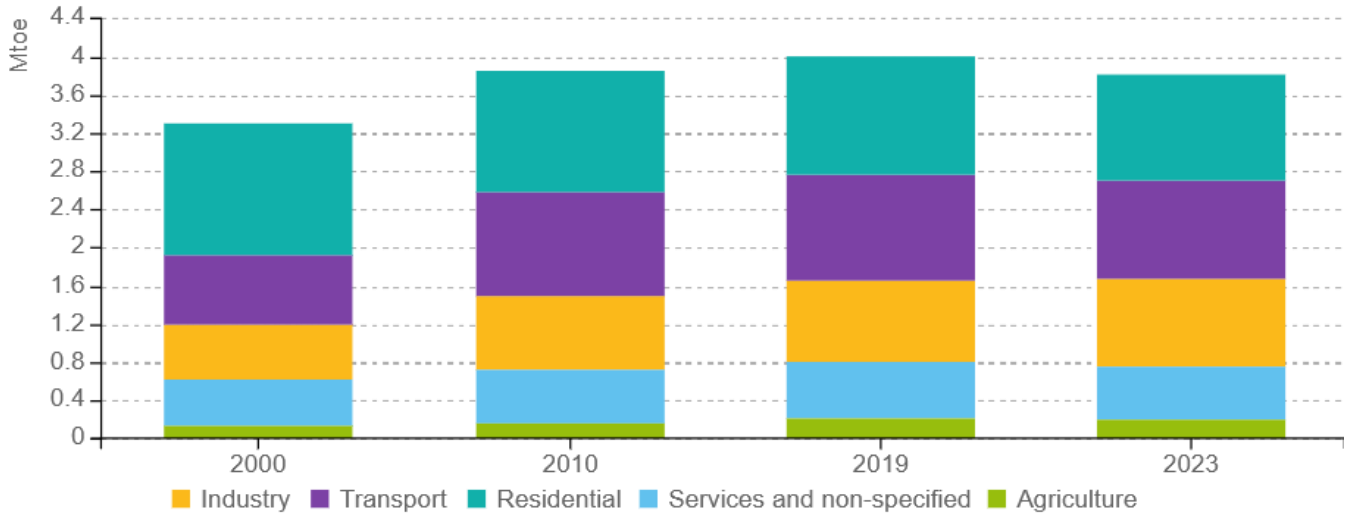
Energy efficiency trends and policies

Overview

In 2023, Latvia's final energy consumption (FEC) totaled 3.81 Mtoe, reflecting a 1.2% decline compared to 2010. The residential sector remained the largest energy consumer, accounting for 29% of total FEC, though its share contracted by 3.9 percentage points since 2010. Similarly, the transport sector's share edged down from 28% to 27%, while industry expanded its share from 20% to 24%. In absolute terms, household and transport energy consumption decreased by 12.9% and 5.7%, respectively, whereas industrial consumption surged by 19.1%. Due to change in the geopolitical situation in 2022 and the associated rapid increase in energy prices, significant decline in energy consumption was observed in households and service in 2023 compared to 2021.

Figure 1: Final energy consumption by sector (with climatic corrections)



Source: ODYSSEE

Energy efficiency for final consumers, as measured by ODEX, improved by 32%, or 1.7% per year from 2000 to 2023. The rate of improvement slightly decreased (1.4% per year since 2010, compared to 2.0% per year over 2000–2010). In industry, despite the economic recession (2008-2011), there has been steady progress and larger gains than in the other sectors with 46% over 2000-2023 (2.7%/year). Notably, the pace of energy efficiency improvements has slowed since 2010, with the annual rate of progress averaging just 1% per year. Financial support programs and legislative measures aimed at reducing heat losses in buildings have driven significant gains in the residential sector, achieving a cumulative efficiency improvement of approximately 38% over 2000-2023 (equivalent to an average annual rate of 2.0%). In contrast, the transport and service sectors have realized more modest advancements, with annual efficiency gains of 1.3% and 0.5%, respectively, since 2000.

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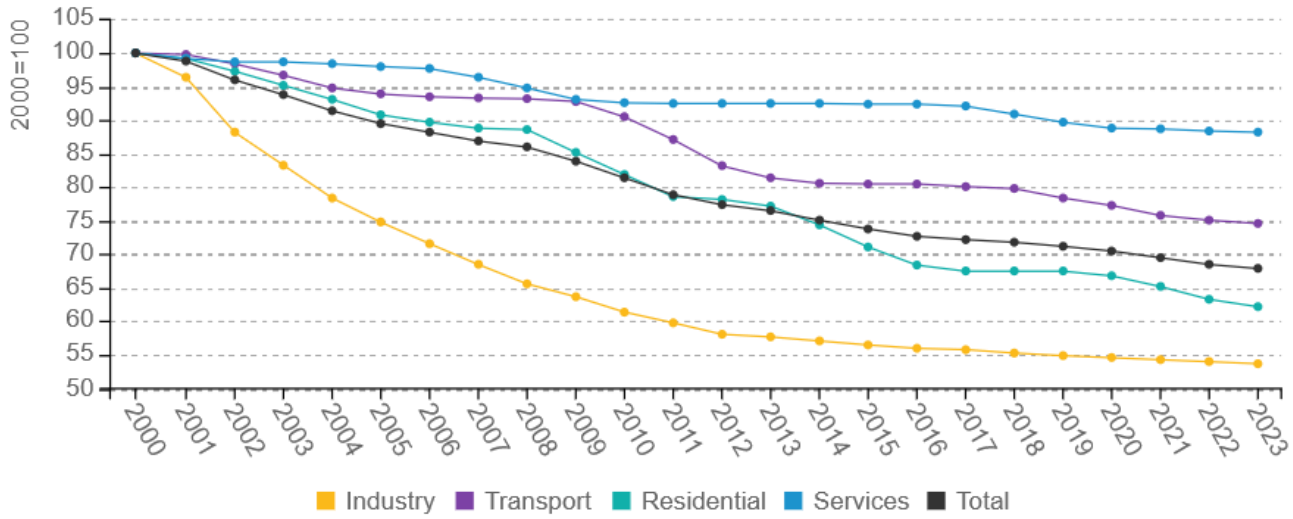
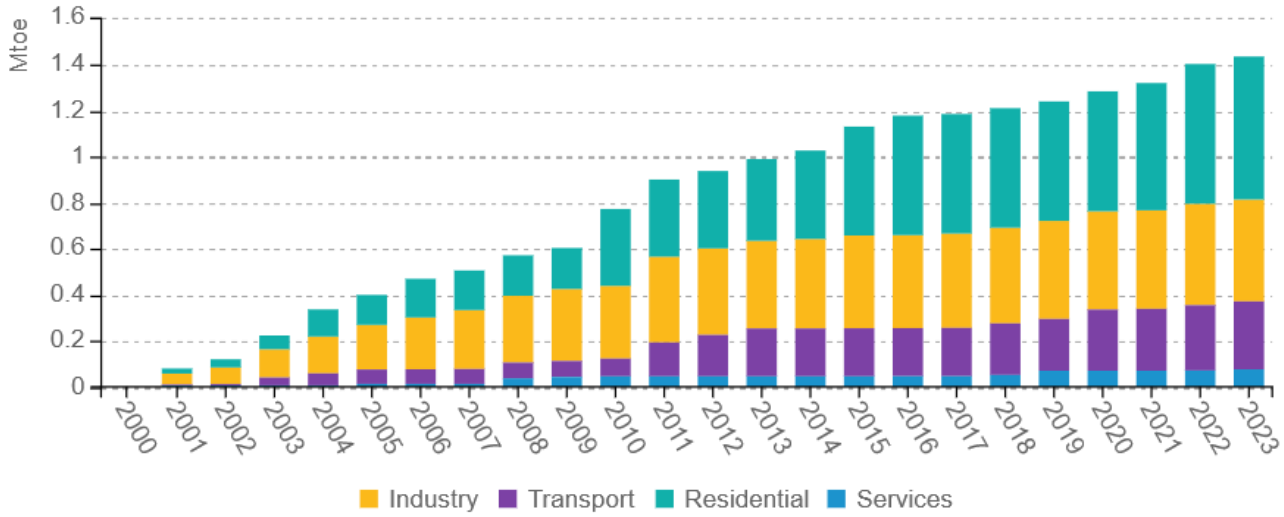
Figure 2: Technical Energy Efficiency Index



