# List of Figures


| | | |
|---|---|---|
| Figure 1.1 | Sub-approval Process for the Assessment of EEC Building Design Submission | 3 |
| Figure 1.2 | Guide for the Development of EEC Buildings in Temburong District | 3 |
| Figure 1.3 | Pyramid of Commercial Sector Indicators | 7 |
| Figure 1.4 | Typical Breakdowns of Office Cooling Loads in Malaysia | 9 |
| Figure 1.5 | Efficiency (%) vs Mechanical Motor Output Power (KW) as per IEC 60034-30:2014 Classes | 20 |
| Figure 1.6 | Global MEPS Mapping Based on Classification of IEC IE Efficiency | 21 |
| Figure 1.7 | Overview of Procedures for EEC Building Design Assessment | 24 |
| Figure 1.8 | EEC Building Design Assessment Criteria and Flowchart | 25 |
| Figure 2.1 | Organisational Structure of the Electricity Sector, Brunei Darussalam | 32 |
| Figure 2.2 | Transmission Network of DES and BPC | 34 |
| Figure 2.3 | Changes in Maximum Demand of DES (Including Temburong) | 35 |
| Figure 2.4 | Changes in Maximum Demand of BPC | 35 |
| Figure 2.5 | Monthly Maximum Daily Load Curve in Main Grid of Brunei Darussalam (as of 2019) | 36 |
| Figure 2.6 | Changes in Maximum Demand in Temburong District | 36 |
| Figure 2.7 | Monthly Maximum Daily Load Curve in Temburong District (as of 2019) | 37 |
| Figure 2.8 | Temburong Transmission Line Plan | 38 |
| Figure 2.9 | SAIDI in Brunei Darussalam | 39 |
| Figure 2.10 | SAIFI in Brunei Darussalam | 39 |
| Figure 2.11 | International Comparison of SAIDI (as of 2015) | 40 |
| Figure 2.12 | International Comparison of SAIFI (as of 2015) | 40 |
| Figure 2.13 | Installed Capacity Portfolio in Brunei Darussalam | 41 |
| Figure 2.14 | PV Installation Plan in Brunei Darussalam | 42 |
| Figure 2.15 | Monthly Average Daily Solar Irradiance at Tenaga Suria Brunei Power Station | 43 |

| | | |
|---|---|---|
| Figure 2.16 | Hourly Solar Irradiance for 2018 at Tenaga Suria Brunei Power Station | 43 |
| Figure 2.17 | Precipitation at Tenaga Suria Brunei Power Station in 2018 | 44 |
| Figure 2.18 | Average Temperature at Tenaga Suria Brunei Power Station in 2018 | 45 |
| Figure 2.19 | Monthly PV Generation at Tenaga Suria Brunei Power Station in 2018 | 45 |
| Figure 2.20 | Monthly Average Hourly PV Generation at Tenaga Suria Brunei Power Station | 46 |
| Figure 2.21 | Changes in Installed Capacity of vRE under RPS in Japan | 47 |
| Figure 2.22 | Basic Mechanism of Feed-In-Tariff | 48 |
| Figure 2.23 | Changes in Feed-In-Tariff Price in Japan | 49 |
| Figure 2.24 | Changes in Installed Capacity of vRE under FIT in Japan | 50 |
| Figure 2.25 | Installed Capacity Ratio of PV in Each Region | 52 |
| Figure 2.26 | Overview of PV Generation Suppression in Kyushu Region on 28 October 2019 | 52 |
| Figure 2.27 | Conceptual Figure of Calculation Condition for Connectable Capacity of vRE in Japan | 53 |
| Figure 2.28 | Definition of Connectable Capacity | 54 |
| Figure 2.29 | Conceptual Figure of Calculation Method for Connectable Capacity of vRE in Japan | 54 |
| Figure 2.30 | Conceptual Figures of Output Pattern of vRE for Connectable Capacity Calculation | 55 |
| Figure 2.31 | Flowchart of Connectable Capacity Calculation Method in Japan | 55 |
| Figure 2.32 | Definition of Thermal Base Output | 57 |
| Figure 2.33 | Conceptual Figure of the Brunei Darussalam's Power Grid for Simulation | 58 |
| Figure 2.34 | Flow of the Calculation Method for Case 1 | 61 |
| Figure 2.35 | Conceptual Figure of the Calculation Method for Case 1 | 62 |
| Figure 2.36 | Demand–Supply Balance of DES in Case 1-1 on 9 November | 63 |
| Figure 2.37 | Demand–Supply Balance of DES in Case 1-2 on 9 November | 64 |
| Figure 2.38 | Demand–Supply Balance in Case 1-3 on 9 November | 65 |
| Figure 2.39 | Demand Supply Balance of DES in Case 1-4 on 9th November | 65 |

