



Nudging consumers  
towards energy efficiency  
through behavioural science



NUDGE has received funding  
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# Intervening me Softly - Modeling Nudging Interventions to Change Electric Vehicle User Preferences (6-161-22)

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ECEEE Conference, 6-10/06/2022

## Simulations of rational decision-making on flexibility provision by electric vehicles vs. intuitive decision-making

### In everyday life:

Decision-making on providing flexibility from electric vehicles based on... (Kahnemann 2003)

- Rational choices – e.g., cost-minimization
- Intuitive choices – e.g., based on social interaction and provided information

Incentives for providing **more flexibility** from electric vehicles

- For rational choices: monetary incentives
- For intuitive choices: nudging interventions

### Simulating everyday life in agent-based models:

Cost-minimisation optimisation

Our paper: social network simulation



## Research outline

### Research question

- How do nudging interventions based on social interaction influence the flexibility provision by electric vehicles?

### Research assumptions

- Flexibility provision by electric vehicles by minimizing the required final stage of charge (SoC)
- Nudging interventions based on social interaction in the network influence the SoC of the agents

### Research objectives

1. Setting up the agent-based model based on a social network
2. Testing and demonstrating the model functionalities in two sub-steps:
  1. Influence of nudging interventions (and external factors) on the SoC (experiment)
  2. Influence of the agent settings on the results (sensitivity analysis)

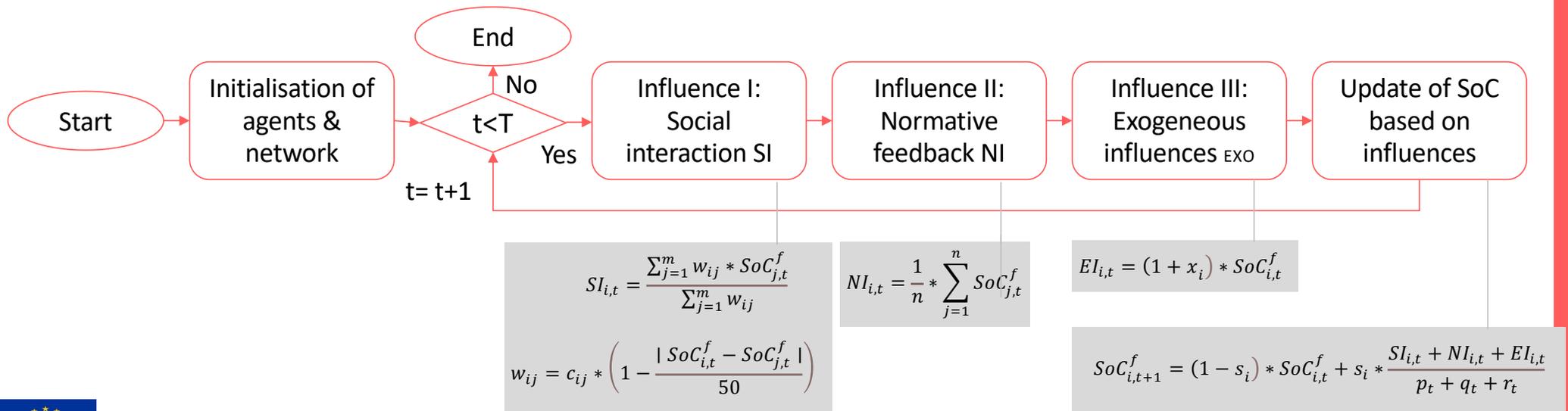
**Next steps:** Parameterization based on results of NUDGE field experiments and model coupling



# Setting up the agent-based model based on a social network

Nudging interventions based on social interaction extracted from the literature:

- **Social interaction (influence I):** Distributed information on favorable and unfavorable behaviour of the own network (Zarei and Maghrebi 2020, Duggins 2014) - uncontrolled interventions, such as by information events
- **Normative feedback (influence II):** Distributed information on favorable behaviour of the entire network (Friedkin 2001) – selective interventions, such as by smart home systems or energy management apps