Source: ODYSSEE

Estimated total energy savings from 2000 to 2023 are around 1.4 Mtoe. Household sector played major role, contributing nearly half (43%) of them. The second largest contribution is provided by industry (31%), followed by transport sector (21%). While energy savings in the residential and industrial sectors stemmed primarily from targeted energy efficiency programs, improvements in the transport sector were largely attributable to technological progress, with support programs playing a more limited role. Rapid increase in energy prices in 2022 significantly affected consumer behaviours. Energy savings in household and services increased by respectively 12.1% and 9% compared to 2021.

Figure 3: Energy savings by sector



Source: Odyssee

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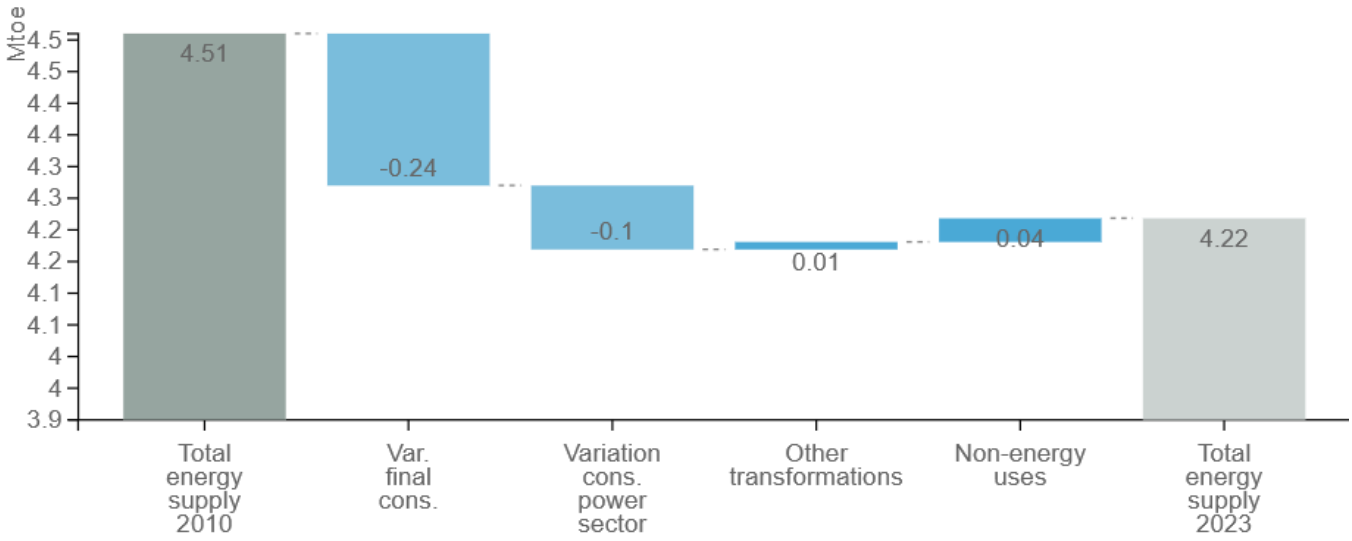
Between 2010 and 2023 primary energy consumption of Latvia decreased by 0.29 Mtoe (6%), from 4.51 to 4.22 Mtoe. The decrease in final demand (-0.24 Mtoe) had the most significant impact on these changes. Lower consumption in the power sector mainly due to introduction of the efficient CHP technologies and lesser extent switching to renewable energy sources accounted for a decrease of 0.1 Mtoe. Compared to these effects, the contributions from energy use in other transformational changes and non-energy use were relatively small.

Figure 4: Main drivers of the total energy supply variation



Source: Odyssee

During the period 2010-2023, total final energy consumption in Latvia increased by almost 0.24 Mtoe (from 4.0 to 3.76 Mtoe). The economic activity and structural changes contributed to a total increase of final energy consumption by around 1.07 Mtoe, with the activity effect being the main driver. These were, however, compensated by the energy savings achieved through a considerable improvement in energy efficiency (-0.66 Mtoe) as measured by the ODEX and the weather fluctuations -0.24 Mtoe. The decrease in energy consumption was also influenced by other factors, such as a changes in behavior due to the rapid increase in energy prices in 2022. A similar factor also influenced the decrease in energy consumption in public buildings.

