



**Asia-Pacific  
Economic Cooperation**

**Advancing  
Free Trade for Asia-Pacific  
Prosperity**

# **APEC Energy Working Group**

## **A short Introduction**

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# APEC Energy Working Group (EWG)



Launched in 1990, the EWG helps further APEC goals to facilitate energy-related-trade and investment and seeks to maximize the energy sector's contribution to the region's economic and social well-being, while mitigating the environmental effects of energy supply and use.

The EWG meets formally twice a year to discuss developments and progress on energy policy issues; 54 meetings to date.

# EWG and sub-fora

- Expert Group on Clean Fossil Energy (EGCFE)
  - Expert Group on Energy Efficiency & Conservation (EGEEC)
  - Expert Group on Energy Data & Analysis (EGEDA)
  - Expert Group on New & Renewable Energy Technologies (EGNRET)
    - Low-Carbon Model Town Task Force (LCMTTF) (2010- )
    - Energy Resiliency Task Force (ERTF) (2015- )
    - Biofuels Task Force (BTF) (2005-2011)
    - Energy Trade and Investment Task Force (ETITF) (2009-2013)
- **Supported by two research bodies**
- Asia Pacific Energy Research Centre (APEREC) (1996- )
  - Asia Pacific Sustainable Energy Center (APSEC) (2015- )

## Key Policy Goals and Initiatives/Activities

- Energy Intensity Reduction 45 % by 2035
- Renewable Energy Doubling by 2030
- Reform of Inefficient Fossil Fuel Subsidy
- Energy Security Initiative
  - Oil & Gas Security Initiative
  - Energy Resilience and Modernisation of Infrastructure
- Energy Smart Communities Initiative
  - Low Carbon Model Town
  - Knowledge Sharing Platform
- Green Energy Finance Initiative, LNG Trade Facilitation Initiative,...

## **42 projects on going in 2018**

- Reducing Energy Intensity Goal: 8 projects
- Renewable Energy Doubling Goal: 9 projects
- Community-base low carbon development: 4 projects
- Improving energy resiliency: 2 projects
- Improving oil & gas security: 2 project
- Clean use of fossil fuels: 5 projects
- Promoting energy trade & investment: 5 project
- Planning for longer-term energy future & Others: 7 projects

## **Peer Reviews**

- Peer Review on Energy Efficiency (PREE)
- Peer Review on Low Carbon Energy (PRLCE)
- Peer Review on Fossil Fuel Subsidy Reform
- Peer Review on Efficient Power (PREP)

## Recent Transport-related activities

### The Electric Vehicle and Hydrogen Technology Policy Workshop

- 21 November 2017 (part of EWG54 meeting)
- Wellington, New Zealand
- 170 participants (EWG Representatives + non-members)

### ADENDA

- Electric Vehicle Trends and Potential Impact on Regional and National Energy systems
- Electric Vehicle Policy Best Practices: Case studies from APEC members (Australia, PR China, Japan, New Zealand, US)
- International Trends in Hydrogen
- New Zealand Developments in Hydrogen

## Recent Transport-related activities

### Electromobility: Infrastructure and Workforce Development

- 1 & 2 February 2018
- Santiago, Chile

### ADENDA

- Overview of Electromobility, Public Policy and APEC Initiatives
- Human Capital and Gender
- Technology and Infrastructure
- Closed session – APEC Representatives
  - Experiences: challenges and opportunities associated with the deployment of electric vehicles
  - Discussion: Best practices and conclusions



# APEC 7<sup>th</sup> Outlook preliminary results

- Business-as-usual (BAU) scenario:

*The BAU scenario reflects current policies and trends within the APEC energy sector. In turn, it largely projects past trends into the future.*

- APEC Target (TGT) scenario:

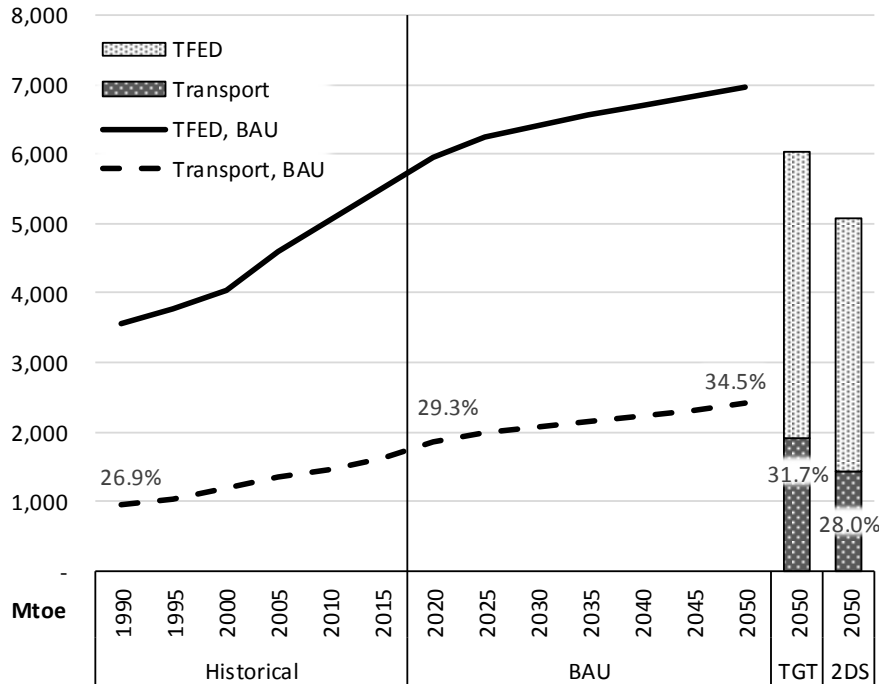
*The TGT scenario is driven by APEC's aspirational goals of reducing energy intensity while increasing the share of renewables.*

- 2 Degree Scenario (2DS):

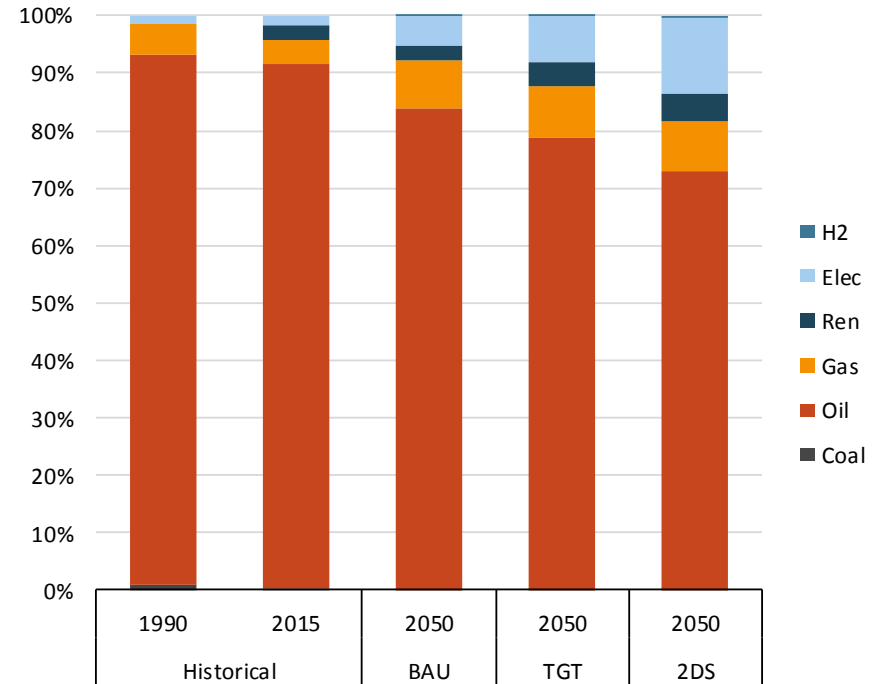
*The 2DS follows the carbon emissions reduction pathways included in the International Energy Agency's "Energy Technology Perspectives" publication.*

