

Energy Systems, Summer Semester 2022

Lecture 14: Sector Coupling

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1. Sector Coupling: Invitation
2. Electricity, Heat in Buildings and Land Transport
3. Industry, Shipping and Aviation
4. Open Energy Modelling
5. Conclusions

Sector Coupling: Invitation

Backup energy costs money and may also cause CO₂ emissions.

Curtailing renewable energy is also a waste.

We consider **four options** to deal with variable renewables:

1. Smoothing stochastic variations of renewable feed-in over **larger areas using networks**, e.g. the whole of European continent.
2. Using **storage** to shift energy from times of surplus to deficit.
3. **Shifting demand** to different times, when renewables are abundant.
4. Consuming the electricity in **other sectors**, e.g. transport or heating.

Optimisation in energy networks is a tool to assess these options.

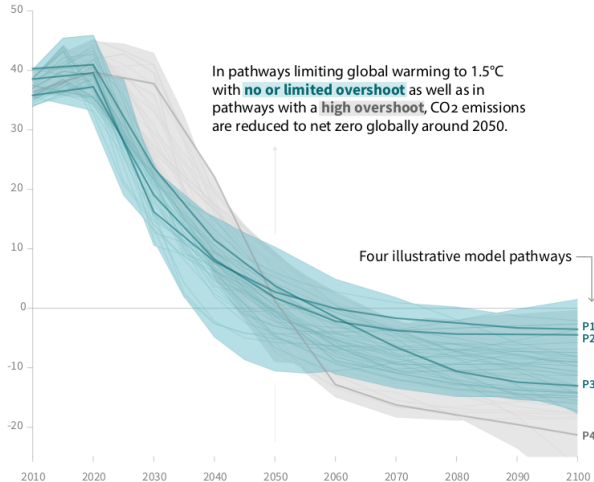
In this lecture we will consider **sector coupling**: the deeper coupling of electricity with other sectors, i.e. transport, heating and industry.

In fact we will see that sector coupling is not just 'an option for dealing with variable renewables' but is **unavoidable** if we are going to reduce carbon dioxide emissions in the other sectors. It began decades ago with the coupling of power and heat in CHPs.

Furthermore sector coupling involves both **storage** (since in transport energy-dense fuels/batteries are required for vehicles; in heating some thermal and/or chemical storage may be unavoidable for cold snaps) and **demand-side management** (e.g. for shifting battery electric vehicle charging, or shifting heat pump operation).

Global total net CO₂ emissions

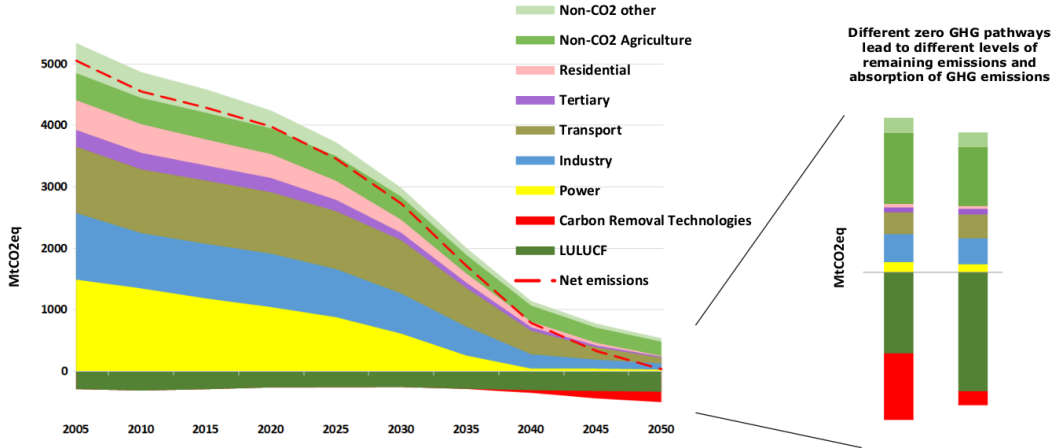
Billion tonnes of CO₂/yr



- Scenarios for global CO₂ emissions that limit warming to 1.5°C about industrial levels (**Paris agreement**)
- Today emissions **still rising**
- Level of use of negative emission technologies (NET) depends on rate of progress
- 2°C target without NET also needs rapid fall by 2050
- Common theme: **net-zero by 2050**

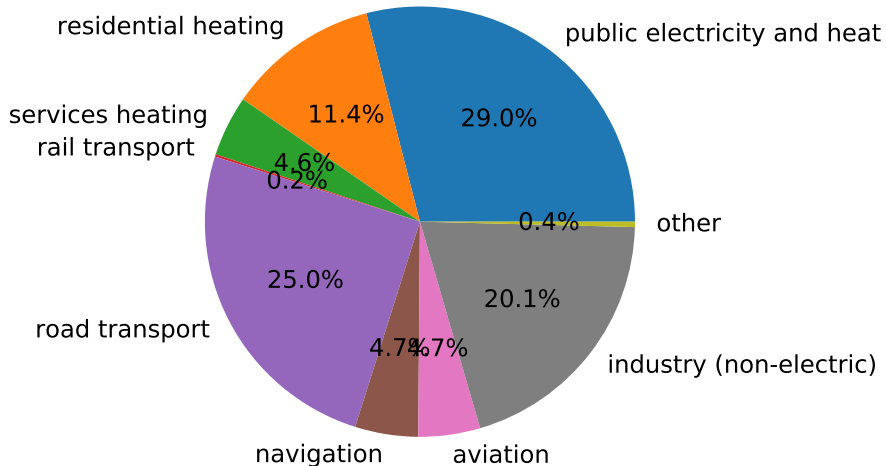
The Greenhouse Gas Challenge: Net-Zero Emissions by 2050

Paris-compliant 1.5° C scenarios from European Commission - **net-zero GHG in EU by 2050**



It's not just about electricity demand...

EU28 CO₂ emissions in 2016 (total 3.5 Gt CO₂, 9.7% of global):

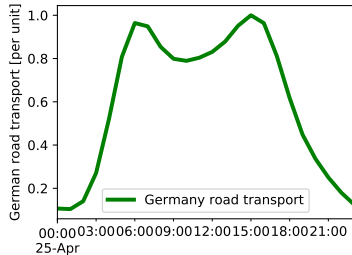
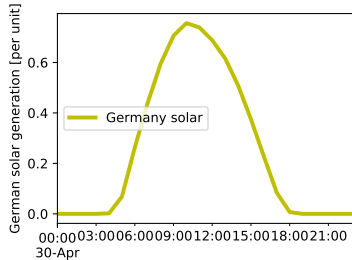


...but electrification of other sectors is critical for decarbonisation

Wind and solar dominate the expandable potentials for low-carbon energy provision, so **electrification is essential** to decarbonise sectors such as transport and heating.

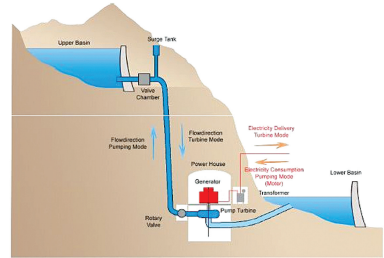


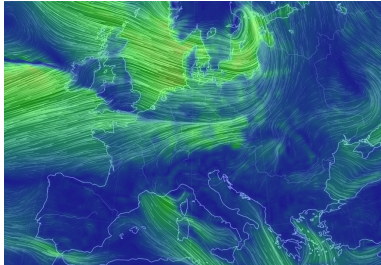
Fortunately, these sectors can also offer crucial **flexibility** back to the electricity system.



Daily variations in supply and demand can be balanced by

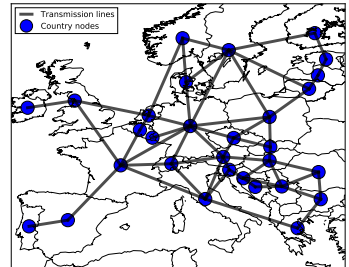
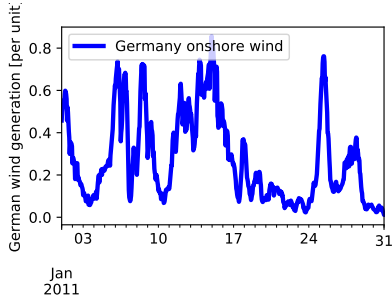
- **short-term storage** (e.g. batteries, pumped-hydro, small thermal storage)
- **demand-side management** (e.g. battery electric vehicles, industry)
- **east-west grids over multiple time zones**

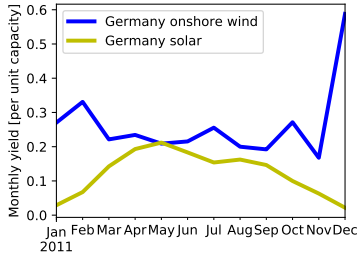




Weekly variations in supply and demand can be balanced by

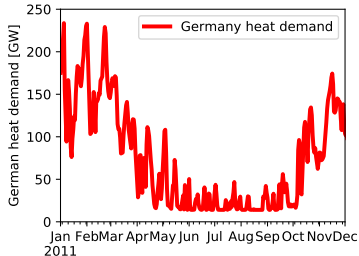
- **medium-term storage** (e.g. chemically with hydrogen or methane storage, thermal energy storage, hydro reservoirs)
- **continent-wide grids**



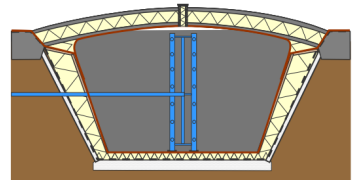


Seasonal variations in supply and demand can be balanced by

- **long-term storage**
(e.g. chemically with hydrogen or methane storage, long-term thermal energy storage, hydro reservoirs)
- **north-south grids over multiple latitudes**



Pit thermal energy storage (PTES)
(60 to 80 kWh/m³)



Debate in London 'Times' in 1863 referenced by Jevons' 'Coal Question' in 1865.

TO THE EDITOR OF THE TIMES.

Sir,—In his admirable address at Newcastle, Sir W. Armstrong mentions electricity as being supposed likely to furnish a substitute for coal, and shows that battery action is too costly, because involving double decomposition. He also remarks that motion is convertible into electricity. Let me add that we shall probably find here a solution of the problem.