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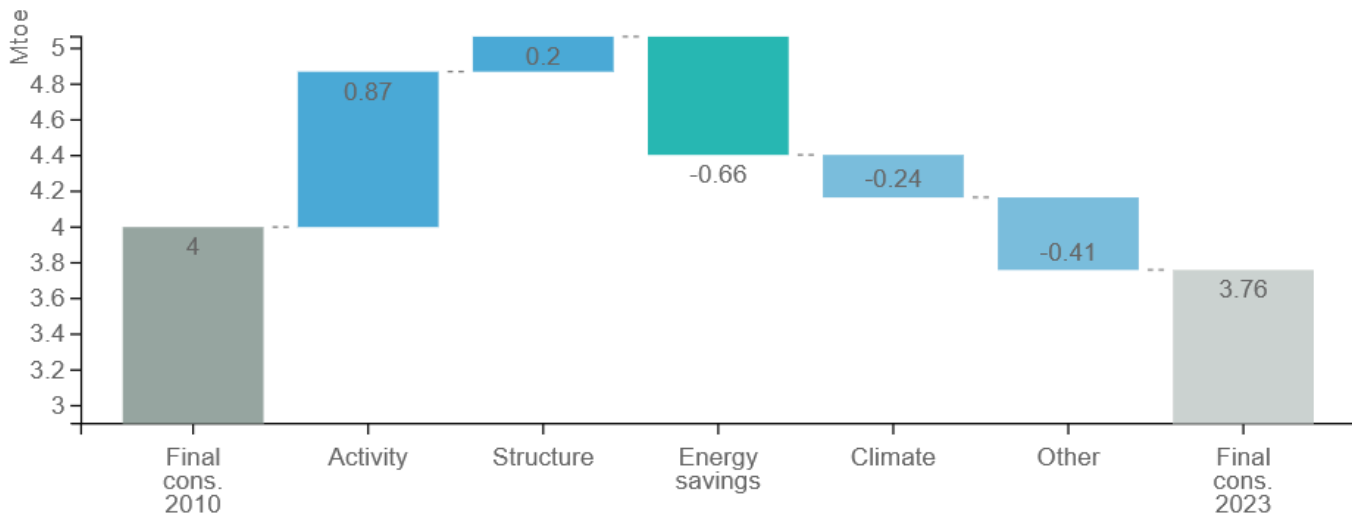
Figure 5: Main drivers of the final energy consumption variation



Source: Odyssee

Energy efficiency improvement is one of the top priorities of national energy sector development which allows for the cost-effective reduction of risks associated with security of energy supply, provides sustainability, competitiveness and growth of national economy, in line with GHG emissions mitigation. Mix of instruments are used for energy efficiency policy implementation. Co-financing of energy efficiency investments (see sectorial Tables) and obligation to implement energy management systems (EMS) should be particularly underlined. Table below presents EMS implementation by large enterprises and large electricity consumers, for EMS in public bodies see the Buildings section. Latvia's Updated NECP2030 places significant emphasis on strengthening the role of public bodies, mandating energy consumption monitoring and reduction measures while positioning them as models of energy efficiency. In line with Article 5 of the new EED 2023/1791/EU, the mandatory target will be set - - final energy consumption reduction of all public bodies combined by at least 1.9 % annually compared to 2021. Latvia's cumulative energy saving target in 2030, according to Article 8 of EED, is 29.5 TWh (2.5 Mtoe). To meet the cumulative energy saving target for 2020, both Energy Efficiency Obligation Scheme (included electricity retail sellers) and alternative measures were implemented. For 2021+ period EEOS is not continued.

Table 1: Sample of cross-cutting measures

Measures	NECP measures	Description	Expected savings, impact evaluation
Energy Audits/Energy Management Systems (EMS) and Energy	Yes	The large enterprise shall implement energy audit or EMS or supplemented Environmental MS and provide annual report on implemented energy efficiency measures and reached savings. At least three energy efficiency measures (or all if one or two stated) stated by the energy audit or EMS which have the highest energy	1.5 PJ (2021 - 2030)

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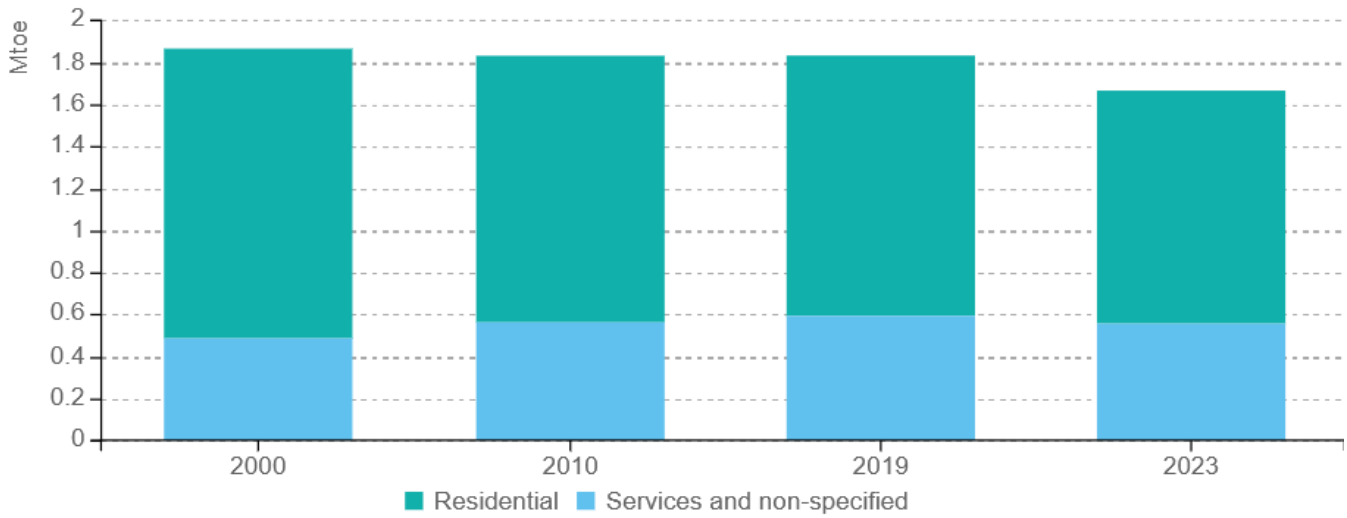
Efficiency Improvement in Large Enterprises		savings or highest economical return shall be implemented. The expected total annual savings in 2030 (2021-2030 period) is the extrapolation, by adding average new annual saving of 2021-2023 period to years 2024+..	
EMS / Energy Audits in Entities - Large Electricity Consumers	Yes	Legal entity is considered as Large Electricity Consumer (LEC) if its own annual electricity consumption is above 500 MWh in two subsequent years. LEC shall implement EMS or supplemented EnvMS or energy audit and provide annual report on implemented energy efficiency measures and reached savings. At least three energy efficiency measures (or all if one or two stated) stated by the energy audit or EMS which have the highest energy savings or highest economical return shall be implemented. The expected total annual savings in 2030 (2021-2030 period) is the extrapolation, by adding average new annual saving of 2021-2023 period to years 2024+.	1.3 PJ (2021 - 2030)

Source: MURE

Buildings

Total energy consumption in buildings in 2023 was 9.3% lower than in 2010. Consumption in residential buildings had decreased by 12.9% during this period. In contrast, consumption in service sector buildings had decreased only by 1%. Rapid increase in energy prices in 2022 affected energy consumption, which decreased by 5.9% in residential buildings and by 7% in service sector buildings over 2021-2023.