| | | |
|---|---|---|
| Figure 2.40 | Demand–Supply Balance of BPC on 24 March | 66 |
| Figure 2.41 | Flow of the Calculation Method for Case 2 | 68 |
| Figure 2.42 | Conceptual Figure of the Calculation Method for Case 2 | 68 |
| Figure 2.43 | Comparison of Demand–Supply Balance between Cases 1-1 and 2-1 on 9 November | 70 |
| Figure 2.44 | Comparison of Demand–Supply Balance between Cases 1-2 and 2-2 on 9 November | 71 |
| Figure 2.45 | Comparison of Demand–Supply Balance between Cases 1-3 and 2-3 on 9 November | 72 |
| Figure 2.46 | Comparison of Demand–Supply Balance between Cases 1-4 and 2-4 on 9 November | 73 |
| Figure 2.47 | Conceptual Figure of Utilising Interconnection | 74 |
| Figure 2.48 | Conceptual Figure of Optimal Generation Control for Maximising vRE Generation in Brunei Darussalam | 76 |
| Figure 2.49 | Total Installed Cost for Utility-Scale Solar PV Projects and the Global Weighted Average, 2010–2018 | 78 |
| Figure 2.50 | Annual Installation Cost of PV in Brunei Darussalam | 78 |
| Figure 2.51 | O&M Costs for PV Projects in ASEAN Member States | 79 |
| Figure 2.52 | Annual O&M Cost Estimation of PV in Brunei Darussalam | 79 |
| Figure 3.1 | Data and Modelled Car Ownership Rate | 89 |
| Figure 3.2 | Estimated number of passenger cars in use | 89 |
| Figure 3.3 | Energy Consumption of Passenger Cars – Business-As-Usual Scenario | 92 |
| Figure 3.4 | Energy Consumption of Passenger Cars – EV20 Scenario | 93 |
| Figure 3.5 | Energy Consumption of Passenger Cars – EV40 Scenario | 93 |
| Figure 3.6 | Energy Consumption of Passenger Cars – EV60 Scenario | 94 |
| Figure 3.7 | Electric Energy Needed in Electric Car Scenarios | 94 |
| Figure 3.8 | Generated Electricity – Electric Cars Scenarios | 95 |
| Figure 3.9 | $CO_2$ Emissions from Passenger Cars – Electric Cars Scenarios | 96 |
| Figure 3.10 | $CO_2$ Emissions from Electricity Generation – Electric Car Scenarios | 96 |
| Figure 3.11 | Changes in Total $CO_2$ Emissions in Electric Cars Scenarios Relative to BAU(%) | 97 |