By means of magnets and of motion the most powerful and steady currents of electricity can be generated to produce the light which nightly joins England to France, or for the deposition of metals, or the decomposition of water. This last most important application has by no means received due attention. Unsuccessful and imperfect attempts have been made to produce by this means oxygen and hydrogen gases in large quantities.

Steam as the motive power is inadmissible, because, as is now known, the gases evolved will produce no more heating force than is required to raise the steam.

But tide, wind, and water mills furnish always cheap motive power.

We have only to convert this into oxygen and hydrogen gases by means of magneto-electricity to supply ourselves with stores of fuel so boundless as to enable us to contemplate with composure the incessant destruction of our coal seams—hitherto the strong foundations of British power and renown.

Your obedient servant,

Hastings, Aug. 23.

G. A. KEYWORTH.

Hitherto we have considered mechanical force only, but it is obvious that if coal were used up we should want some source of heat as well as force. A favourite notion is to employ wind, water, or tidal mills to turn magneto-electric machines, and by the stream of electricity produced to decompose water, thus furnishing a continuous supply of artificial gaseous fuel. Such a plan was proposed in the *Times* during the discussion on the French Treaty. But an answer, attributed to Dr. Percy of the School of Mines, soon appeared, showing the amount of [162] fuel derivable to be inconsiderable. The waste of power must be vastly greater in such a process of transmutation than in the system of artificial water power which we have considered. Besides, if uniform experience is to be trusted, a steam-engine would be a much more economical means of turning the magneto-electric machines than either a wind, water, or tidal machine. We should therefore only use coal in a roundabout manner to generate a less valuable fuel. For the hydrogen gas generated, though in some instances valuable, would in general be immensely less convenient than coal. For equal weights, it gives about four times as much heat as coal, but hydrogen is so light that for equal volumes it gives one five-thousandth part as much heat. To compress it in a small space would require more force than the combustion of the fuel itself would furnish, and gas companies do not find it convenient to compress their gas. Hydrogen too has so much higher a diffusive power than coal-gas, that it could hardly be retained in gasometers or ordinary pipes. Even the loss of coal-gas by leakage is said to be nearly twenty-five per cent.

Personally, I think that four hundred years hence the power question in England may be solved somewhat as follows: The country will be covered with rows of metallic windmills working electric motors which in their turn supply current at a very high voltage to great electric mains. At suitable distances, there will be great power stations where during windy weather the surplus power will be used for the electrolytic decomposition of water into oxygen and hydrogen. These gasses will be liquefied, and stored in vast vacuum jacketed reservoirs, probably sunk in the ground. If these reservoirs are sufficiently large, the loss of liquid due to leakage inwards of heat will not be great; thus the proportion evaporating daily from a reservoir 100 yards square by 60 feet deep would not be 1/1000 of that lost from a tank measuring two feet each way. In times of calm, the gasses will be recombined in explosion motors working dynamos which produce electrical energy once more, or more probably in oxidation cells. Liquid hydrogen is weight for weight the most efficient known method of storing energy, as it gives about three times as much heat per pound as petrol. On the other hand it is very light, and bulk for bulk has only one third of the efficiency of petrol. This will not, however, detract from its use in aeroplanes, where weight is more important than bulk. These huge reservoirs of liquified gasses will enable wind energy to be stored, so that it can be expended for industry, transportation, heating and lighting, as desired. The initial costs will be very considerable, but the running expenses less than those of our present system. Among its more obvious advantages will be the fact that energy will be as cheap in one part of the country as another, so that industry will be greatly decentralized; and that no smoke or ash will be produced.

1975: Bent Sørensen: 1st consistent 100% RE scenario

In 1975 Bent Sørensen published a scenario for 100% renewable energy in Denmark. He dealt with the variability of wind (with hydrogen) & solar thermal (with TES).

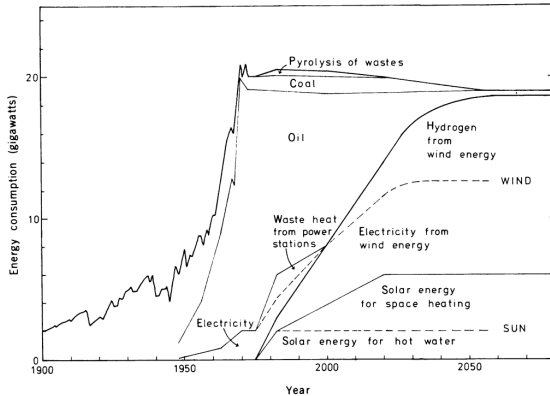


Fig. 4. Net energy consumption in Denmark, shown according to sources. Up to 1974, actual data are shown (14); data after 1974 indicate the proposed plan. The relative weighting between solar and wind energy shares might be altered, for example, if a major breakthrough occurred in the development of solar cells, making them competitive to wind-produced electricity under Danish conditions. The heavy, solid line indicates the proposed total share of solar and wind energy.

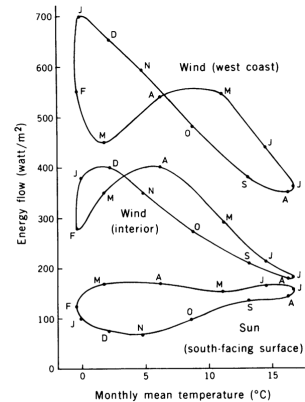
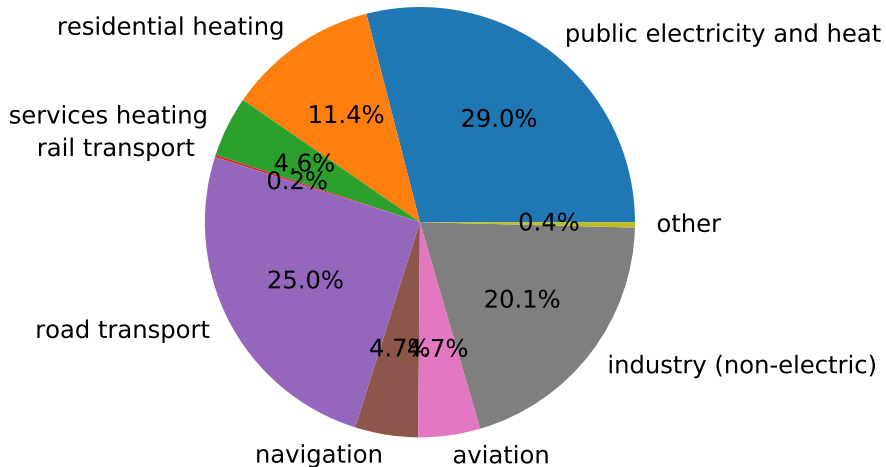


Fig. 2. Monthly average energy flow from continuous sources through a vertical square meter in Denmark, as function of the monthly mean temperature. The sun's height over the horizon at noon is 11° at winter's solstice. The wind data are taken 25 meters above smooth ground.

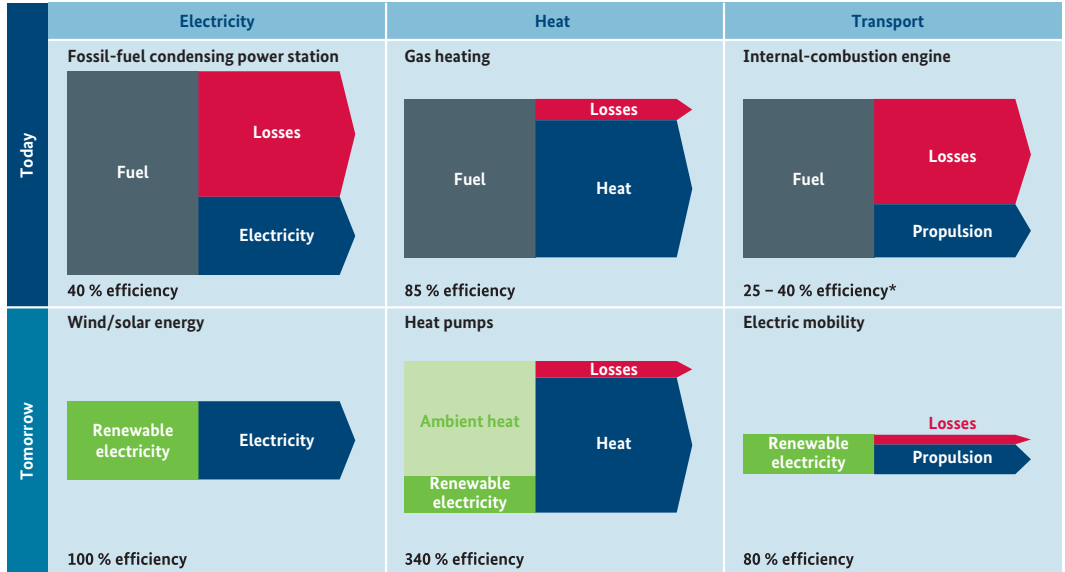
Electricity, Heat in Buildings and Land Transport

Include other sectors: building heating and land transport

Electricity, heating in buildings and land transport cover 77% of 2015 CO₂ emissions:



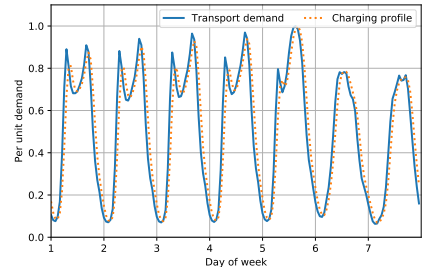
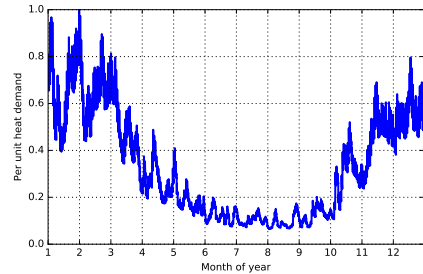
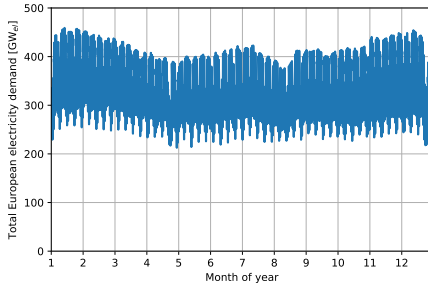
Efficiency of renewables and sector coupling



Challenge: Heating and transport demand highly peaked

Compared to electricity, heating and transport are **strongly peaked**.