Figure 6: Final energy consumption in buildings (with climatic corrections)



Source: Odyssee

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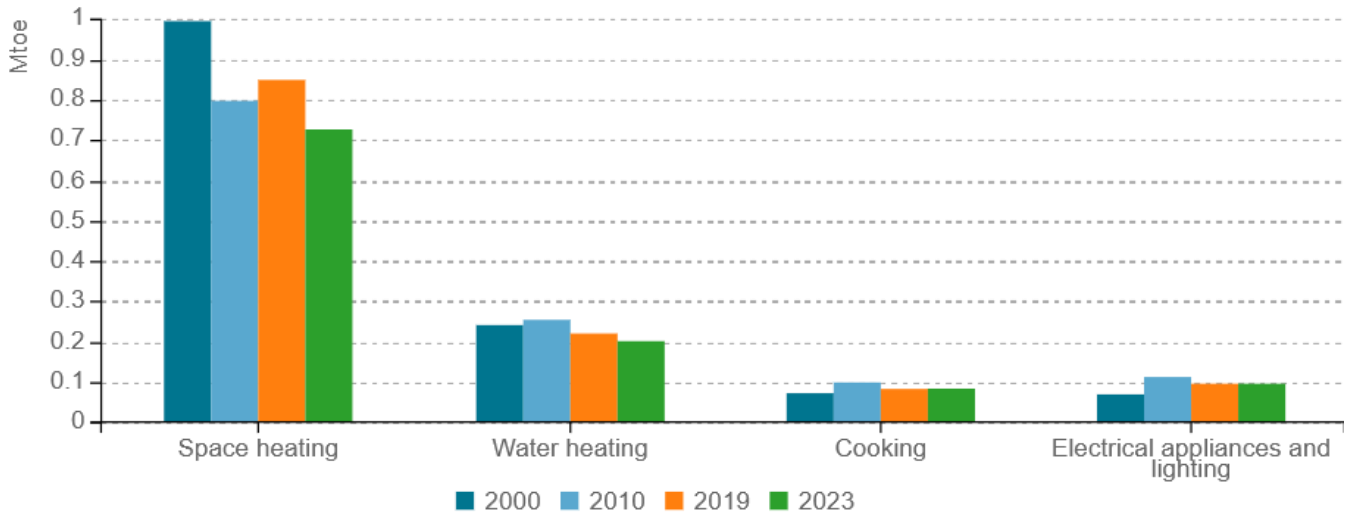
In 2023, space heating accounted for 66% of household consumption, water heating for 18%, cooking for 8% and electrical appliances and lighting for 9%. Consumption of all types of energy services has decreased compared to 2010. Energy consumption was affected in the long term not only by energy efficiency measures but also by population decline, and in the short term (2021–2023) by fluctuations in energy prices.

Figure 7: Energy consumption by end-use of households (with climatic corrections)



Source: Odyssee

Household consumption per m² for space heating decreased by 24% (average 2.1%/year) since 2010, from 15.9 koe/m² to 12.1 koe/m² in 2023, thanks in particular to buildings renovation support programmes. The consumption average value is influenced by several factors partly compensating each other: fuel substitution, higher energy efficiencies due to thermal regulations, changes in heating system (trend to central heating), changes in the share of single and multi-family dwellings and last but not least behavioral factors (e. g. household temperature regulation habits). Behavioral factors played a significant role in energy consumption changes in 2022-2023.

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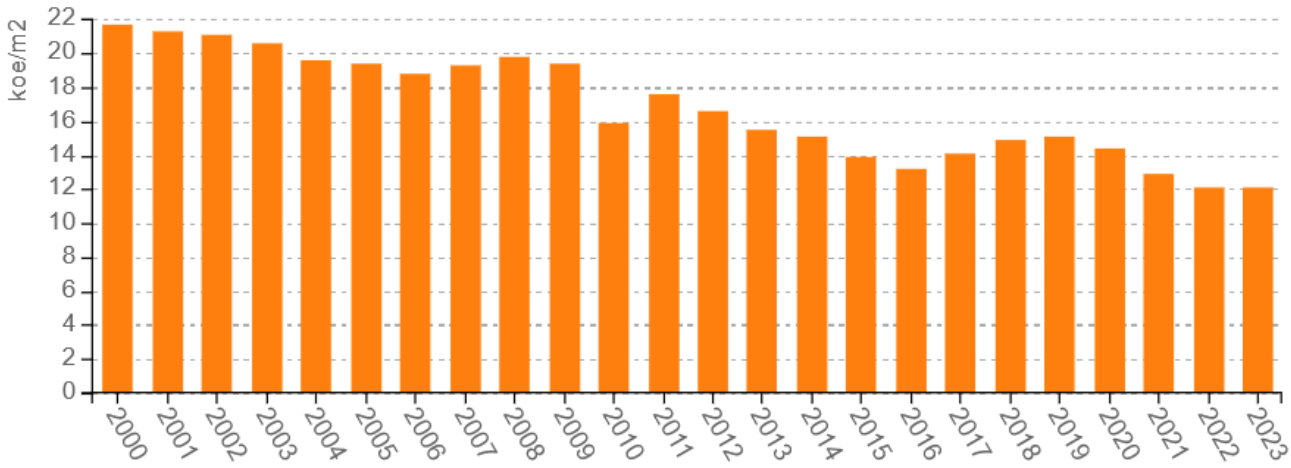
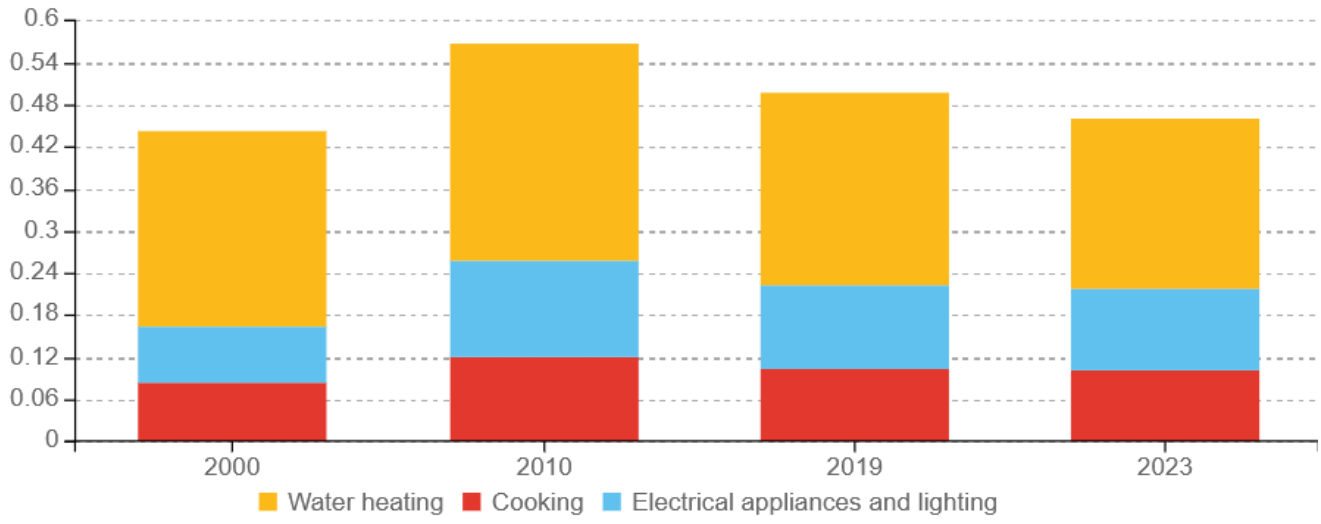
Figure 8: Energy consumption of household space heating per m2 (with climatic corrections)