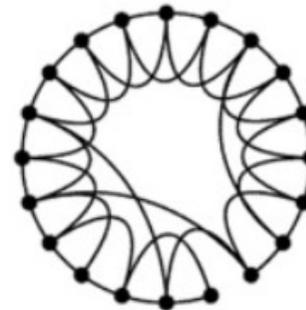


## Experimental setup for testing the model

Scenario	Intervention / Influences
All (EXO + SI + NI)	All
EXO + SI	Social interaction + external influences
EXO	External influences
EXO + NI	Normative feedback + external influences

Parameter	Value
Number of agents	100
Number of simulation runs	100
Size of social contacts	12
Limit behaviour adjustment	18%
Simulation steps	52
Social network type	small-world

Small-world



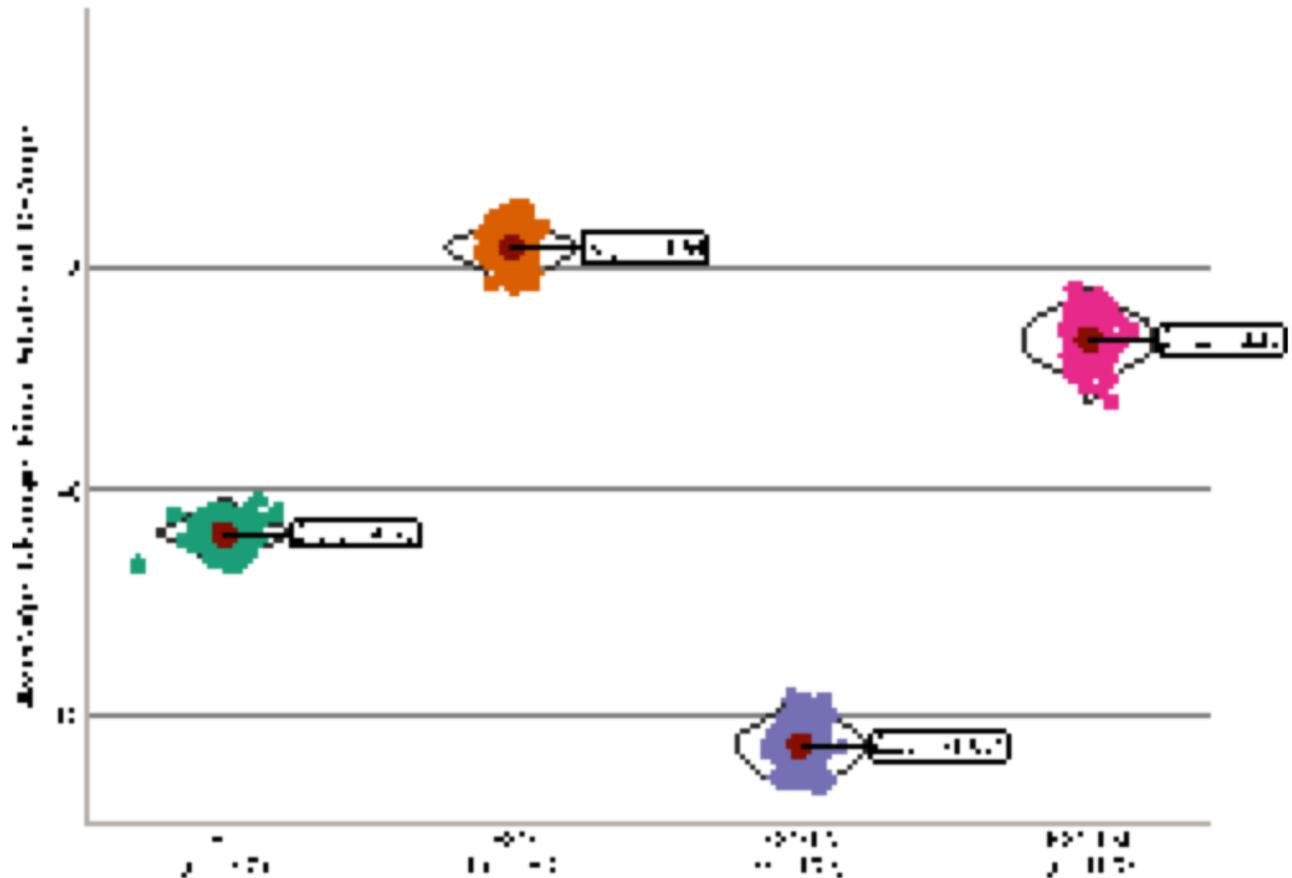
### Agent initialization

- EV battery capacity (75.7 kWh, 47.4 kWh, 26.3 kWh) (Gnann and Speth 2021)
- EV consumption (16-25 kWh/100 km)
- Distribution of initial SoC based on Quirós-Tortós et al. 2015
- Daily mobility demand of agents (= minimum technical SoC)



## Experiment results: SoC reduction for all scenarios - strong influence of exposure to unfavorable behavior

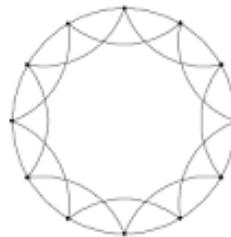
- **EXO + N:** Strongest average SoC reduction (-10.54 %) compared to initialisation
- **All:** Medium reduction (-6.76%)
- **EXO + SI:** Lower reduction (-3.28 %)
- **EXO:** Also reduction due to high SoC at initialisation (-1.64%)
- All scenarios on average below the limit of behavioral adjustments (18 %)



## Sensitivity analysis: Limit of behaviour adjustment impacts the results strongly

Parameter	Value in the experiment	Value in the sensitivity analysis	Impact on scenario „all“