| | | |
|---|---|---|
| Figure 3.12 | Energy Consumption of Passenger Cars – FC10 Scenario | 98 |
| Figure 3.13 | Energy Consumption of Passenger Car Transport – FC20 Scenario | 98 |
| Figure 3.14 | Energy Consumption of Passenger Car Transport – FC30 Scenario | 99 |
| Figure 3.15 | Produced Hydrogen – Fuel-Cell Hydrogen Scenarios | 99 |
| Figure 3.16 | $CO_2$ Emissions of Passenger Car Transport – Fuel-Cell Hydrogen Cars Scenarios | 100 |
| Figure 3.17 | $CO_2$ Emissions from Hydrogen Production – Natural Gas Steam Reforming without CCS – Hydrogen-Powered Fuel-Cell Car Scenarios | 100 |
| Figure 3.18 | Changes (%) in Total $CO_2$ Emissions in Hydrogen-Powered Fuel-Cell Car Scenarios vis-à-vis BAU – Hydrogen Produced from Natural Gas Steam Reforming without CCS | 101 |
| Figure 3.19 | Natural Gas Input to Produce Hydrogen from Natural Gas Steam Reforming without CCS | 102 |
| Figure 3.20 | Natural Gas Input to Produce Hydrogen from Natural Gas Steam Reforming with CCS | 102 |
| Figure 3.21 | $CO_2$ Emission from Hydrogen Production from Methane Steam Reforming with CCS – Fuel-Cell Car Scenarios | 103 |
| Figure 3.22 | Grid Electricity Needed to Produce Hydrogen by Electrolysis | 104 |
| Figure 3.23 | $CO_2$ Emission from Hydrogen Production from Grid Electricity–Based Electrolysis – Fuel-Cell Car Scenarios | 104 |
| Figure 3.24 | Three Traffic Flow Categories | 106 |
| Figure 3.25 | Pan-Borneo Highway | 108 |
| Figure 3.26 | Current Main Road Access To and From Temburong District | 109 |
| Figure 3.27 | Suitable Location for Development Hubs in Temburong | 111 |
| Figure 3.28 | Mobility Network of Temburong District | 112 |
| Figure 3.29 | Mobility Hub Design | 113 |
| Figure 3.30 | Mobility Hub Zone | 113 |
| Figure 3.31 | Daily Trip Origins and Destinations (All Modes – Persons) in 2012 | 115 |
| Figure 4.1 | Future Image of City of Living Lab in Temburong Ecotown | 121 |
| Figure 4.2 | Hydrogenation Plant in Brunei | 127 |

| | | |
|---|---|---|
| Figure 4.3 | International Supply Chain of Hydrogen using SPERA Hydrogen Technology | 128 |
| Figure 4.4 | Location of Solar Park | 129 |
| Figure 4.5 | Development Areas Proposed in Temburong District Plan, 2006–2025 | 130 |
| Figure 4.6 | Mobility Network of Temburong and Connectivity with Bandar Seri Begawan | 131 |
| Figure 4.7 | Route of Bandar Seri Begawan–Temburong Bridge | 133 |
| Figure 4.8 | Image of Hydrogen Supply Station | 133 |
| Figure 4.9 | Image of Mobility Hub Zone | 134 |
| Figure 4.10 | Image of Fuel Cell Bus | 135 |
| Figure 4.11 | Proposed Bus Network in Temburong District | 135 |
| Figure 4.12 | Potable Water Supply in Temburong District | 136 |
| Figure 4.13 | Potable Water Supply for Temburong District | 137 |
| Figure 4.14 | Location of Ecotourism Focus Areas in Temburong District | 138 |
| Figure 4.15 | Image of Resort and Convention Zone in Gate Zone | 139 |
| Figure 4.16 | Location of Tourism Hub in Gate Zone | 140 |
| Figure 4.17 | Image of Nature Amusement Park in Gate Zone | 141 |
| Figure 4.18 | Image of Agro Park in Gate Zone | 142 |
| Figure 4.19 | Location of New Campus for Universiti Islam Sultan Sharif Ali | 144 |
| Figure 4.20 | Image of Eco-residential Area in the Gate Zone | 146 |
| Figure 4.21 | Location of Residential Area in Labu Estate | 147 |
| Figure 4.22 | Location of New Internal Roads and Bridge in Bangar Urban Centre | 148 |
| Figure 4.23 | Location of New Port and the Riverside Development Area in Bangar Urban Centre | 149 |