Source: ODYSSEE

Total energy consumption per dwelling (excluding space heating) was 19% lower in 2023 than in 2010. Over 2010-2023, consumption for water heating decreased by 21%, and consumption for electric appliances decreased by 15%, mainly due to the progressive use of more efficient electrical appliances and bulbs used for lighting. Average value of unit consumption is influenced by several factors partly compensating each other, e.g., dwelling average size, number of people per dwelling, fuel substitution and other factors.

Figure 9: Energy consumption per dwelling by end-use (except space heating)



Source: ODYSSEE

Total electricity consumption per dwelling in 2023 was 45% higher than in 2000. Growth is roughly the same for both end-uses over 2023-2000. Consumption, related to electric appliances, increased significantly until 2010 due to rapid growth in their number, after 2010 it decreased due to progressively use of more efficient appliances and

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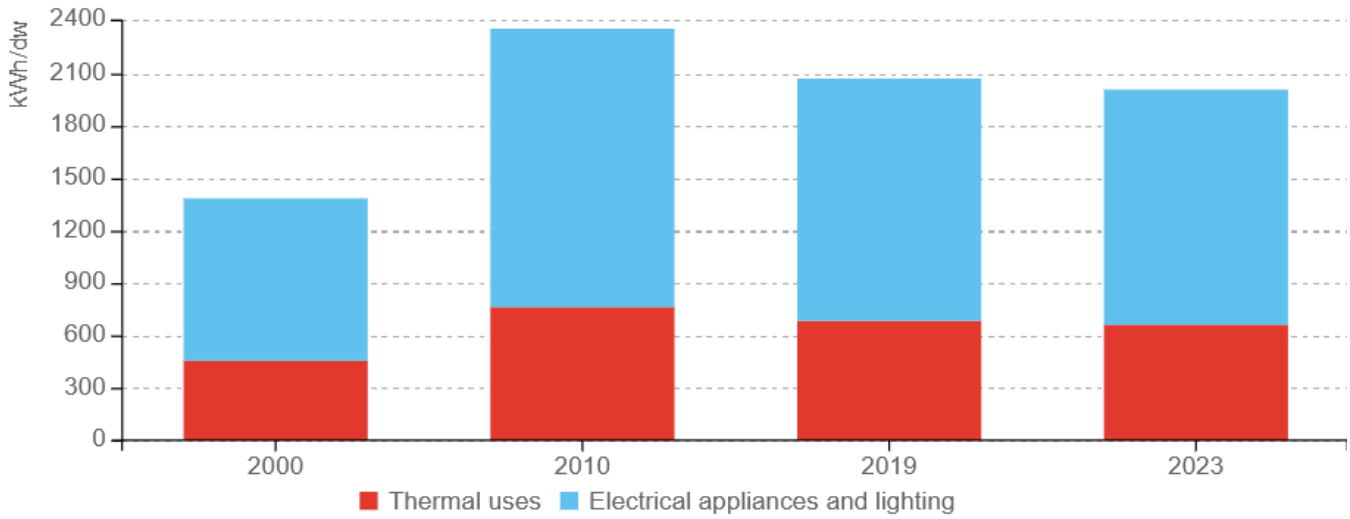
wider use of LED bulbs for lighting. Due to the wider use of district heating system for hot water supply, the consumption for thermal use decreased.

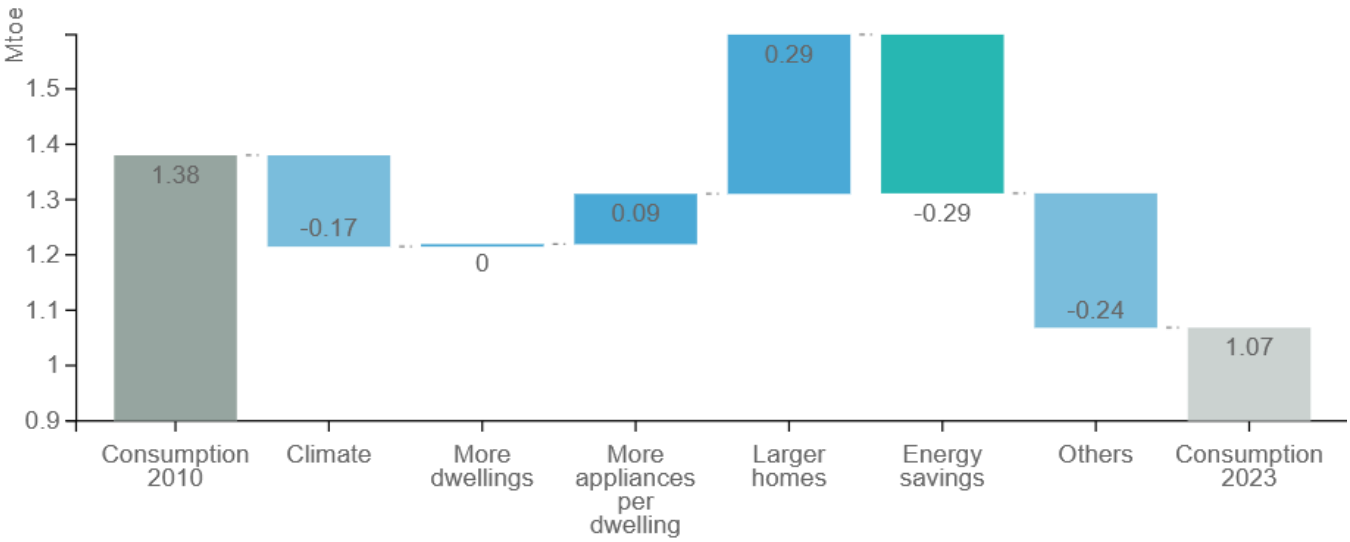
Figure 10: Electricity consumption per dwelling by end-use (with climatic corrections)