Size of social contacts	12	4 – 22	Decreasing SoC change with increasing number of contacts
Limit behaviour adjustment	18%	5 – 50 %	Strong impact: 15% results in highest available flexibility
Social network type	small-world	random, regular, scale-free	Minor impact: max. 0.3% smaller change for random network

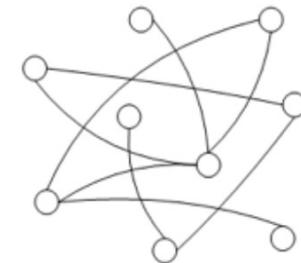
Regular



Scale-free



Random



## Summary

### Results

- Creation of agent-based model based on social network, in which agents adapt their final SoC depending on their social interaction
- Normative feedback (=selective information of only favorable behavior of entire network) results in strongest reduction of SoC (=highest provision of flexibility)

### Discussion and next steps

- Exposure to unfavorable behavior (boomerang effect) and limit of behavior adjustments influences the results strongly
- Parameterization (esp. w.r.t. adjustment limit and heterogeneity of agents) and validation based on results of NUDGE field experiments
- Medium-term step: Model coupling with cost-minimisation model





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# H2020 project NUDGE: 5 pilots testing the impact of nudging interventions on energy-saving behavior of households



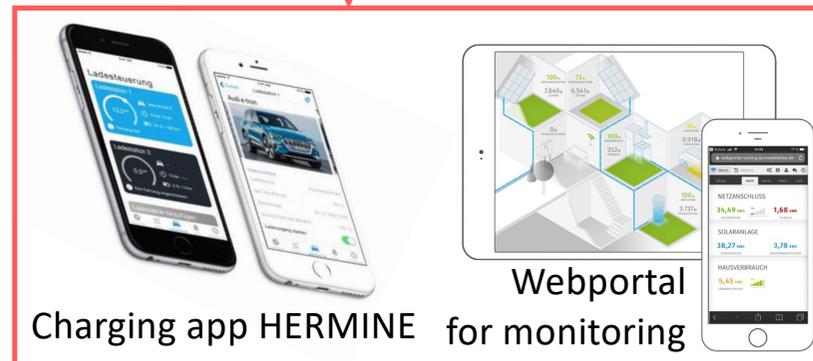
Decreasing electricity consumption

Decreasing heating consump.

