

Shaping and funding Latvia's energy transition

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The Latvian Energy

Energy



What Latvia wants to achieve?

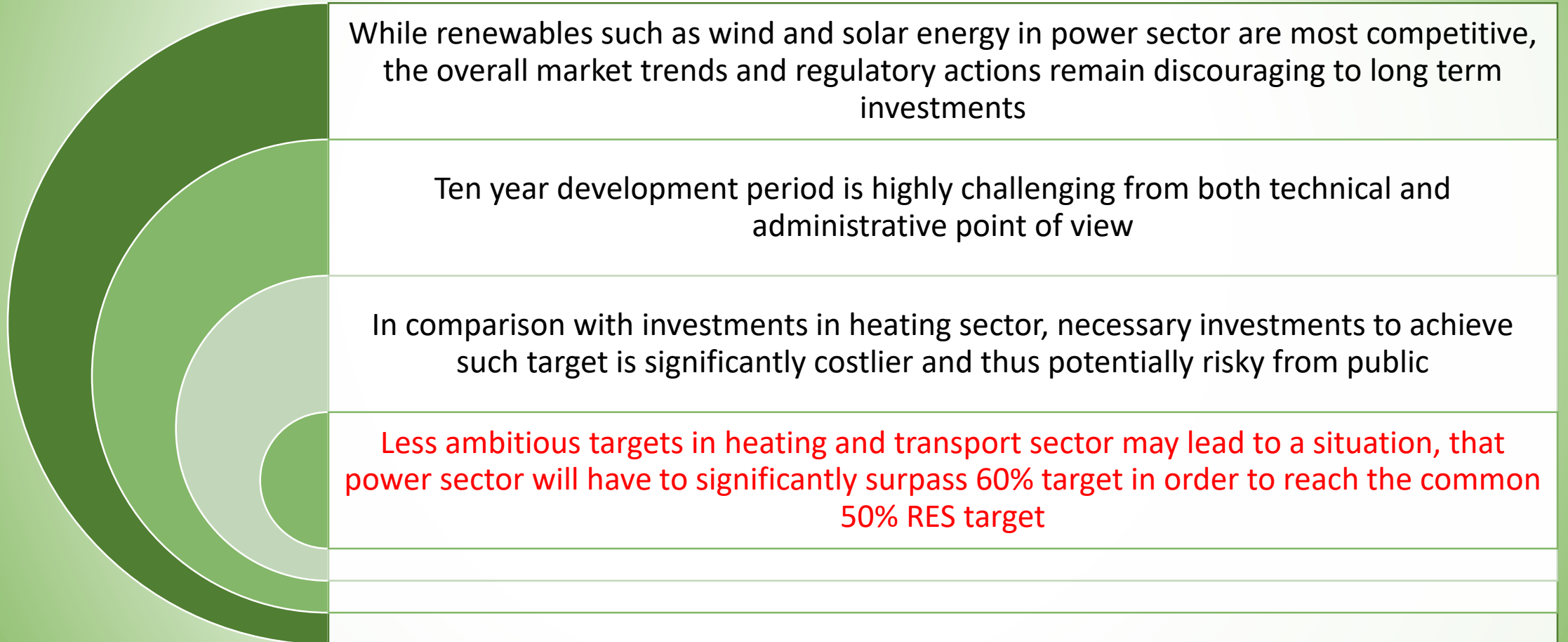
	Actual value	Target value				
	2017	2020	2022	2025	2027	2030
Proportion of RES in final energy consumption (%)	39,01	40	41,8	44,3	46,5	50
Indicative proportion of RES in power production (%)	54,36	59,8				>60
Indicative proportion of RES in heating and cooling energy production (%)	54,58	53,4	55,2	56,08	56,69	57,59
Proportion of RES in final consumption of transport (%)	2,5	10	-	-	-	7
Proportion of modern bio-fuels and biogas in final energy consumption of transport sector (%)	0	-	0,2	1,0	-	3,5

Initial assessment of Latvia's targets

The overall target of 50% of renewable energy can be evaluated as conditionally feasible

However, contribution of different sectors very unbalanced – extremely modest target for largest of sectors, transport, conservative estimates for heating sector, and overly optimistic expectations for power sector

Why targets of RES for power sector are alarming?



Estimated contribution of each sector

Input data source: Latvian Bureau of Statistics, Energy balance for Year 2018	Actual proportion of sector in final energy consumption	Proposed RES proportion in sector	Estimated result in necessary consumption of RES
Transport sector	30%	7%	4.2%
Heating and cooling sector	55%	58%	64%
Power sector	15%	60%	10%
Total	100%		78.2%

Can shortage of RES target be compensated by power sector?

In order to achieve the overall target of RES in the final energy consumption in a situation, when there is no additional contribution of heating and transport sectors, power sector would have to produce approximately 34 PJ of energy

For comparison, in 2018 Latvia consumed approximately 24 PJ of electricity, and produced 15 PJ of energy. Thus power sector would have to become an exporter to meet the target and would have to install wind power with total capacity near 3000 MW

Other concerns regarding transition plan

Low contribution from decentralized heating sector and energy efficiency measures, insufficient focus on end-consumers and their behaviour, both in housing and transport sectors

Conservative estimates about smart mobility and electric vehicles

Insufficient focus on future principles for usage and development of infrastructure

Thank You!

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