Source: Odyssee

In 2023 final energy consumption of households was 0.31 Mtoe lower than in 2010. On the one hand, two main drivers contributed to increase energy consumption – lifestyle/comfort (larger homes by 0.29 Mtoe), more appliances per dwelling (0.09 Mtoe). On the other hand, energy savings (-0.29 Mtoe) partly compensated the effect of the above-mentioned energy consumption drivers, while climate effects (-0.17 Mtoe), consumer behavior change (-0.24 Mtoe) had additional downward impact.

Figure 11: Main drivers of the energy consumption variation in households



Source: ODYSSEE

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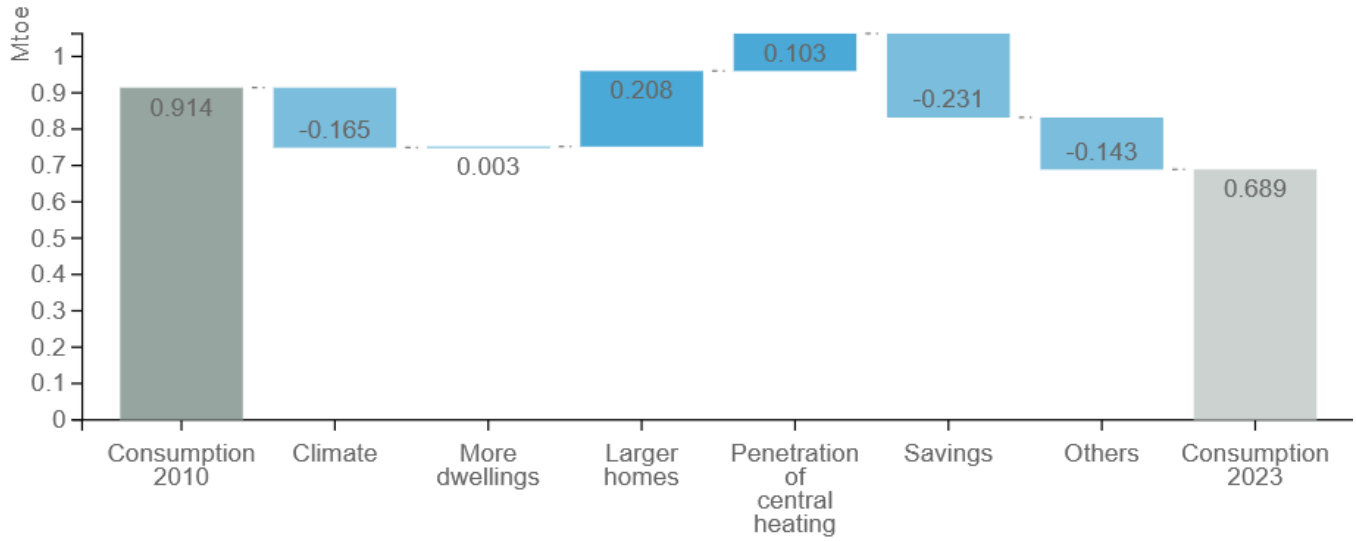
Over the period 2010-2023, space heating consumption in the residential sector decreased by around 0.23 Mtoe (from 0.91 to 0.69 Mtoe), mainly due to the energy efficiency improvement (- 0.23 Mtoe). The consumption rise linked to the lifestyle/comfort (larger homes) and penetration of central heating amounted to 0.31 Mtoe. Climate effects (-0.17 Mtoe) and consumer behavior change (-0.143 Mtoe) also played significant role in reducing energy consumption for heating.

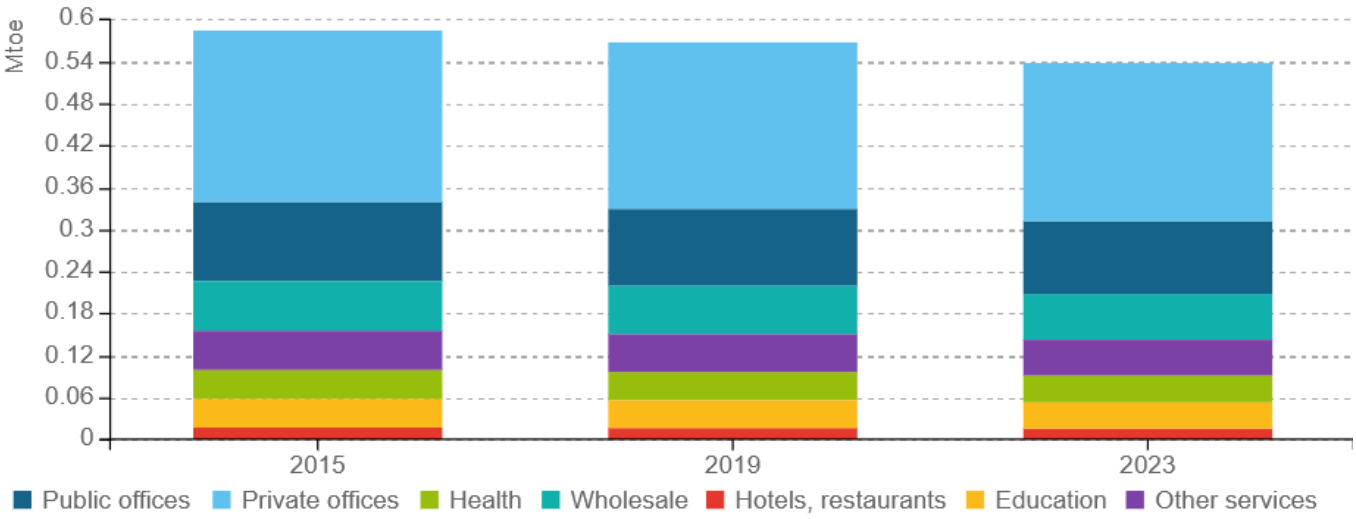
Figure 12: Main drivers of the space heating consumption variation of households



Source: Odyssee

In 2023 final energy consumption of services sector was less by 8% than in 2015. Trend is driven by main branches with the largest share in total consumption in 2023: private offices (42%), public offices (19%), wholesale and retail (12%). All branches perceived consumption decrease. Thanks to support programmes for state and municipal buildings renovation, the consumption of public offices decreased by around 8%.