- Heating is strongly seasonal, but also with weekly variations.
- Transport has strong daily periodicity.



Idea: Couple the electricity sector to heating and mobility.

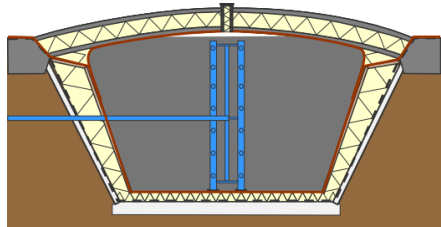
This enables decarbonisation of these sectors **and** offers more flexibility to the power system.

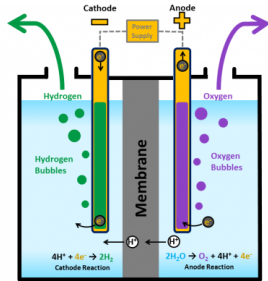
Battery electric vehicles can change their charging pattern to benefit the system and even feed back into the grid if necessary



Heat and **synthetic fuels** are easier and cheaper to store than electricity, even over many months

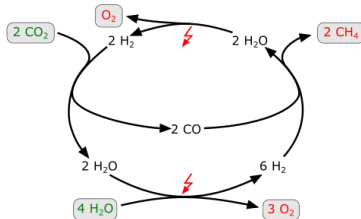
Pit thermal energy storage (PTES)
(60 to 80 kWh/m³)

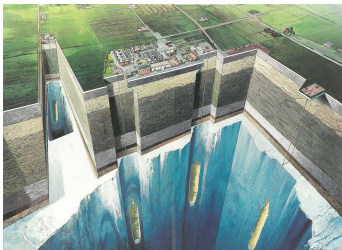




Power-to-Gas/Liquid (P2G/L) describes concepts to use electricity to electrolyse water to **hydrogen** H_2 (and oxygen O_2). We can combine hydrogen with carbon oxides to get **hydrocarbons** such as methane CH_4 (main component of natural gas) or liquid fuels C_nH_m . Used for **hard-to-defossilise sectors**:

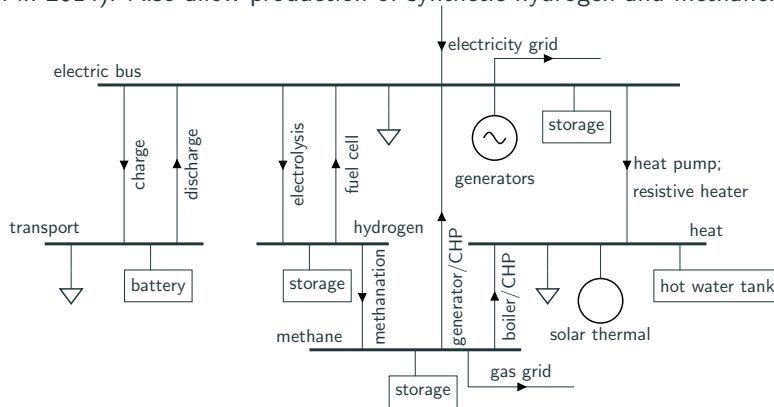
- **dense fuels** for transport (planes, ships)
- **steel-making & chemicals industry**
- **high-temperature heat** or **heat for buildings**
- **backup energy** for cold low-wind winter periods, i.e. as storage





- Gases and liquids are easy to **store** and **transport** than electricity.
- Storage capacity of the German natural gas network in terms of energy: ca 230 TWh. Europe wide it is 1100 TWh (see [online table](#)). In addition, losses in the gas network are small.
- (NB: Volumetric energy density of hydrogen, i.e. MWh/m^3 , is around three times lower than natural gas.)
- Pipelines can carry many GW underground, out of sight.

Couple the electricity sector (electric demand, generators, electricity storage, grid) to electrified transport and low-T heating demand in buildings (model covers 75% of final energy consumption in 2014). Also allow production of synthetic hydrogen and methane.



Extend the network graph with nodes i for each energy carrier (hydrogen, methane, low-temperature heat, etc.). The nodes represent sites of energy conservation.

Edges ℓ now represent energy conversion between energy carriers (such as heat pumps, electrolyzers, fuel cells or gas boilers).

They are represented like lines but with an efficiency $\eta_{\ell,t}$ that modifies the incidence matrix:

$$\sum_s g_{i,s,t} - \sum_{\ell} \alpha_{i\ell,t} f_{\ell,t} = d_{i,t} \quad \Leftrightarrow \quad \lambda_{i,t}$$

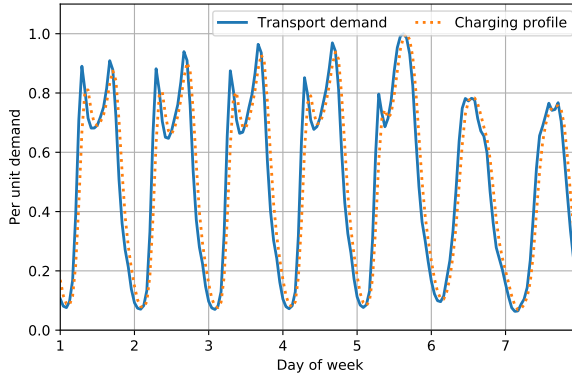
Now $\alpha_{i\ell,t} = 1$ if ℓ starts at i , $\alpha_{i\ell,t} = -\eta_{\ell,t}$ if ℓ ends at i and zero otherwise.

Note that $\eta_{\ell,t}$ can be time-dependent for processes that change their efficiency over time, like heat pumps which change with the outside temperature.

They are usually defined to be uni-directional:

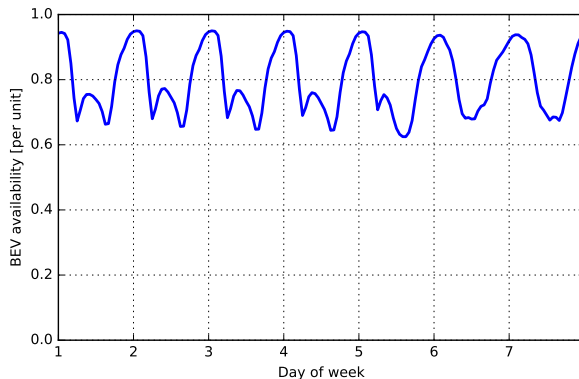
$$0 \leq f_{\ell,t} \leq F_{\ell}$$

[In PyPSA energy conversion is represented with Link objects.]



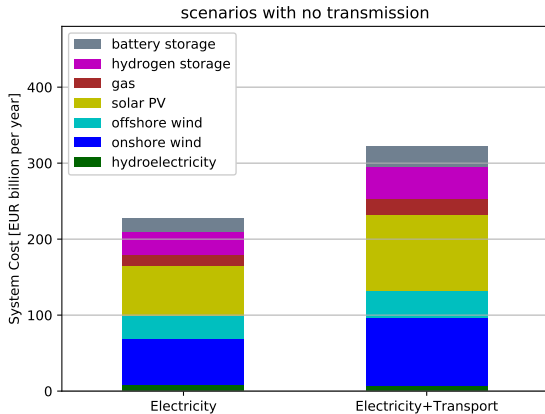
Weekly profile for the transport demand based on statistics gathered by the German Federal Highway Research Institute (BASt).

- All road and rail transport in each country is electrified, where it is not already electrified
- Because of higher efficiency of electric motors, final energy consumption 3.5 times lower than today at $1102 \text{ TWh}_{\text{el}}/\text{a}$ for the 30 countries
- In model can replace Electric Vehicles (EVs) with Fuel Cell Vehicles (FCVs) consuming hydrogen. Advantage: hydrogen cheap to store. Disadvantage: efficiency of fuel cell only 60%, compared to 90% for battery discharging.

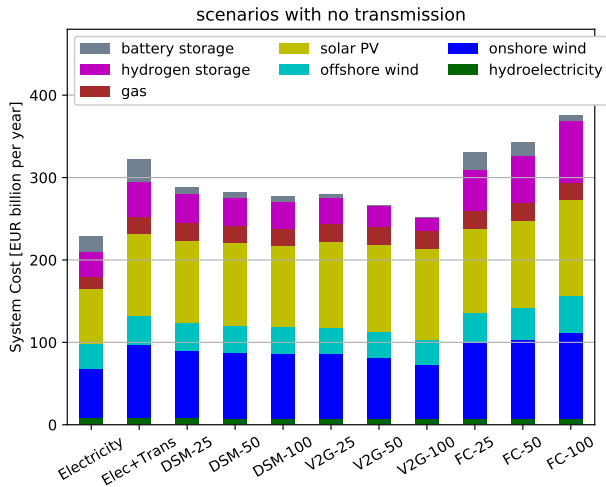


Availability (i.e. fraction of vehicles plugged in) of Battery Electric Vehicles (BEV).

- Passenger cars to Battery Electric Vehicles (BEVs), 50 kWh battery available and 11 kW charging power
- Can participate in DSM and V2G, depending on scenario (state of charge returns to at least 75% every morning)
- All BEVs have time-dependent availability, averaging 80%, max 95% (at night)
- No changes in consumer behaviour assumed (e.g. car-sharing/pooling)
- BEVs are treated as exogenous (capital costs NOT included in calculation)

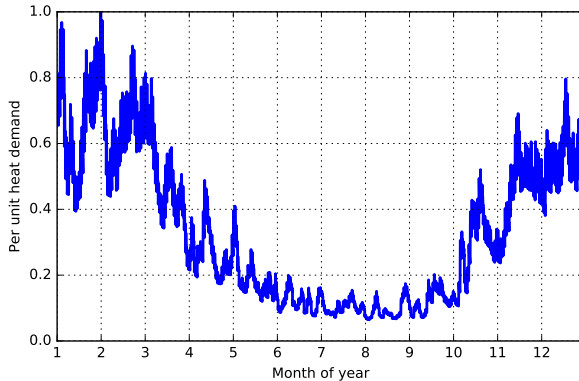


- Include transport demand in 30-node PyPSA electricity model for Europe
- Apply 95% CO₂ reduction vs 1990 to both electricity and transport
- If all road and rail transport is electrified, electrical demand increases 37%
- Costs increase 41% because charging profiles are very peaked (NB: distribution grid costs NOT included)
- Stronger preference for PV and storage in system mix because of daytime peak
- Can now use flexible charging



- Shifting the charging time can reduce system costs by up to 14%.
- If only 25% of vehicles participate: already a 10% benefit.
- Allowing battery EVs to feed back into the grid (V2G) reduces costs by a further 10%.
- This removes case for stationary batteries and allows more solar.
- If fuel cells replace electric vehicles, hydrogen electrolysis increases costs because of conversion losses.