Increasing self-consumption

For more information, visit our website:

<https://www.nudgeproject.eu/>



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**Thank you for your attention!**

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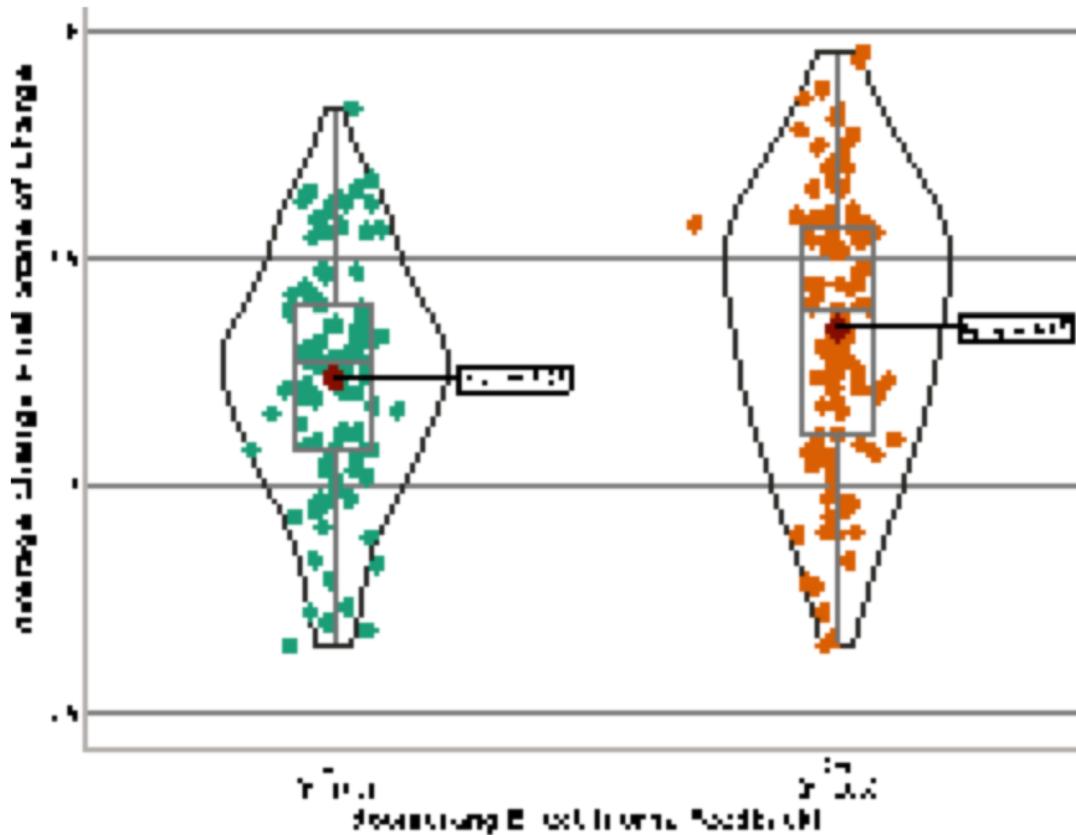
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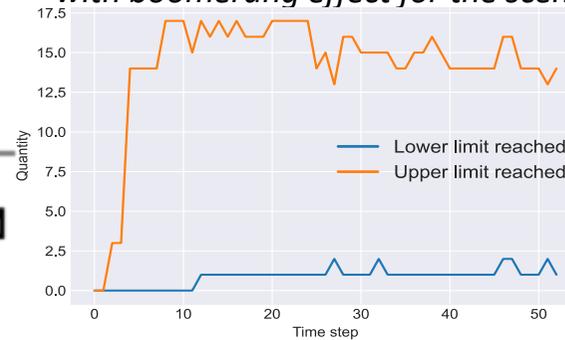