Figure 13: Final energy consumption of services by branch



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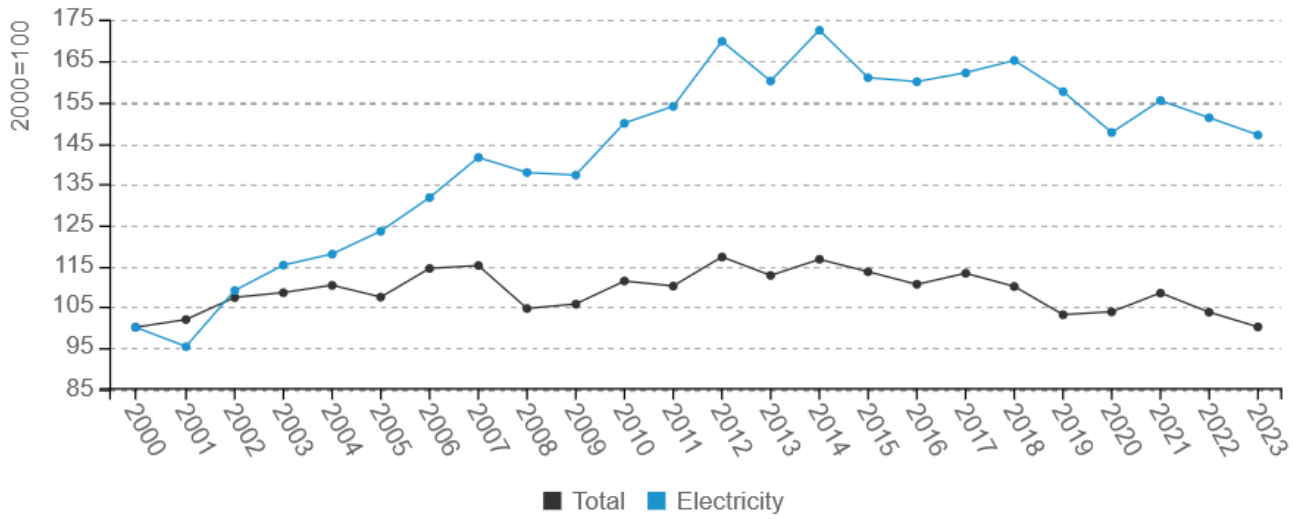
Source: Odyssee

Total energy consumption per employee has remained almost unchanged between 2000 and 2023, although electricity consumption per employee has increased sharply by 47%. Though electrical appliances become ever more efficient, rapid increase in their number and ICT diffusion in offices contributed to this growth. Digital solutions introduction to replace employees in certain segments of service sector also affects this indicator.

Figure 14: Energy and electricity consumption per employee in services (with climatic corrections)



Source: ODYSSEE

Buildings is one of the top priorities of national energy efficiency policy, particularly emphasized by Updated NECP2030. Mix of investment support, regulation, information and demonstration measures are used. Significant energy saving is provided by the obligation to implement energy management systems (EMS) in public sector. Thermal engineering of new apartment building envelopes since 1980 is characterized by continuous stringent regulations, resulting in decrease of calculated, based on normative U values, specific energy consumption for heating: 150-200 (1980), 100-130 (1992), 70-90 (2003), 60-85 (2015) kWh/m2/year; the new Construction Standard (in force 2020) incorporates directly the specific energy consumption for heating requirement, 40-60 kWh/m2/year. More than 90% of total floor area of multi-apartment buildings were built before 2003, thus having low energy efficiency. Energy certification of buildings has been introduced in 2013. Recasted Cabinet of Ministers Regulation on Energy Certification of Buildings (2021) states both energy consumption for heating and non-renewable primary energy consumption for particular energy performance classes, also voluntary A+ class is introduced. From 01.01.2021 (public buildings from 01.01.2019) all construction intentions are nearly zero energy buildings, if economically viable. In December 2020 the Cabinet of Ministers Regulation on minimal energy efficiency requirements of existing buildings has been adopted.

Table 2: Sample of policies and measures implemented in the building sector

Measures	NECP measures	Description	Expected savings, impact

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			evaluation
Energy Efficiency Improvement and RES technologies in Multi-Apartment Residential Buildings (MABs)	Yes	Over 2009-2024 period the energy efficiency improvement of MABs had been co-financed by the ERDF, in total around 1.4 thousand MABs had been renovated. The completed in 2021-2024 renovation projects provide in 2024 0.3 PJ total annual savings (see completed HOU-LV0791, total annual savings provided by the measure in 2024 for the whole 2018-2024 period are 0.4 PJ). In 2023-2029 the energy efficient renovation of MABs, including the installation of RES utilising microgeneration technologies (both heat and power production) is continued. The investments are co-financed by (1) Latvia's Recovery and Resilience Facility Plan (2023-2026) and (2) Cohesion Policy Programme for 2021-2027 planning period (2025-2029). In its turn, the information programme "Let's Live Warmer!" (see HOU-LV0779) promotes the housing associations participation in the given programmes by providing information on the best practices of MAB renovation and available financial support, as well as on the good practice of maintaining the MAB after renovation. The expected total annual savings in 2030 of the projects to be completed in 2024-2029 period is 0.3 PJ as well.	0.6 PJ (2021-2030)
RES technologies in Residential Buildings to reduce GHG emissions: national EAAI instrument and Modernisation Fund	Yes	The investment co-financing by revenues from EU ETS1 Emissions Allowances Auctioning is provided in 2022-2029 for wide range of residential buildings' types. Support is provided for purchase of RES heat technology to replace existing fossil fuel one, solar heat technology to produce hot water, RES electricity technology to produce, store and supply renewable electricity to residents. Also connection of building to district heating system is supported. In 2026 additional financing for zero emission RES heat and RES electricity technologies particularly for MABs is provided by revenues of Modernisation Fund. Presented total annual savings in 2030 are achieved due to installation of heat pumps and effective wood pellets technologies replacing previous low-efficiency heating systems	0.25 PJ (2022-2030)
Minimum thermal insulation standards (2020): Residential	Yes	Compared to the previous Construction Standard the principal change is done. The new Construction Standard, from 2020, directly incorporates the energy performance requirements (in kWh per m2 annually). In its turn, the objective of the maximal U values is to eliminate the design of unsafe construction elements. Savings calculation based on commissioned annual floor area data	0.13 PJ (2021-2024)

