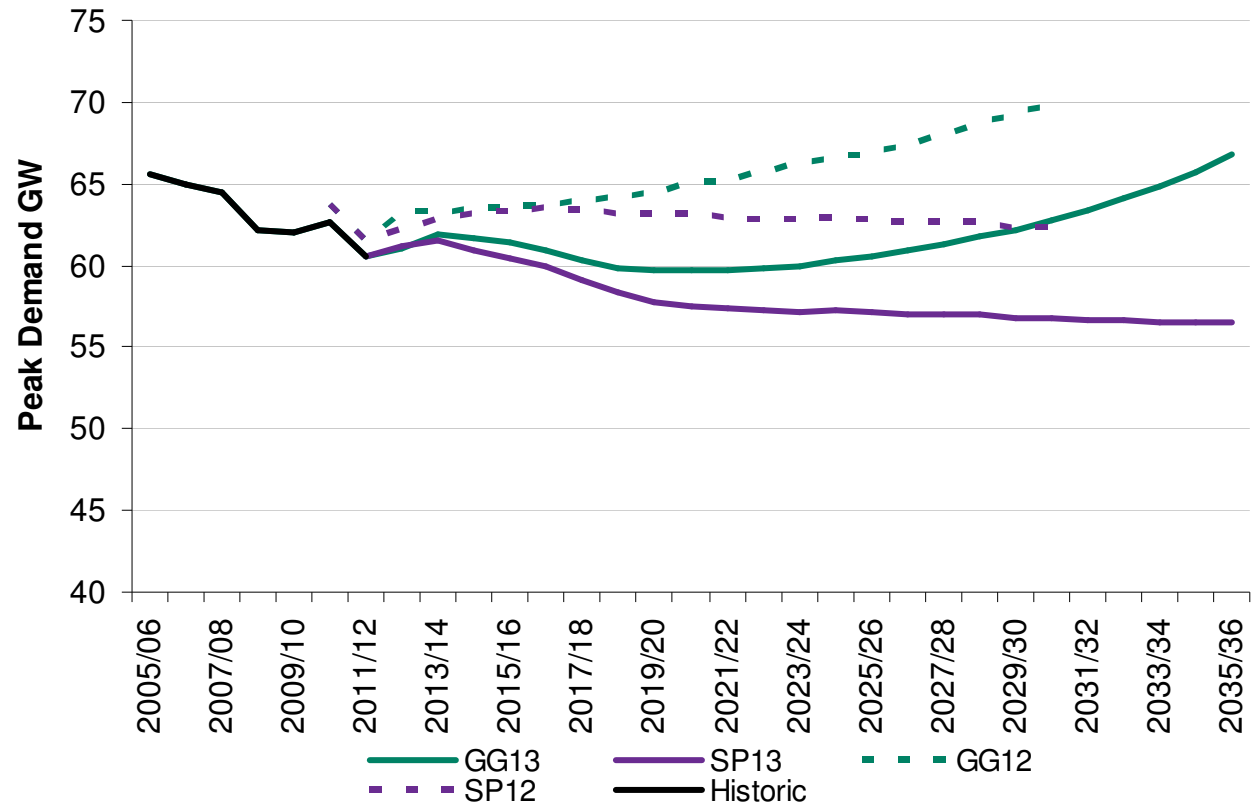


# Peak Power Demand

Industrial recovery drives initial rise in Gone Green before energy efficiency counteracts.

Gone Green demand increases more rapidly than annuals towards 2030 due to electrifying heat and transport.