Nudging consumers towards energy efficiency through behavioural science

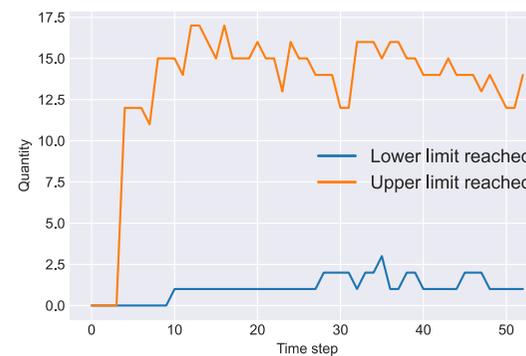
# Impact of the Boomerang Effect (considering unfavorable behavior for normative feedback)



Agents at the limit of behaviour change for a model run with boomerang effect for the scenario "All".



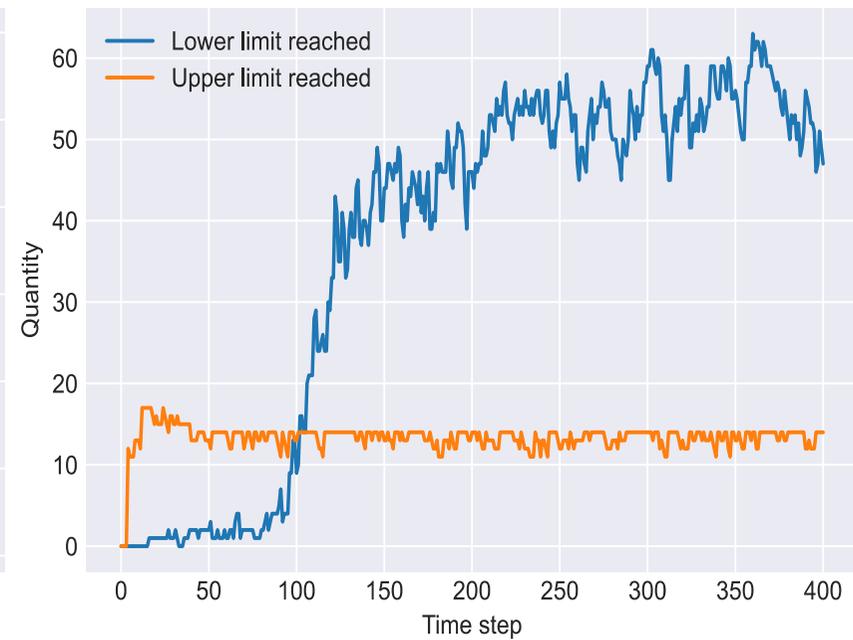
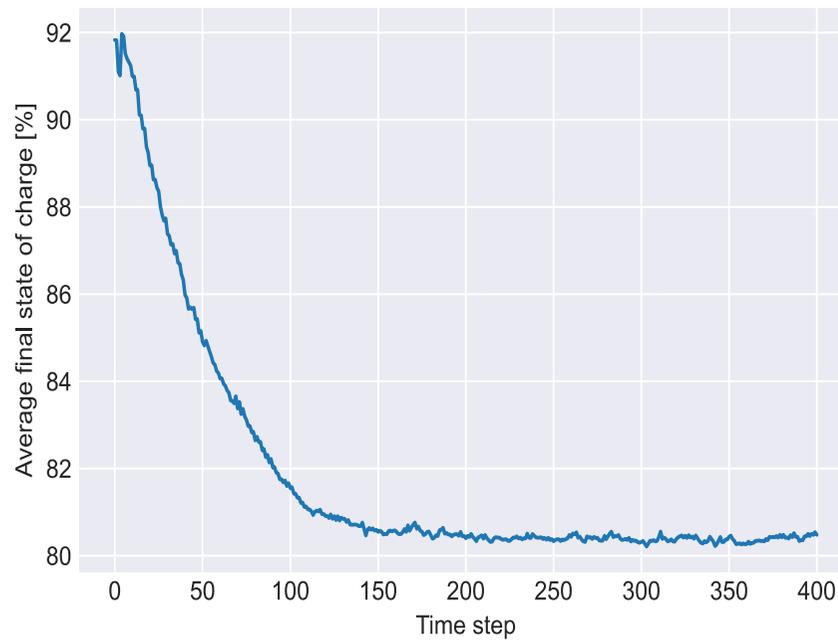
and without boomerang effect



