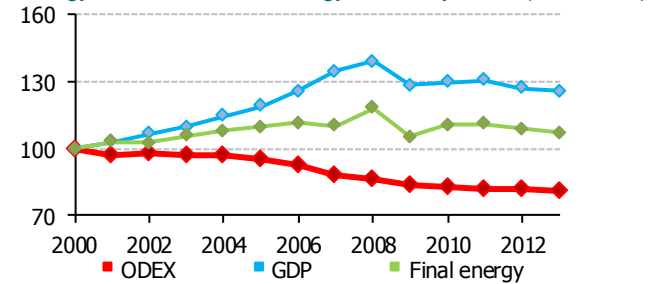


Energy Efficiency Trends

Overview

Overall energy efficiency of final consumers has improved by 17 % in the period 2000-2013, with the largest decrease being observed between 2004 and 2009 with 12 %. Improvement over the whole period translates to 1.4 % decrease per year. Energy efficiency improvement is responsible for limiting growth of final energy consumption to only 7 % in 2013 compared to 2000, while GDP has grown for 26 %.

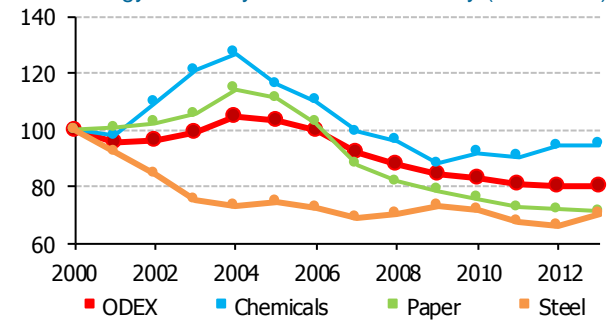
Energy cons., GDP and energy efficiency index (100=2000)



Industry

The improvement of energy efficiency in industry was 19% in the period 2000 - 2013. The largest decrease has been observed between 2006 and 2009. Energy efficiency improvement in this period can to a large extent be attributed to improvement in paper and chemicals production, while efficiency in steel production intensively improved between 2000 and 2003. In 2000-2013 period the only branches where efficiency decreased were wood and textile. The largest share in industry energy consumption falls on non-metallic minerals (16 %), followed by paper production (14 %), closely followed by chemicals (13 %), steel production (13 %) non-ferrous metals (13 %) and machinery production (11 %). Efficiency improvement is partially also a result of change of the methodology for calculation of industrial production indices and production structure in some sub-sectors.

Main energy efficiency indicators in industry (100=2000)

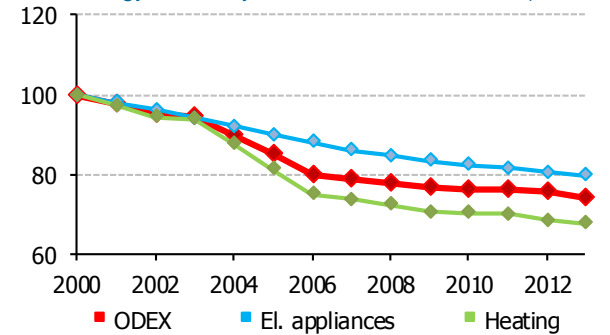


Chemicals : toe per unit of production index
Paper, steel: toe per tonne

Households

The energy efficiency improved by 26% over the period 2000-2013. Data before 2009 are very uncertain for households. From 2009 onwards energy model is used for calculation of RES use in households and division per type of uses. In the period 2009-2013 energy efficiency improved by 3 %. Improvement of energy efficiency comes from measures addressing energy performance of buildings like improvement of insulation (wall, roof and windows) and more efficient heating systems, which contribute to 4 % improvement of energy efficiency in heating and labelling and minimal standards for household appliances which contribute to 4 % improvement of energy efficiency of appliances in the period 2009-2013. Behaviour also has an important

Main energy efficiency indicators in households (100=2000)

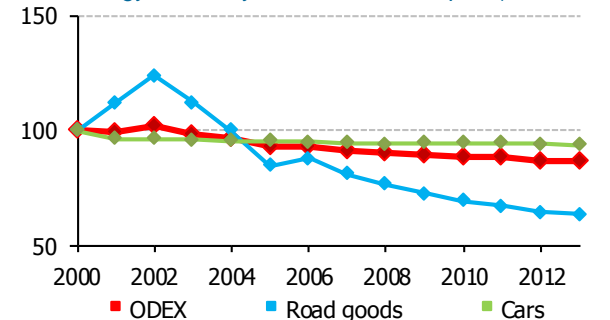


Space heating: koe per m2
Large electrical appliances: kWh per dwelling

Transport

The efficiency of cars, which consume more than 2/3 of energy in transport, improved only slightly between 2000 and 2013 with 6 %. The efficiency of freight road transport on the other hand improved considerably with 36 % in the same period. But it has to be noted that trends in freight transport are highly uncertain because Slovenia is a small country on the crossroads of important transit corridors. So transit transport has important influence on energy consumption in transport in Slovenia. An important factor of uncertainty is also the fact that Slovenian companies are very export oriented. Total efficiency in transport has increased by 13 %.