Slow Progression, peak demand falls due to low I&C growth

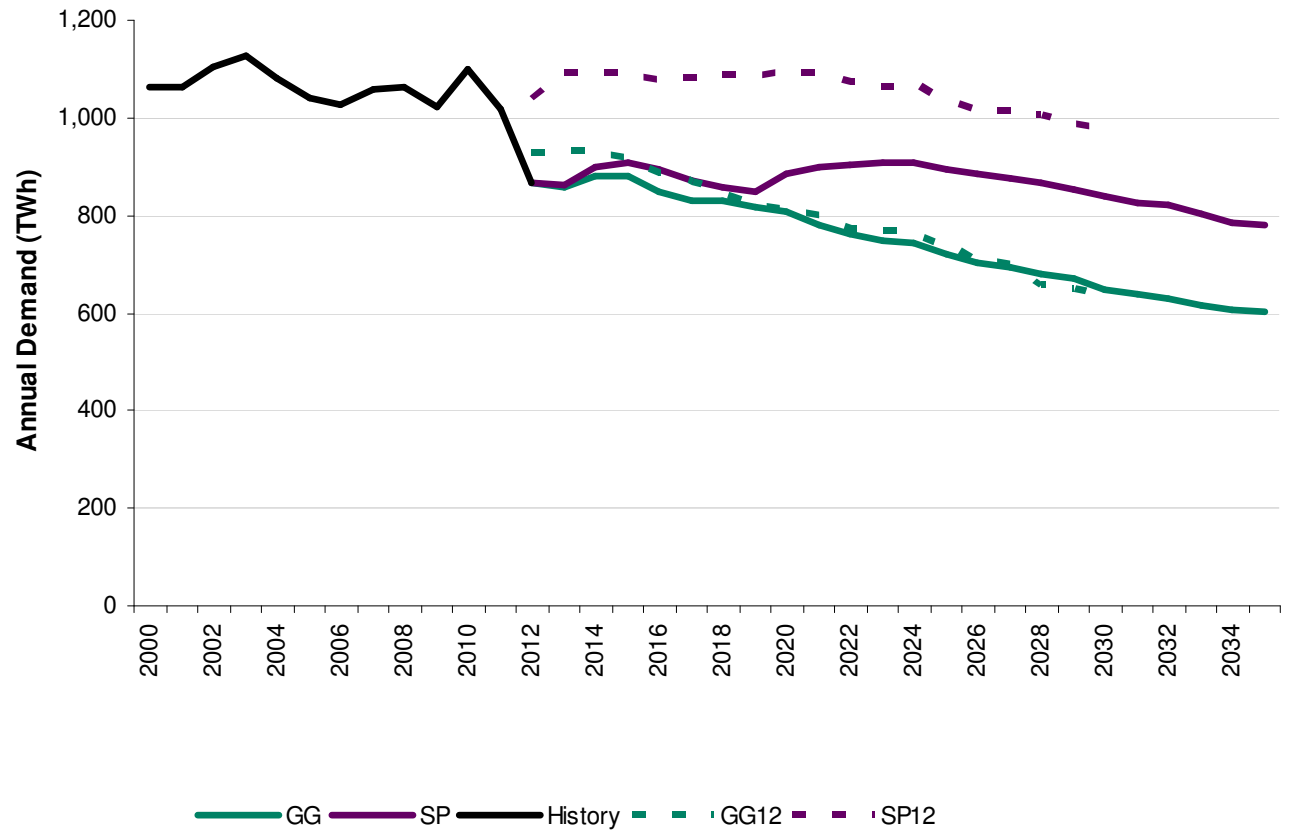


# Annual Gas Demand

Range narrower than 2012

Energy efficiency and economy reduces demand

Initially lower than 2012 but Power Generation drives increases in medium term

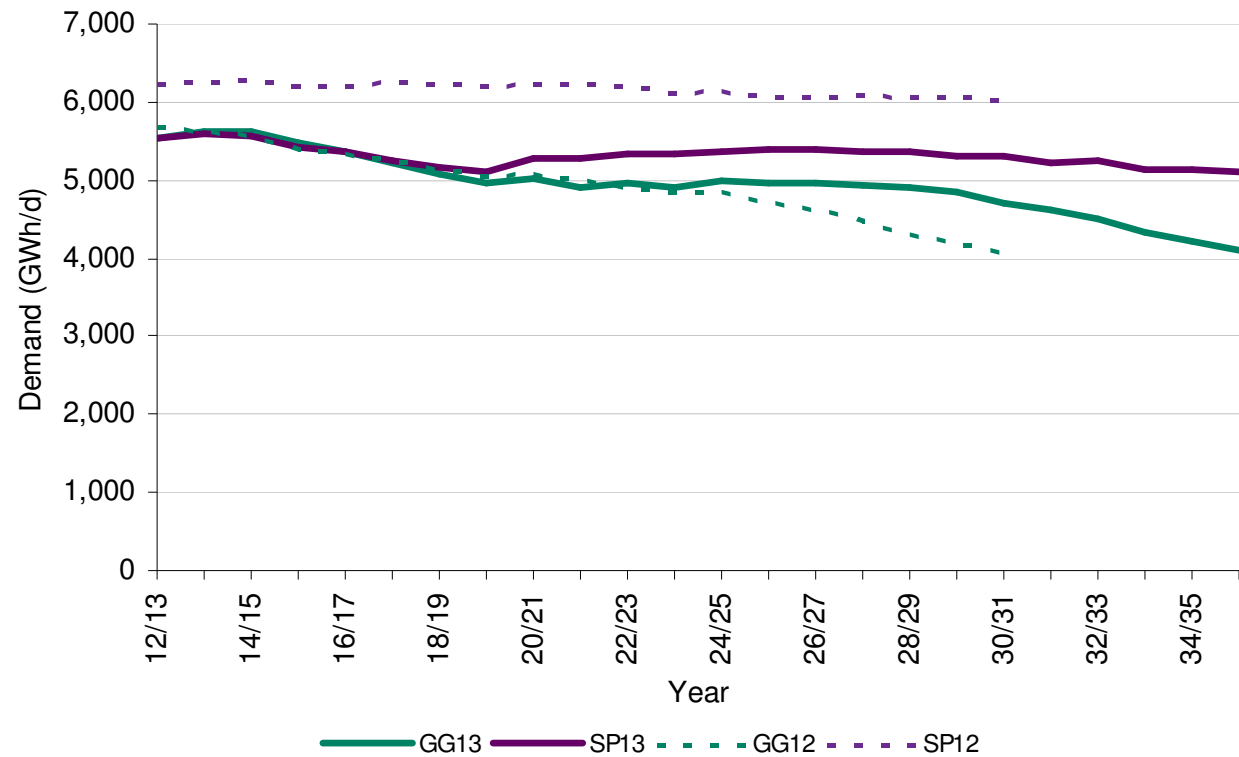


# Peak Gas Demand

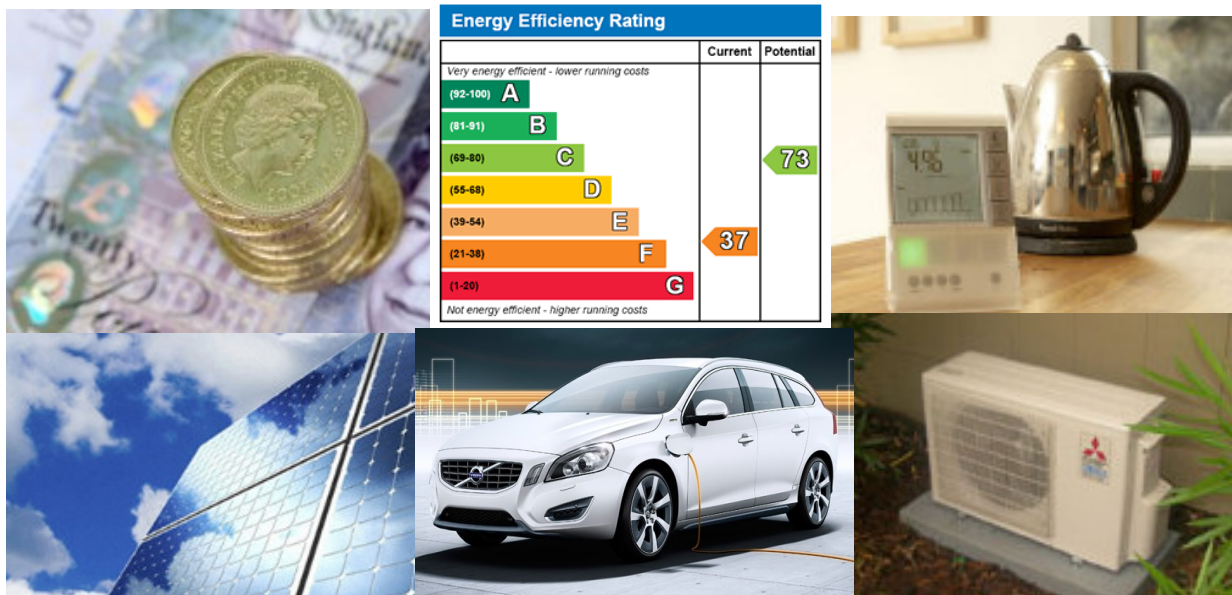
Narrower range than 2012, due to economics and energy efficiency

Domestic peaks start to reduce nearer 2030 due to fuel switching

Power generation peaks maintained beyond 2020



# 6 key points about energy demand



**Energy Efficiency Rating**

	Current	Potential
Very energy efficient - lower running costs		
(92-100) <b>A</b>		
(81-91) <b>B</b>		
(69-80) <b>C</b>		73
(55-68) <b>D</b>		
(39-54) <b>E</b>	37	
(21-38) <b>F</b>		
(1-20) <b>G</b>		
Not energy efficient - higher running costs		

## Key thought...

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