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## Long-term development of average SoC of all agents (left) & number of agents at the limit of behaviour change (right)



Attribut	Abkürzung	Beschreibung	Typ	Ausprägung
Agent ID	ID	Identifikator	int	-
Batteriegröße	BS	Kapazität des Elektroautos	float	3 Kategorien (Groß/Mittel/Klein)
Endladezustand	SoC <sup>f</sup>	Ladestand der Batterie nach Ladevorgang	float	prozentual
Mobilitätsbedarf	MN	Mobilitätsbedarf des Agenten	float	in km/d
Sensibilität	s	Empfindlichkeit des Agenten ggü. externen Einflüssen	float	zwischen 0 und 1
Verbrauch	C	Verbrauch des Elektroautos	float	gleichverteilt (16-25kWh/100km)





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Verhaltensänderung:

$$SoC_{i,t+1}^f = (1 - s_i) * SoC_{i,t}^f + s_i * \frac{SI_{i,t} + NI_{i,t} + EI_{i,t}}{p_t + q_t + r_t}$$

Einflüsse:

$$SI_{i,t} = \frac{\sum_{j=1}^m w_{ij} * SoC_{j,t}^f}{\sum_{j=1}^m w_{ij}}$$

$$w_{ij} = c_{ij} * \left( 1 - \frac{|SoC_{i,t}^f - SoC_{j,t}^f|}{50} \right)$$

$$NI_{i,t} = \frac{1}{n} * \sum_{j=1}^n SoC_{j,t}^f$$

$$EI_{i,t} = (1 + x_i) * SoC_{i,t}^f$$

Nebenbedingung:

$$SoC_i^f \geq \frac{MN_i * C_i / 100}{BS_i} * 100 + 10$$

**Parameter**

$BS_i$	[kWh]	Kapazität des Elektroautos von Agent $i$
$C_i$	[kWh/100km]	Verbrauch des Elektroautos von Agent $i$
$c_{ij}$	[-]	Anzahl identischer sozialer Kontakte von Agent $i$ und $j$
$EI_{i,t}$	[%]	Exogener Einfluss auf Agent $i$ zum Zeitpunkt $t$
$m$	[-]	Größe soziales Netzwerk
$MN_i$	[km/d]	Täglicher Mobilitätsbedarf von Agent $i$
$n$	[-]	Gesamtzahl Agenten
$NI_{i,t}$	[%]	Einfluss von normativem Feedback auf Agent $i$ zum Zeitpunkt $t$
$p_t$	[-]	Binärvariable, Vorhandensein sozialer Interaktion zum Zeitpunkt $t$
$q_t$	[-]	Binärvariable, Vorhandensein normatives Feedback zum Zeitpunkt $t$
$r_t$	[-]	Binärvariable, Vorhandensein exogener Einfluss zum Zeitpunkt $t$
$s_i$	[-]	Sensibilität von Agent $i$
$SI_{i,t}$	[%]	Einfluss sozialer Interaktion auf Agent $i$ zum Zeitpunkt $t$
$SoC_{i,t}^f$	[%]	Endladestand von Agent $i$ zum Zeitpunkt $t$
$w_{ij}$	[-]	Gewichtungsfaktor der Stärke der Beziehung zwischen den Agenten $i$ und $j$
$x_i$	[-]	Zufallszahl zwischen -0,1 und +0,1



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