Heating sector: Many Options with Thermal Energy Storage (TES)



Heat demand profile from 2011 in all 30 countries using population-weighted average daily T in each country, degree-day approx. and scaled to Eurostat total heating demand.

- All space and water heating in the residential and services sectors is considered, with no additional efficiency measures (conservative) - total heating demand is $3585 \text{ TWh}_{\text{th}}/\text{a}$.
- Heating demand can be met by heat pumps, resistive heaters, gas boilers, solar thermal, Combined-Heat-and-Power (CHP) units. No industrial waste heat.
- Thermal Energy Storage (TES) is available to the system as hot water tanks.

We model both fully decentralised heating and cases where up to 45% of heat demand is met with district heating in northern countries. Heating technology options for buildings:

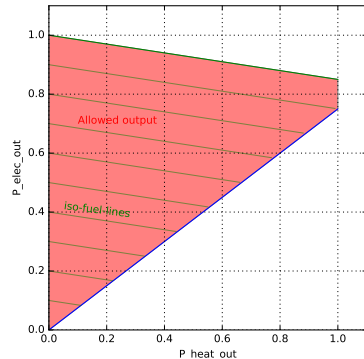
Decentral individual heating
can be supplied by:

- Air- or Ground-sourced heat pumps
- Resistive heaters
- Gas boilers
- Small solar thermal
- Water tanks with short time constant $\tau = 3$ days

Central heating can be supplied
via district heating networks by:

- Air-sourced heat pumps
- Resistive heaters
- Gas boilers
- Large solar thermal
- Water tanks with long time constant $\tau = 180$ days
- CHPs

CHP feasible dispatch:



Building renovations can be co-optimised to reduce space heating demand.

Heat pumps use external work (usually electricity) to move thermal energy in the opposite direction of spontaneous heat transfer, e.g. by absorbing heat from a cold space (**source**) and release it into a warmer one (**sink**).

When the sink is a building, the source is usually the outside air or ground.

Air-source heat pumps (ASHP):

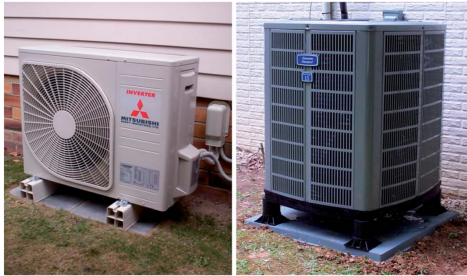


Fig. 5 Examples of air source heat pumps from Mitsubishi (left) and American Standard (right).

Ground-source heat pumps (GSHP):



Fig. 6 The installation of ground loops for GSHP systems using slinky horizontal pipes (left) and a vertical borehole (right). Source: [Staffell et al, 2012](#)

The **coefficient of performance** (COP) is defined as the ratio:

$$COP = \frac{\text{thermal energy moved from source to sink}}{\text{input work (electricity)}} \propto \frac{1}{T_{\text{sink}} - T_{\text{source}}}$$

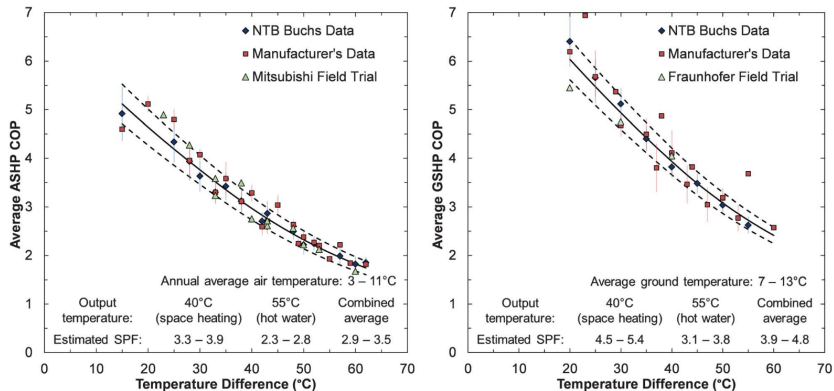
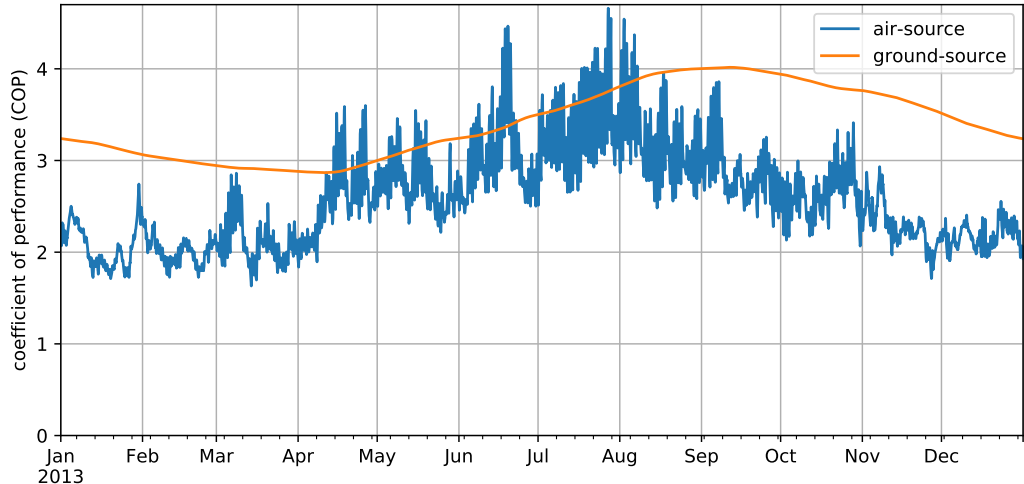


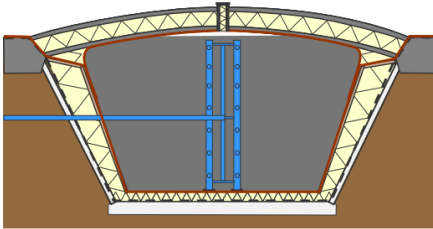
Fig. 9 Average heating coefficient of performance for air and ground source heat pumps (left and right, respectively) based on data taken from industrial surveys and field trials.^{31,80–82} The inset tables show the expected performance for UK conditions.

Example of time-dependent COP for air-source and ground-source heat pumps in a location in Germany. The ground temperature is more stable over the year, leading to a stable COP.



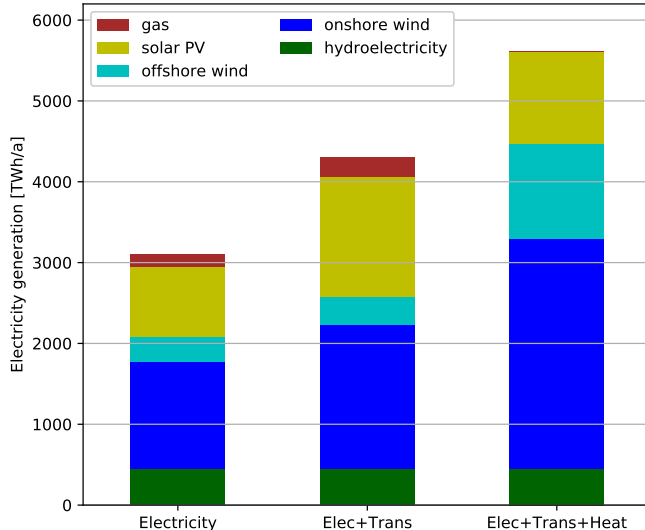
In Vojens, Denmark, an enormous pit storage of 203,000 m³ is charged in summer with hot water at 80-95 C using 70,000 m² of solar thermal collectors, to provide heat to the district heating network in winter.

Pit thermal energy storage (PTES)
(60 to 80 kWh/m³)

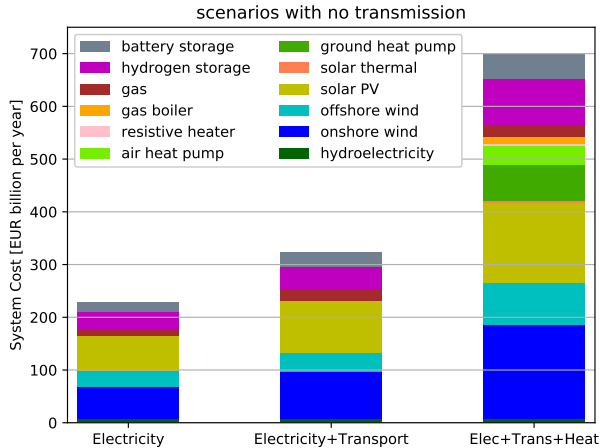


Quantity	O'night cost [€]	Unit	FOM [%/a]	Lifetime [a]	Efficiency
GS Heat pump decentral	1400	kW _{th}	3.5	20	
AS Heat pump decentral	1050	kW _{th}	3.5	20	
AS Heat pump central	700	kW _{th}	3.5	20	
Resistive heater	100	kW _{th}	2	20	0.9
Gas boiler decentral	175	kW _{th}	2	20	0.9
Gas boiler central	63	kW _{th}	1	22	0.9
CHP	650	kW _{el}	3	25	
Central water tanks	30	m ³	1	40	$\tau = 180\text{d}$
District heating	220	kW _{th}	1	40	
Methanation+DAC	1000	kW _{H₂}	3	25	0.6