# Transportation: an important demand sector, dominated by oil

## Transport demand remains important



## Oil products remain the key transportation fuel



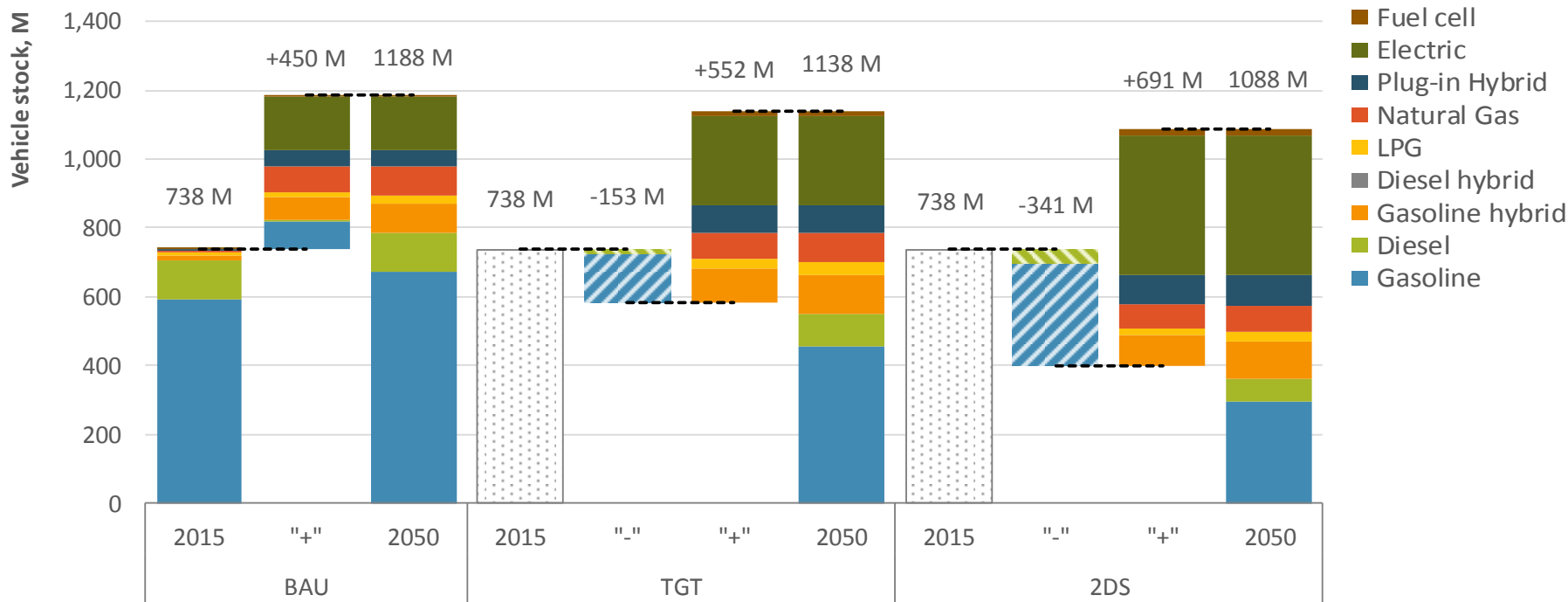
- Since 1990 the share of transport increased from 27% to 29% in 2015;
- By 2050, transport is projected to account for 28%-34.5% in all scenarios.