# List of Tables


| | | |
|---|---|---|
| Table 1.1 | Maximum U-value for Roof (W/m2 K) | 5 |
| Table 1.2 | BEI Targets for Commercial and Public Sector Buildings | 11 |
| Table 1.3 | Unitary Air Conditioners Minimum CSPF – Cooling Requirements | 16 |
| Table 1.4 | Water-Chilling Packages, Electrically Driven: Chiller Energy Performance Rating | 17 |
| Table 1.5 | Minimum Efficacy (lm/w) for Various Types of Lamps and Ratings | 23 |
| Table 1.6 | Prerequisite Energy Efficiency Performance Requirements | 26 |
| Table 1.7 | Interior Lighting Power Density (including Ballast Loss) Allowance for Typical Building Area | 28 |
| Table 1.8 | Maximum Lighting Power Intensity Allowance of Building Exteriors | 28 |
| Table 1.9 | Maximum Power Consumption for Pumping System | 29 |
| Table 1.10 | Checklist for Step 3 Assessment of EEC Building Design Submission | 30 |
| Table 2.1 | Power Outage over 1 Hour in Temburong District | 39 |
| Table 2.2 | Installed Capacity Portfolio of vRE in Japan | 51 |
| Table 2.3 | Summary of Simulation Assumptions | 59 |
| Table 2.4 | Simulation Cases in this Study | 60 |
| Table 2.5 | Calculation Result of Case 1 | 62 |
| Table 2.6 | Demand–Supply Balance of DES in Case 1-1 on 9 November | 63 |
| Table 2.7 | Demand–Supply Balance of DES in Case 1-2 on 9 November | 64 |
| Table 2.8 | Demand–Supply Balance of DES in Case 1-3 on 9 November | 64 |
| Table 2.9 | Demand–Supply Balance of DES in Case 1-4 on 9 November | 65 |
| Table 2.10 | Demand–Supply Balance of BPC on 24 March | 66 |
| Table 2.11 | Yearly Electricity Consumption and PV Generation in Case 1 | 67 |
| Table 2.12 | Calculation Result of Cases 1 and 2 | 69 |
| Table 2.13 | Comparison of Demand–Supply balance between Cases 1-1 and 2-1 on 9 November | 70 |

| | | |
|---|---|---|
| Table 2.14 | Comparison of Demand–Supply Balance between Cases 1-2 and 2-2 on 9 November | 71 |
| Table 2.15 | Comparison of Demand–Supply Balance between Cases 1-3 and 2-3 on 9 November | 72 |
| Table 2.16 | Comparison of Demand–Supply balance between Cases 1-4 and 2-4 on 9 November | 73 |
| Table 2.17 | Required Land Use for PV Introduction in Brunei Darussalam | 77 |
| Table 3.1 | Assumptions on GDP Growth | 86 |
| Table 3.2 | Energy Efficiency in Hydrogen Production | 87 |
| Table 3.3 | Estimated Parameters of quation (2) | 88 |
| Table 3.4 | Passenger Car–Related Assumptions for Electric Car Scenarios | 90 |
| Table 3.5 | Passenger Car–Related Assumptions for Hydrogen-Powered Fuel-Cell Car Scenarios | 91 |
| Table 3.6 | National and Local Programmes in the Land Transport Master Plan that Might Affect the Mobility and Emissions in Temburong District | 107 |
| Table 3.7 | Green Vehicle and Border-Crossing Improvement Interventions | 107 |
| Table 3.8 | Estimated Effect of Each Intervention to the Total Emissions of Greenhouse Gases in Temburong | 116 |
| Table 4.1 | Population Framework of Temburong District | 122 |
| Table 4.2 | Demand for Electricity in Temburong District | 123 |
| Table 4.3 | Energy Mix for Power Generation in Temburong District | 125 |
| Table 4.4 | Priority and Key Projects of the Energy Sector in Temburong Ecotown | 126 |
| Table 4.5 | Priority and Key Projects of the Transport Sector for Temburong Ecotown | 132 |
| Table 4.6 | Priority and Key Projects of the Water Supply Sector for Temburong Ecotown | 137 |
| Table 4.7 | Priority and Key Projects of the Tourism Sector for Temburong Ecotown | 139 |
| Table 4.8 | Priority and Key Projects of Education Sector for Temburong Ecotown | 143 |

| | | |
|---|---|---|
| Table 4.9 | Land Necessary for the New Campus of Universiti Islam Sultan Sharif Ali (2030) | 143 |
| Table 4.10 | Priority and Key Projects of the Industry Sector in Temburong Ecotown | 145 |
| Table 4.11 | Priority and Key Projects of the Housing Sector in Temburong Ecotown | 145 |
| Table 4.12 | Priority and Key Projects of Urban Development of Bangar Urban Centre | 147 |
| Table 4.13 | Summary of Priority Projects and Key Projects in the Roadmap for Temburong Ecotown Development | 150 |