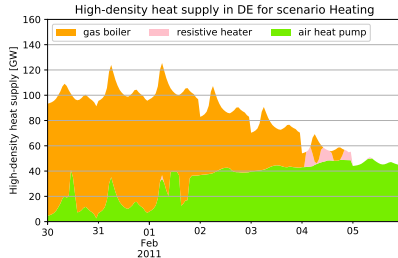
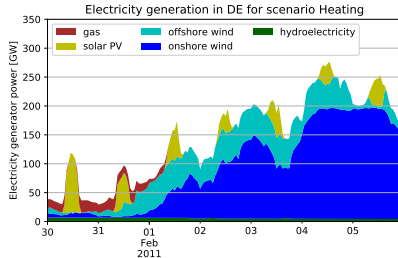
Costs oriented towards Henning & Palzer (2014, Fraunhofer ISE) and Danish Energy Database



- To 4062 TWh_{el}/a demand from electricity and transport, add 3585 TWh_{th}/a heating demand
- With 95% CO₂ reduction, much of the heating demand is met via electricity, but with high efficiency from heat pumps
- Electricity demand 80% higher than current electricity demand
- Energy savings from building retrofitting can reduce this total



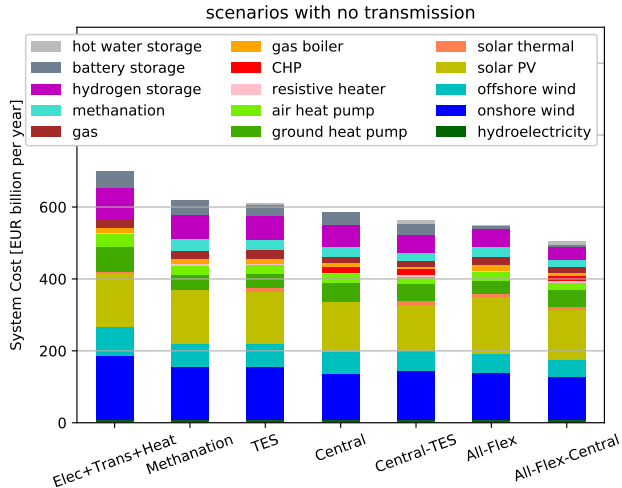
- Costs jump by 117% to cover new energy supply and heating infrastructure
- 95% CO₂ reduction means most heat is generated by heat pumps using renewable electricity
- Cold winter weeks with high demand, low wind, low solar and low heat pump COP mean backup gas boilers required



There are difficult periods in winter with:

- **Low** wind and solar generation
- **High** space heating demand
- **Low** air temperatures, which are bad for air-sourced heat pump performance

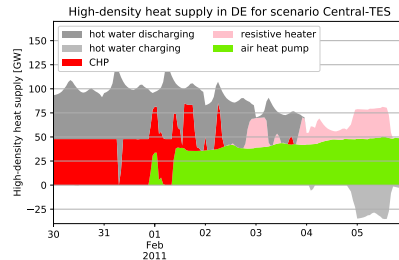
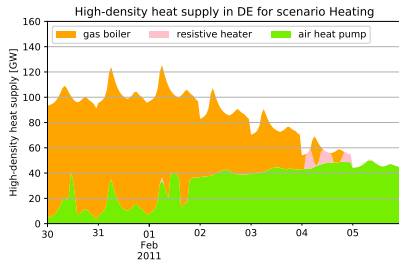
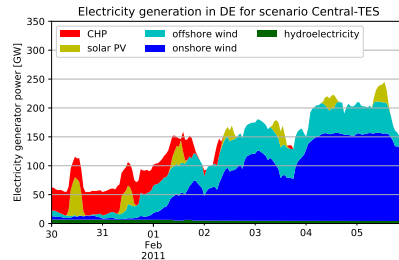
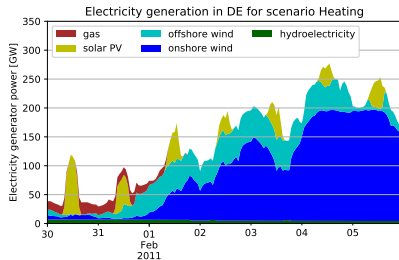
Solution: **backup gas boilers** burning either natural gas, or synthetic methane.



Successively activating couplings and flexibility **reduces costs** by 28%. These options include:

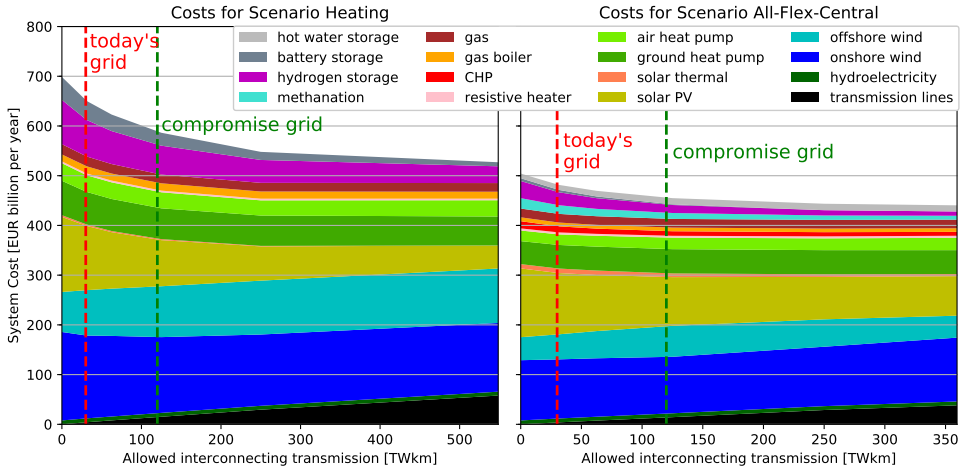
- production of **synthetic methane**
- centralised **district heating** in areas with dense heat demand
- long-term **thermal energy storage** (TES) in district heating networks
- **demand-side management** and vehicle-to-grid from battery electric vehicles (BEV)

Cold week in winter: inflexible (left); smart (right)



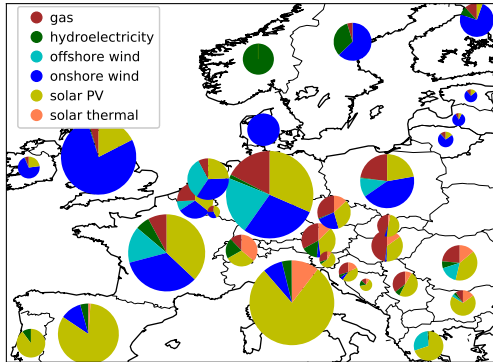
Sector Coupling with All Extra Flexibility (V2G and TES)

Benefit of cross-border transmission is weaker with full sector flexibility (right) than with inflexible sector coupling (left); comes close to today's costs of around € 377 billion per year

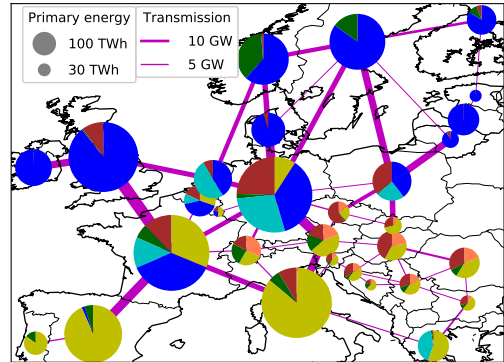


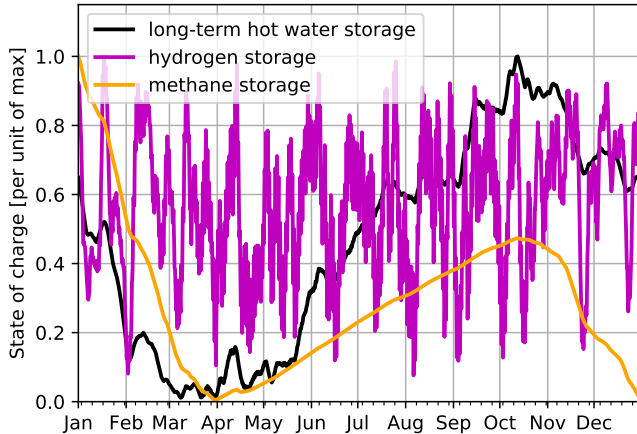
Including optimal transmission sees a shift of energy production to wind in Northern Europe.

Scenario All-Flex-Central with no transmission



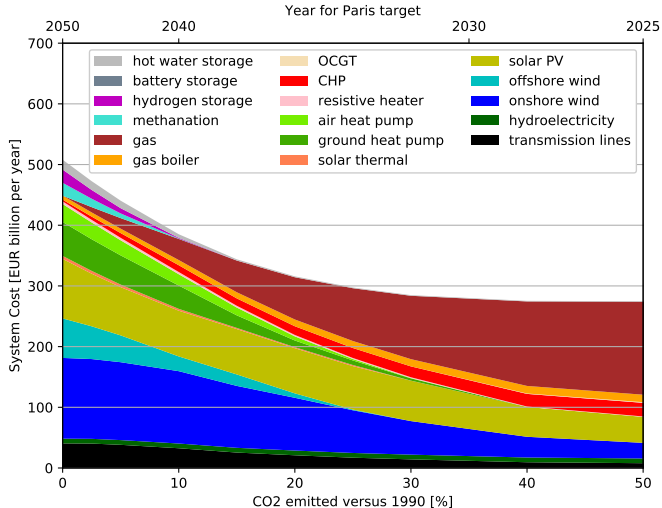
Scenario All-Flex-Central with optimal transmission





- Methane storage is depleted in winter, then replenished throughout the summer with synthetic methane
- Hydrogen storage fluctuates every 2–3 weeks, dictated by wind variations
- Long-Term Thermal Energy Storage (LTES) has a dominant seasonal pattern, with weekly-scale fluctuations are super-imposed
- Battery Electric Vehicles (BEV) and battery storage vary daily

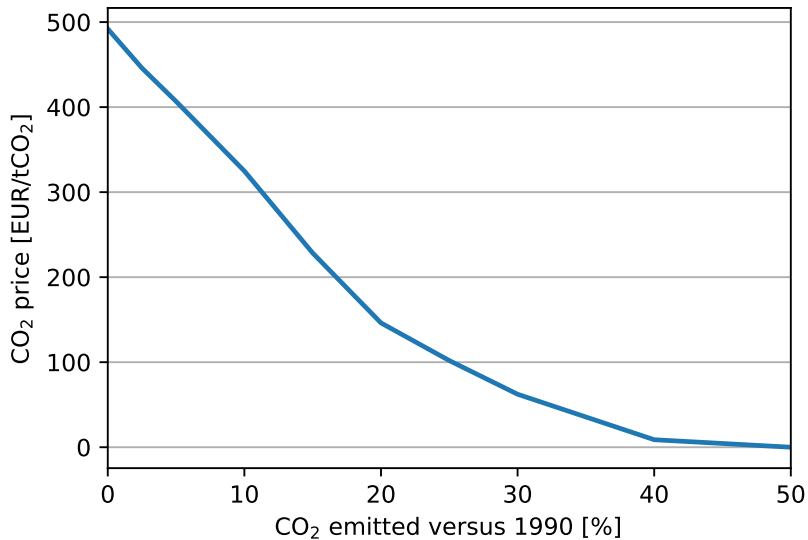
Pathway down to zero emissions in electricity, heating and transport