- In 2050, electricity reaches 5%-13% of transportation demand;
- Over 85% of electricity demand for transport is projected to come from China and US

Source: IEA 2017, APERC 2018

# Bright future for electric vehicles, uncertain for gasoline

## Vehicle Stock (except 2-wheelers) by powertrain technology, million vehicles

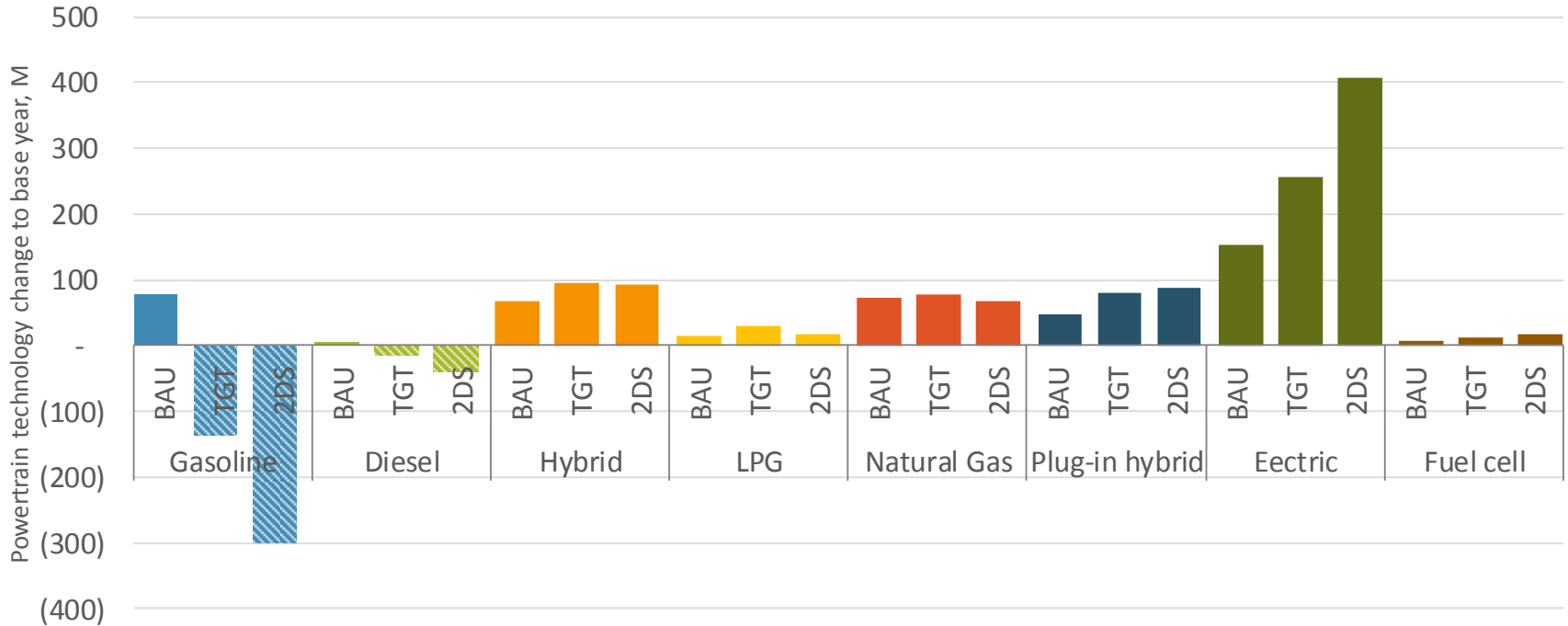


**Gasoline vehicle stock increases in the BAU, but significantly decreases in both the TGT and 2DS scenarios.**

Source: APERC analysis

# PHEVs and EVs provide largest additions

## Drivetrain technology stock change (2015-2050), millions

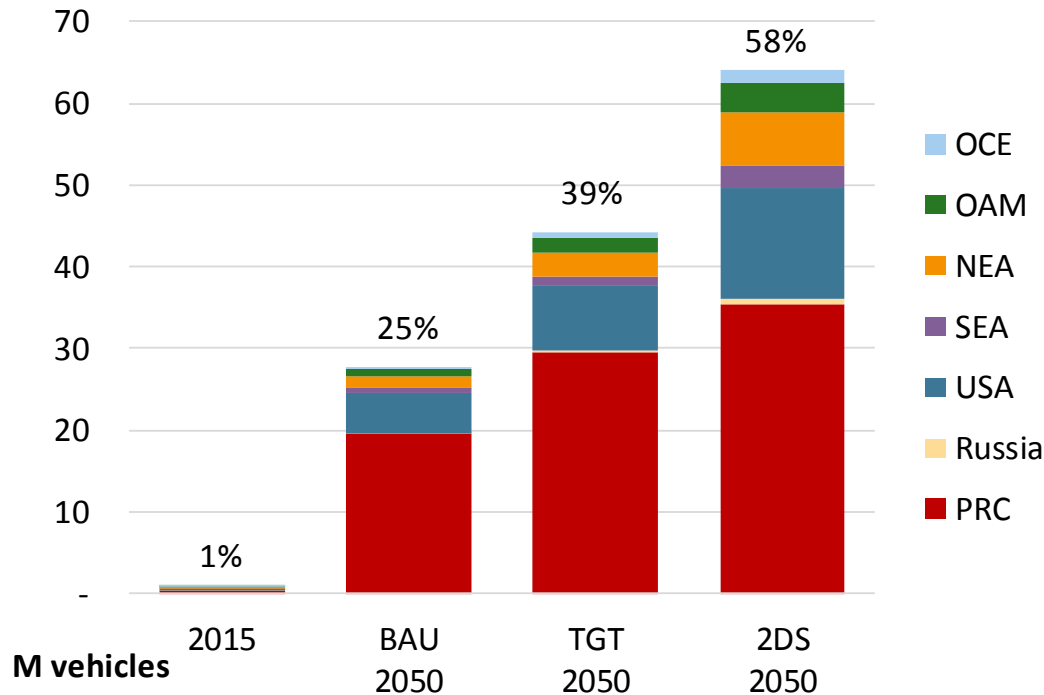


***PHEVs and BEVs have largest number of additions in all scenarios, reaching 17%-46% of total stock in 2050.***

Source: APERC analysis

# In 2050, APEC's Vehicles are More Diverse

## APEC's Regional plug-in hybrids, battery and fuel-cell EVs markets



- **EVs represent 25%-58% of vehicle market (excl. 2-wheelers) in 2050.**
- **China accounts for over 50% of this market in all scenarios**

Source: APERC analysis

Note: percentages indicate the share of total road vehicle market in that year for the scenario;

