UK report on Energy Statistics for 2011

	Data for 2011	Units
(i) primary energy consumption;	189.9	mtoe (ncv)
(ii) total final energy consumption;	130.3	mtoe (ncv)
(iii) final energy consumption by sector		
— industry	25.7	mtoe (ncv)
— transport (passenger)[1]	39.2	mtoe (ncv)
— transport (road freight transport)	13.0	mtoe (ncv)
— households	36.1	mtoe (ncv)
— services;	15.5	mtoe (ncv)
— agriculture;	0.9	mtoe (ncv)
(iv) gross value added by sector		
— industry	318.6	billion € 2011 prices
— services;	1,093.1	billion € 2011 prices
(v) disposable income of households;	1,164.2	billion € 2011 prices
(vi) gross domestic product (GDP);	1,746.6	billion € 2011 prices
(vii) electricity generation from thermal power generation;	29.5	mtoe (ncv)
(viii) electricity generation from combined heat and power;	2.3	mtoe (ncv)
(ix) heat generation from thermal power generation;	4.0	mtoe (ncv)
(x) heat generation from combined heat and power plants, including industrial waste heat;	4.0	mtoe (ncv)
(xi) fuel input for thermal power generation;	69.7	mtoe (ncv)
(xii) passenger kilometres (pkm), if available;	784.8	billion kms
(xiii) tonne kilometres (tkm), if available;	225.0	billion tonne-kms
(xiv) combined transport kilometres (pkm + tkm), in case (xii) and (xiii) are not available;	n/a	
(xv) population.	62.7	millions

Note: numbers may not sum due to rounding

Summary

- **UK primary energy consumption has fallen by 13% since 2006 due to a reduction in primary energy intensity (per real GDP) of 14%**
- **UK final energy consumption has fallen by 12% since 2006 due to a reduction in final energy intensity (per real GDP) of 13%**
- **The greatest reductions in energy intensity have been made in the household and services sectors**

[1] includes freight activity for rail, aviation and shipping

- **Industrial energy use per unit of GVA has been unchanged since 2006 but there have been significant changes within the sector of this period due to the recession.**
- **Slight improvements in energy efficiency have been seen in passenger transport but in freight energy per tonne-kms has risen as efficiency in freight logistics fell during the recession.**