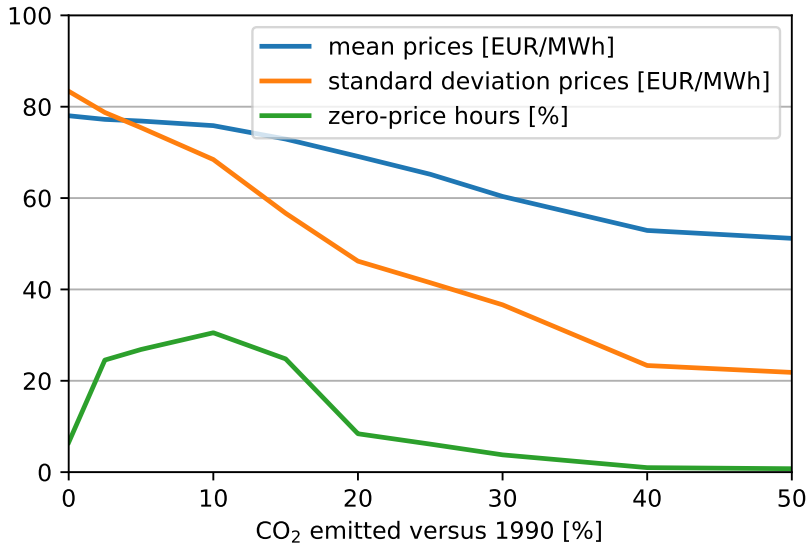
If we look at investments to eradicate CO₂ emissions in electricity, heating and transport we see:

- Electricity and transport are decarbonised first
- Transmission increasingly important below 30%
- Heating comes next with expansion of heat pumps below 20%
- Below 10%, power-to-gas solutions replace natural gas

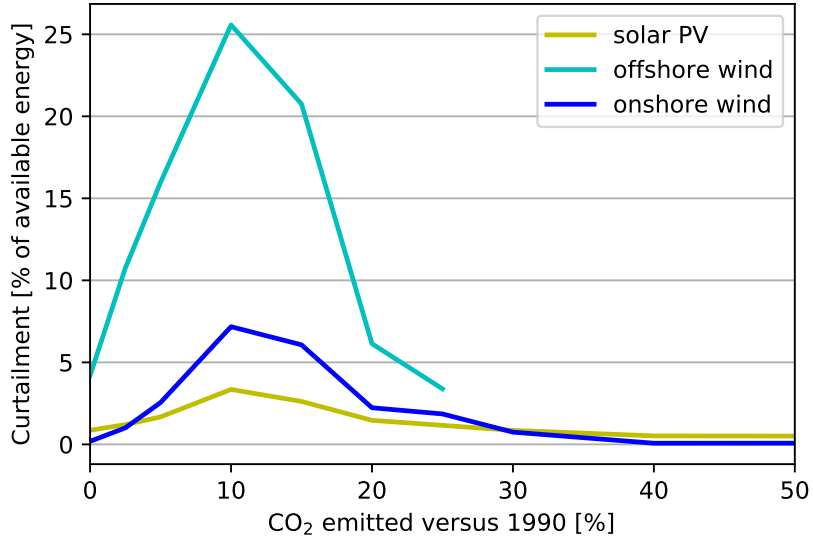
CO₂ price rises to displace cheap natural gas



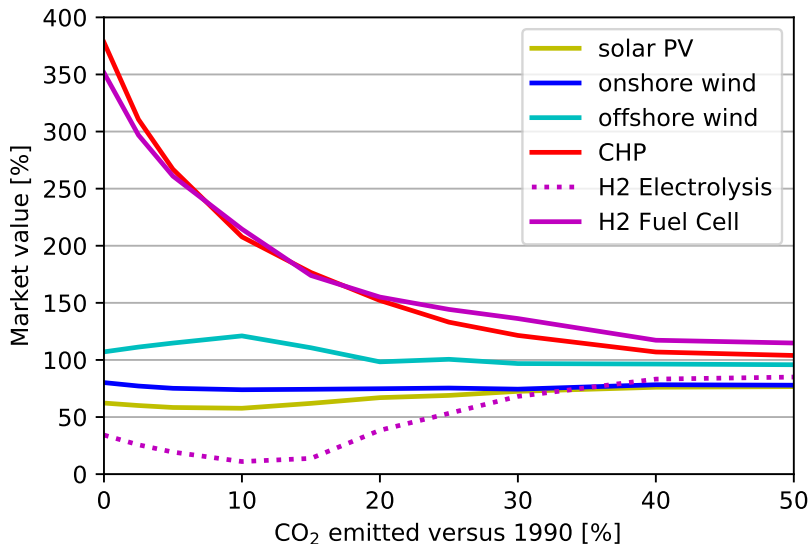
Electricity price statistics: zero-price hours gone thanks to P2G



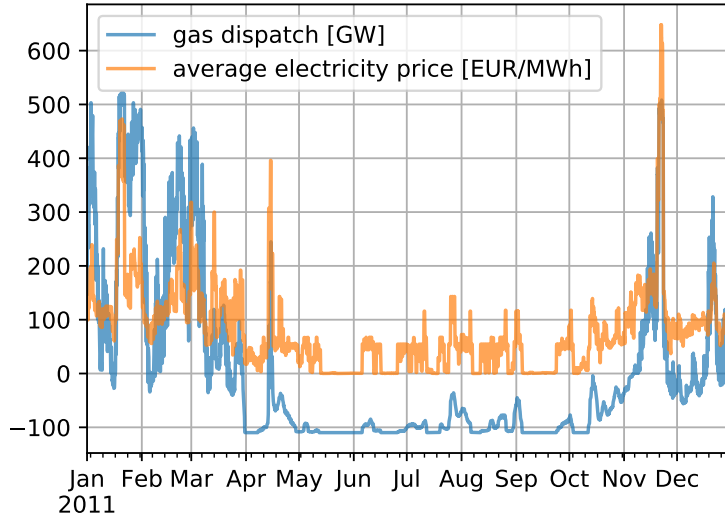
Curtailment also much reduced



Market values relative to average load-weighted price re-converge



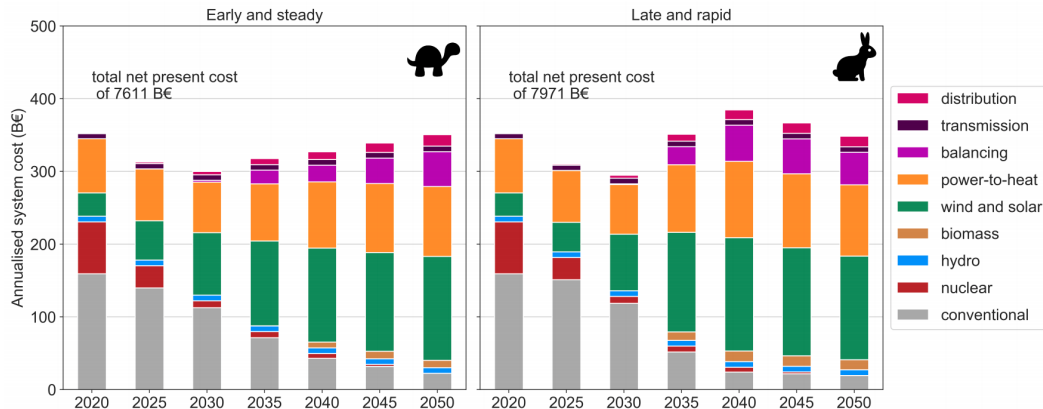
Gas production/consumption tightly coupled to price



Pathway for European energy system from now until 2050

For a fixed CO₂ budget, it's more cost-effective to **cut emissions early** than wait.

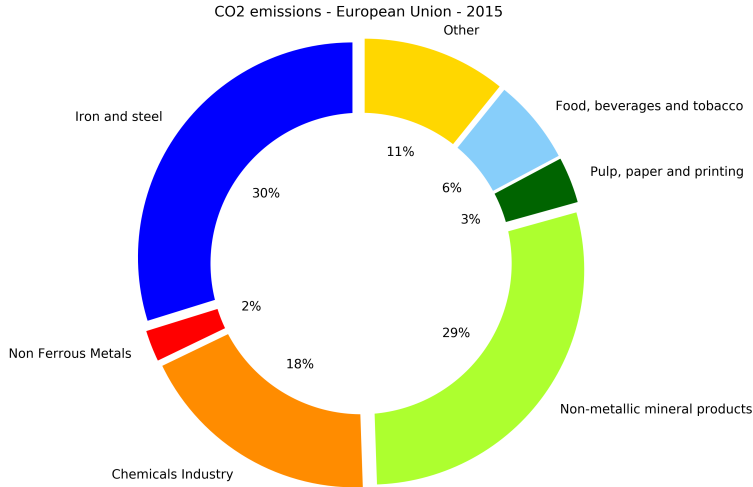
NB: These results only include electricity, heating in buildings and land-based transport.



For more details, see the following papers:

- Synergies of sector coupling and transmission reinforcement in a cost-optimised, highly renewable European energy system, [link](#) (2018).
- Sectoral Interactions as Carbon Dioxide Emissions Approach Zero in a Highly-Renewable European Energy System, [link](#) (2019).
- Early decarbonisation of the European energy system pays off, [arXiv link](#) (2020).