Main energy efficiency indicators in transport (100=2000)



Cars: litres per 100 km
Road traffic of goods (trucks): koe per tonne-km

Energy Efficiency Policy

Institutional and energy efficiency targets:

Directorate for energy under Ministry of Infrastructure (ME) is in charge for the implementation of national programmes for energy efficiency and renewable energy sources. The Ecological fund (Eco-fund) is a public financial institution engaged in promotion of environmental investments in Slovenia. Its activities include provisions of subsidies and low-interest loans for investments in energy efficiency measures (EEM) and renewable energy sources (RES). In promotion and implementation of EEM and RES local energy agencies are also very active.

National energy programme has been accepted in 2004. First National energy efficiency action plan has been accepted in 2008.

The "Third National Energy Efficiency Action Plan" for 2020 sets target to limit primary energy consumption at 7125 Mio toe. This will be achieved with implementation of different measures with cumulative final energy savings of 4564 GWh. Operational Programme for reduction of greenhouse gas (GHG) emissions until 2020 presents measures that will limit growth of GHG emissions of non-ETS to maximum 4% in 2020 compared to 2005.

Long term energy programme is under preparation.

Cross-sectoral measures

Most important cross sectoral measures are: Energy efficiency obligation scheme – (from 2009 energy companies had to achieve savings in the amount of 1%, from 2014 (EZ-1) the new scheme of compulsory end-use energy savings by companies that sell energy sets a lower target that increases from 0.25 % in 2015 to 0.75 % in 2018), Excise duties on fuels and electricity, CO2 tax and support scheme for electricity generated from RES in in CHP.

Industry

The implementation of different energy efficiency actions since 1991 was one of the priorities of ME, while in last years the

Main energy efficiency policy measures and their impacts

Sector	Main objectives and measures	Impacts
Cross-sectoral	Energy efficiency obligation scheme Excise duties on fuels and electricity Support scheme for electricity generated from RES and in CHP	Achievement of energy savings at final consumers To reduce the use of fossil fuels Reduction of primary energy consumption
Industry	Financial incentives for efficient electricity consumption	Stimulate improvement of the efficient use of electricity in industry
Buildings	Financial incentives for energy-efficient renovation and sustainable construction of residential buildings. Financial incentives for the energy efficient heating systems. Regulation on efficient use of energy in buildings. Regulation on energy related products	Energy renovation of buildings, building of low and passive buildings. Use of high energy efficient heating and cooling systems or/and use of heat from RES The technical requirements for energy efficiency in buildings, obligatory share of RES in buildings Higher energy efficiency of appliances and other products
Transport	Promoting sustainable freight transport Improvement of efficiency of cars Promotion of public transport	Increase the share of rail freight transport. Decrease in energy consumption of cars Promotion and competitiveness of public transport
Public sector	Financial incentives for efficient use of electricity Green procurement	Efficient use of electricity in public lighting, and other use of electricity in the public sector Supporting use of energy efficient products and construction of sustainable buildings

priority in industry was implementation of energy efficiency measures in the field of electricity. Support for performing energy audits and set up of energy management system was provided by energy suppliers in the framework of obligatory energy efficiency scheme. Educational programme for energy managers is in place. The Eco-fund supports the EEM through loans with favourable interest rates.

Buildings, Households, Services

The energy efficiency measures in households and service sectors were focused on the improvement of building performance by subsidies and low-interest loans, information, education, consulting, feasibility studies. Majority of municipalities prepared municipal energy plans.

In the framework of cohesion policy programme of refurbishment of public buildings was implemented and its continuation if foreseen in next financial perspective with higher emphasis on third party financing.

The new Rules on efficient use of energy in buildings have been in force from 2010. Previous was accepted in 2002. EU labelling scheme and minimal standards have had an important effect on household appliances.

Transport

Most measures implemented are related to the reduction of greenhouse gas emissions: control of exhaust gas composition and engine adjustment in motor vehicles (2003), the rules on informing consumers of fuel consumption and CO2 emissions of motor vehicles (2003), EU regulation on CO2 in cars. Additional measures are subsidies for alternative vehicles, modernisation and enlargement of railway network and promotion of public transport.