**PRC** = People's Republic of China, **USA** = United States of America, **NEA** = **Other north-east Asia** includes Hong Kong, China; Japan and Korea; **OCE** = **Oceania** includes Australia; New Zealand; Papua New Guinea; **SEA** = **South-East Asia** includes Brunei Darussalam; Indonesia; Malaysia; The Philippines; Thailand and Viet Nam; **OAM** = **Other Americas** include Canada; Chile; Mexico and Peru.

# APERC is estimating the effect of large EV fleets on energy systems

- APERC is quantifying the impact of scenarios on refueling infrastructure
  - *Preliminary analysis shows that high penetrations of BEVs and PHEVs could bring substantial refueling/charging infrastructure CAPEX savings in APEC*
- APERC is analyzing the effects of EV charging on the electricity system
  - *Internal work is underway to quantify the impacts of EV charging on electricity daily load fluctuations,*
  - *Key purpose is to understand the value of demand response to a time-dependent EV charging price.*
- APERC and IEEJ are launching a joint project on challenges and barriers of BEV and FCEV deployment, which would quantify the:
  - *CO<sub>2</sub> reduction for the whole energy chain,*
  - *impact of demand response and vehicle-to-grid (V2G),*
  - *impacts on the electricity and fuels supply system.*

Note: **IEEJ** is the Institute of Energy Economics, Japan