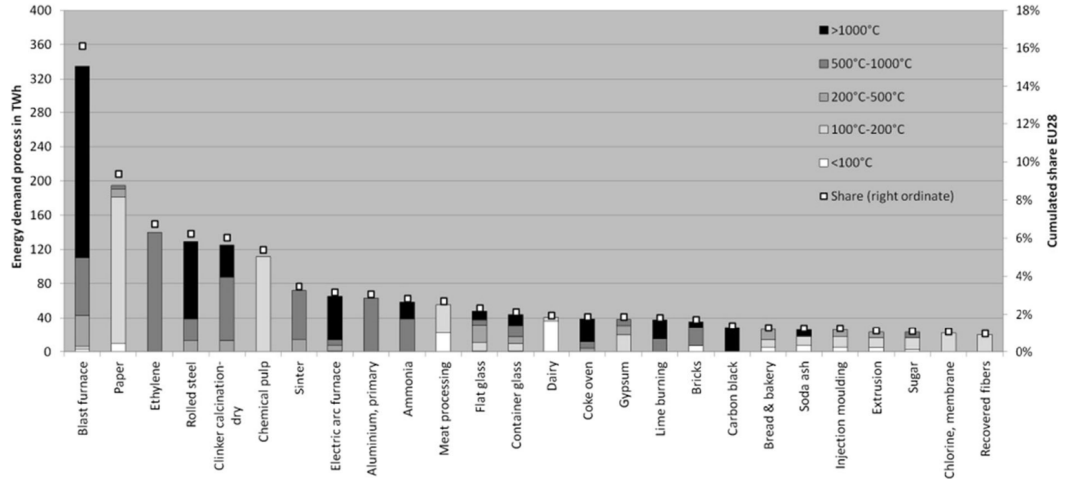
Industry, Shipping and Aviation



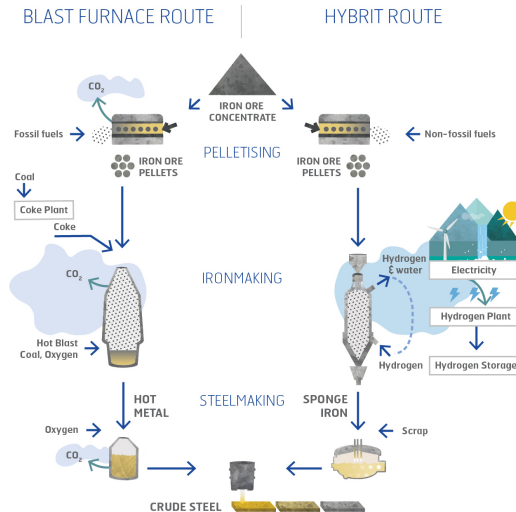
- Non-ferrous metals: mainly aluminium, but also copper, lead etc.
- Non-metallic minerals: mainly cement, ceramics and glass
- Emissions come from combustion of fossil fuels for heat, as well as **process emissions** from chemical reactions

Process heat demand in Europe by sector and temperature

Temperatures >100 C not accessible via regular heat pumps. Need direct electrification, biomass, synthetic fuels (hydrogen, methane), nuclear or carbon capture.



Iron and steel: direct reduce with hydrogen instead of coke



- Normally coke is used as a reducing agent in blast furnaces for smelting iron ore



- Instead: use hydrogen as the reducing agent

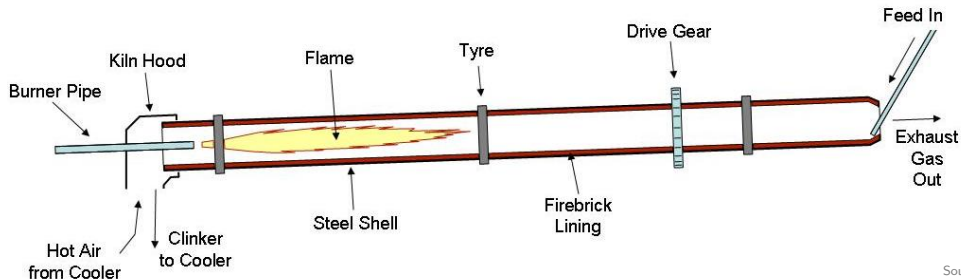


- Should scale up in late 2020s and 2030s.
- See [Vogl et al, 2018](#).

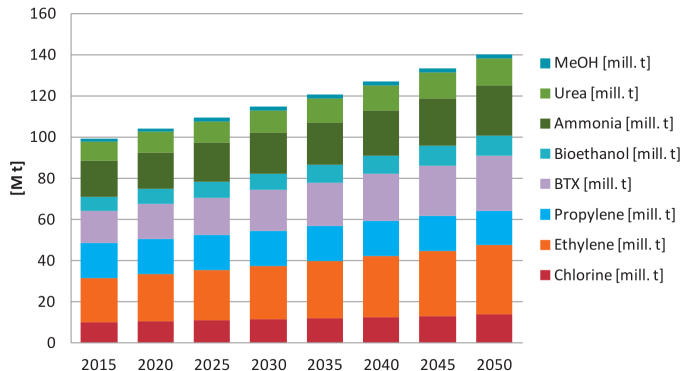
Cement is used in construction to make concrete. CO_2 is emitted from fossil fuels to provide process heat and from the calcination reaction for fossil limestone



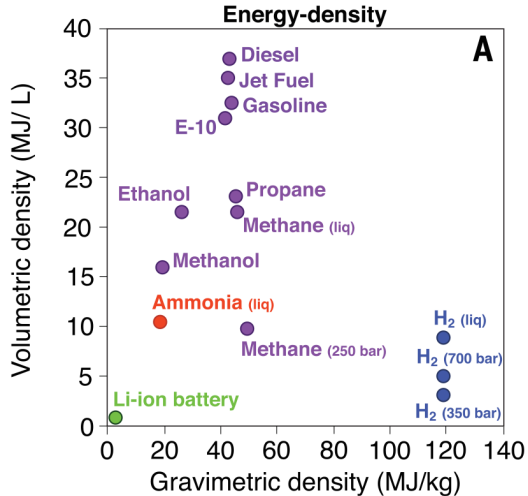
This is the biggest source of **process emissions** in industry in Europe. While we can replace process heat with low-carbon sources, process emissions are harder. Unless alternatives can be found for cement, this CO_2 can be captured and either sequestered underground (CCS) or used (CCU) to make chemicals like methane, liquid hydrocarbons or methanol.



Production volumes



- Fossil fuels are used for process heat in the chemicals industry, but also as a **feedstock** for chemicals like ammonia (NH_3), ethylene (C_2H_4) and methanol (CH_3OH or MeOH)
- Ammonia, used for fertiliser, can be made from hydrogen and nitrogen using the Haber-Bosch process
- Ethylene, used for plastics, can be made by steam cracking from naphtha or ethane



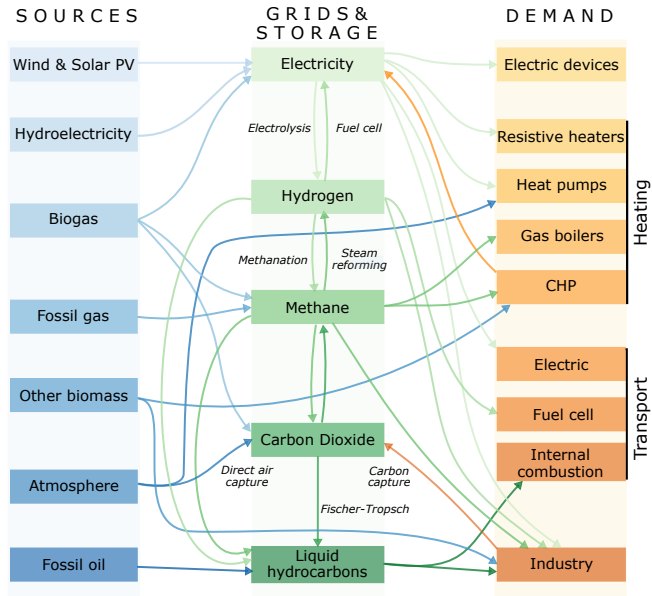
- Hydrogen has a very good gravimetric density (MJ/kg) but poor volumetric density (MJ/L).
- Liquid hydrocarbons provide much better volumetric density for e.g. aviation.
- WARNING: This graphic shows the thermal content of the fuel, but the **conversion efficiency** of e.g. an electric motor for battery electric or fuel cell vehicle is much better than an internal combustion engine.

We assume higher recycling levels as well as process- and fuel-switching (under review):

Iron & Steel	70% from scrap, rest from direct reduction with 1.7 MWhH ₂ /tSteel + electric arc (process emissions 0.03 tCO ₂ /tSteel)
Aluminium	80% recycling, for rest: methane for high-enthalpy heat (bauxite to alumina) followed by electrolysis (process emissions 1.5 tCO ₂ /tAl)
Cement	Waste and solid biomass for heat; capture process emissions
Ceramics & other NMM	Electrification
Chemicals	Synthetic methane, synthetic naphtha and hydrogen
Other industry	Electrification; process heat from biomass
Shipping	Liquid hydrogen (could be replaced by other liquid fuels)
Aviation	Kerosene from Fischer-Tropsch

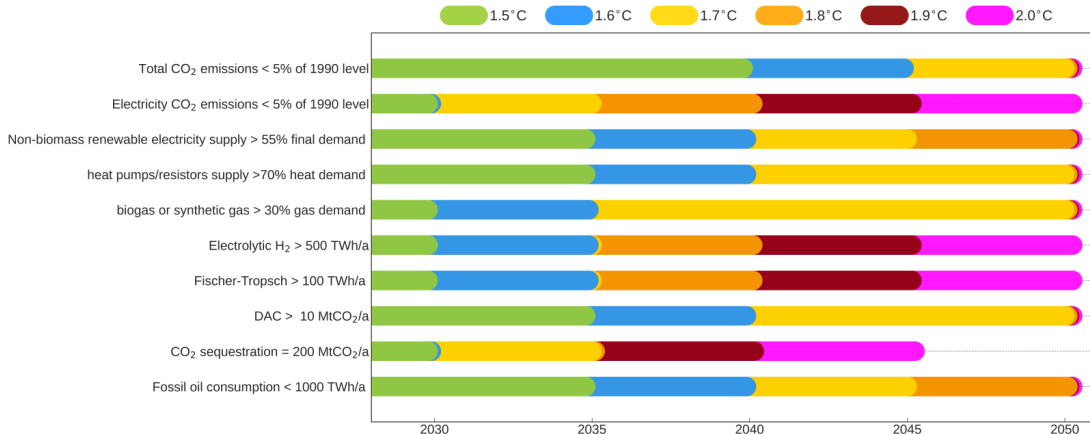
Carbon is tracked through system: 90% of industrial emissions are captured; direct air capture (DAC); synthetic methane and liquid hydrocarbons; transport and sequestration 20 €/tCO₂

Including all sectors needs careful management of carbon

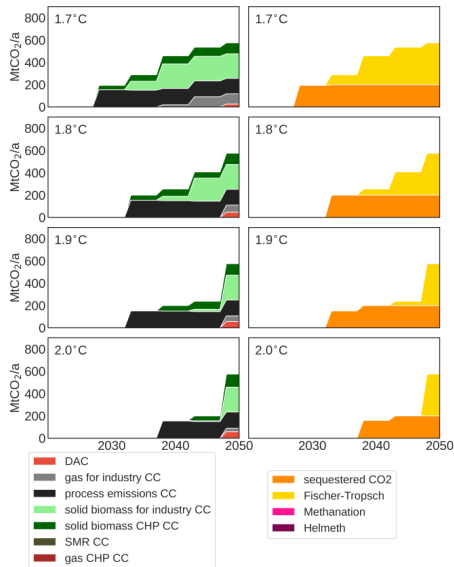


Results on appearance of technologies; depends on temperature target

When key transformations occur depends on the carbon budget.

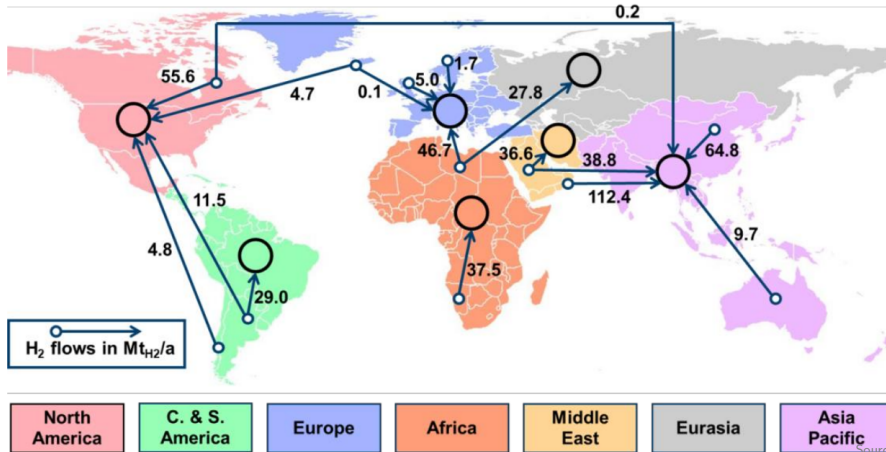


Carbon management (CCU/S) becomes increasingly important



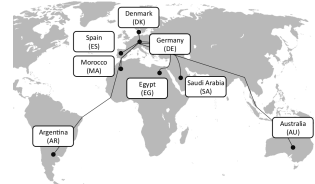
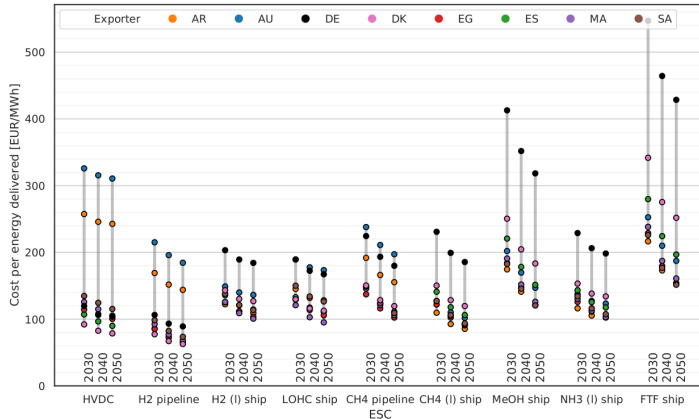
- **Carbon capture** (left): from process emissions, but also from heat production in industry and for combined-heat-and-power (CHP) plants
- **Sequestration** limited to 200 MtCO₂/a (enough to cover today's process emissions)
- Further captured carbon is **used** for Fischer-Tropsch fuels (kerosene and naphtha)
- The tighter the CO₂ budget, the more is captured, and at some point **direct air capture** (DAC) also plays a role
- If sequestration is relaxed to 1000 MtCO₂/a, then CDR compensates unabated emissions elsewhere

Today fossil fuels are traded across the globe. Electrolytic-hydrogen-based synthetic fuels (e.g. hydrogen, ammonia, methane, liquid hydrocarbons and methanol) could also be piped/shipped worldwide. Possible future scenario for hydrogen trade from Helmholtz colleagues at FZJ IEK-3:



Synthetic fuels from outside Europe?

Green hydrogen with pipeline transport costs around ~ 80 €/MWh in model. Shipping green hydrogen from **outside Europe** in liquid, LOHC or NH_3 form may not compete on cost (depends e.g. on WACC), but scarce land in Europe may still drive adoption.



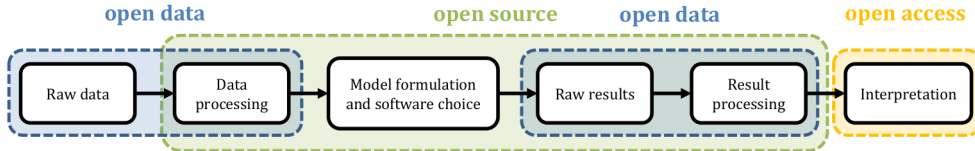
Open Energy Modelling

Open energy modelling means modelling with open software, open data and open publishing.

Open means that anybody is free to download the software/data/publications, inspect it, machine process it, share it with others, modify it, and redistribute the changes.

This is typically done by uploading the model to an online platform with an **open licence** telling users what their reuse rights are.

The **whole pipeline** should be open:



Openness . . .

- increases **transparency**, **reproducibility** and **credibility**, which lead to better research and policy advice (no more 'black boxes' determining hundreds of billions of energy spending)
- reduces **duplication of effort** and frees time/money to develop **new ideas**
- *can* improve research **quality** through feedback and correction
- allows easier **collaboration** (no need for contracts, NDAs, etc.)
- is a **moral imperative** given that much of the work is publicly funded
- puts pressure on **official data holders** to open up
- is essential given the increasing **complexity** of the energy system - we all need data from different domains (grids, buildings, transport, industry) and cannot collect it alone
- can increase **public acceptance** of difficult infrastructure trade-offs

There's an initiative for that! Sign up for the mailing list / come to the next workshop:

openmod open energy
modelling initiative

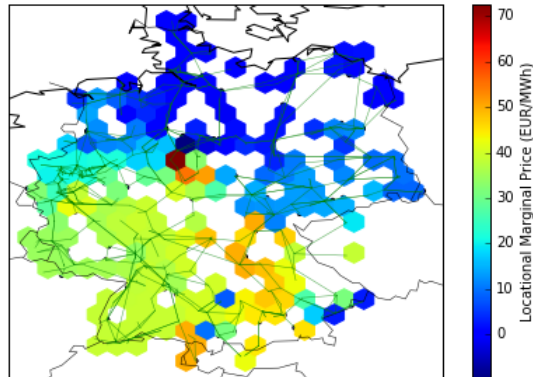
openmod-initiative.org

- **grass roots community** of open energy modellers from universities, research institutions and the interested public
- 700+ participants from all continents except Antarctica
- first meeting Berlin 18–19 September 2014
- promoting **open code**, **open data** and **open science** in energy modelling

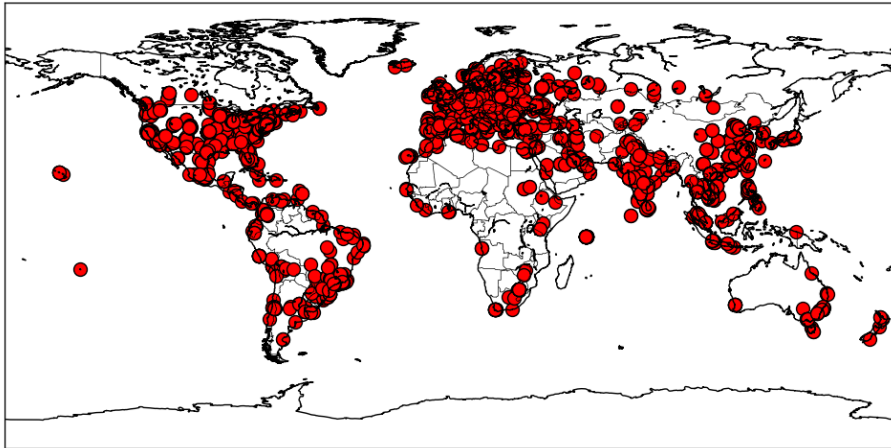
Our free software PyPSA is available online at <https://pypsa.org/> and on github. It can do:

- Static **power flow**
- **Linear optimal power flow** (LOPF) (multiple periods, unit commitment, storage, coupling to other sectors)
- **Security-constrained LOPF**
- Total energy system **capacity expansion optimisation**

It has models for storage, meshed AC grids, meshed DC grids, hydro plants, variable renewables and sector coupling.



PyPSA is used worldwide by **dozens of research institutes and companies** (TU Delft, Shell, Fraunhofer ISE, DLR Oldenburg, FZJ, TU Berlin, RLI, TransnetBW, TERI, Flensburg Uni, Saudi Aramco, Edison Energy, spire and many others). Visitors to the website:



Conclusions

- Meeting **Paris targets** is much more urgent than widely recognised
- There are **lots of cost-effective solutions** thanks to falling price of renewables
- **Electrification of other energy sectors** like heating, transport and industry is important (direct or indirect with synthetic fuels), to take advantage of low-carbon electricity
- **Grid helps** to make CO₂ reduction easier = cheaper
- **Cross-sectoral** approaches are important to reduce CO₂ emissions **and** for flexibility
- **Policy prerequisites**: high, increasing and transparent **price for CO₂ pollution**; financial and regulatory support for **new technologies** (heat pumps, hydrogen for steel)
- The energy system is complex and contains some uncertainty (e.g. cost developments, scalability of power-to-gas, consumer behaviour), so **openness is critical**