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buildings		of new residential buildings; assumed 20 kWh per m2 energy consumption decrease due to new construction standard.	
Energy Management Systems (EMS) in Public Sector	Yes	After 2021 administrative territorial reform the EMS implementation is mandatory in all municipalities. In its turn, EMS implementation is mandatory in those state direct administration institutions and derived public persons which have buildings with total heated floor area 10000 m2 and above. Annual report on implemented energy efficiency measures and reached savings has to be submitted. The expected total annual savings in 2030 (2021-2030 period) is the extrapolation, by adding average new annual saving of 2021-2023 period to years 2024+. Thus, it is projected 0.45 PJ (municipalities) and 0.15 PJ (state administration and derived public persons, see SER-LV1710) total annual savings.	0.6 PJ (2021 - 2030)
Energy Efficiency Improvement and RES technologies in State Buildings	Yes	The completed in 2021-2024 projects of the previous EU funds planning period provide in 2024 0.1 PJ total annual savings (see completed SER-LV1706, total annual savings provided by the measure in 2024 for the whole 2018-2024 period are 0.14 PJ). The policy continues in 2023-2029 by providing the improvement of energy efficiency and smart energy management, both building's constructions and engineering systems, in buildings of various use: (i) state central administration buildings, (ii) vocational education institutions and colleges (SER-LV4290), (iii) buildings in which the functions related to culture sector is performed (SER-LV1717). The investments are financed by the Latvia's Cohesion Policy Programme for 2021-2027 planning period as well as by Latvia's Recovery and Resilience Facility Plan; co-financing by state budget and, in particular buildings, by private financing. The measure includes also installation of RES equipment for heat and power generation, as well as connection to district heating systems. The expected total annual savings in 2030 for the projects to be completed in 2024-2029 period are 0.1 PJ as well.	0.2 PJ (2021 - 2030)
Energy Efficiency Improvement and RES technologies in Municipal Buildings	Yes	The completed in 2021-2024 projects of the EU funds previous planning period provide in 2024 0.1 PJ total annual savings (see completed SER-LV1707, total annual savings provided by the measure in 2024 for the whole 2018-2024 period are 0.13 PJ). The measure continues in 2024-2029 by providing the improvement of energy efficiency and smart energy management, both building's constructions and engineering systems, in buildings of municipalities, the measure also includes installation of RES	0.13 PJ (2021 - 2030)

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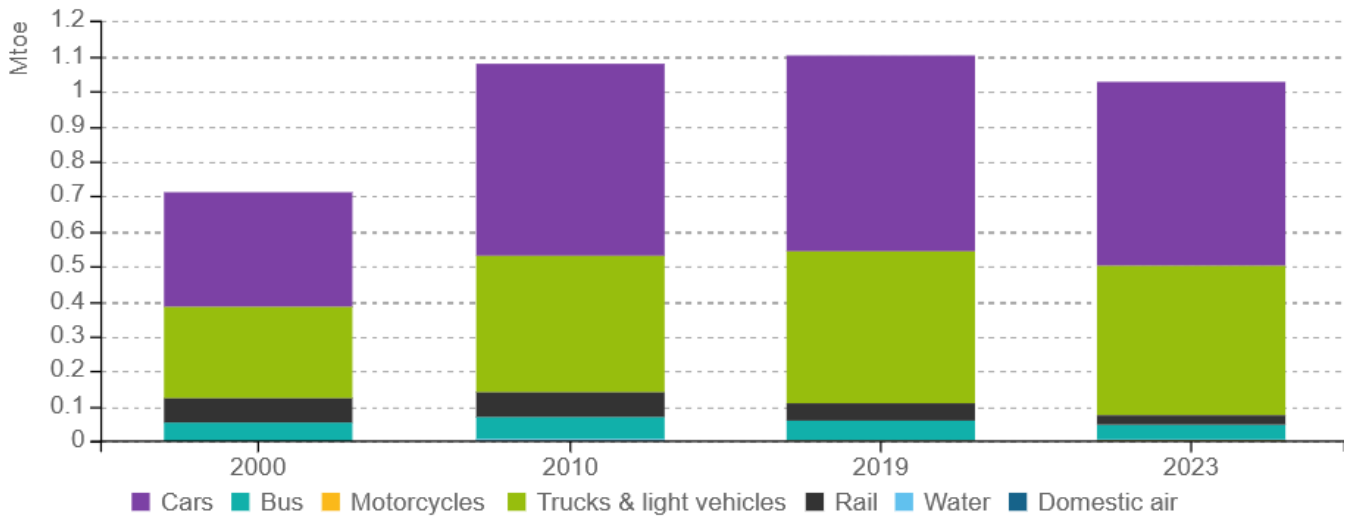
		equipment for heat and power generation as well as connection to district heating systems. The investments are financed by two funds: Latvia's Recovery and Resilience Facility Plan and Cohesion Policy Programme for 2021-2027 planning period; co-financing by municipalities budget. The expected total annual savings in 2030 for the projects to be completed in 2025-2029 period I are 0.03 PJ.	

Source: MURE

Transport

In 2023 transport sector total consumption was 4.8% lower than in 2010. Road transport consumption has remained almost unchanged. In 2023, road transport accounts for the largest share (97%) of total consumption and its share has increased by 4 percentage points compared to 2010. In 2023, cars constituted 53% of total road transport consumption, road freight transport 43%. Over the period, the railway share decreased by 4% points.

Figure 15: Transport energy consumption by mode



Source: ODYSSEE

Passenger traffic grew by slightly since 2010 (0.1%/year). Traffic by cars increased (0.7%/year) and represented 84% of passenger traffic in 2023. Public transportation decreased by 1.5%/year (buses) and by 3.5%/year (rail). Significantly impacted by COVID-19, public transport recovered in 2023, increasing in passenger-kilometres by 35% for buses and 60% for rail, compared to 2021.

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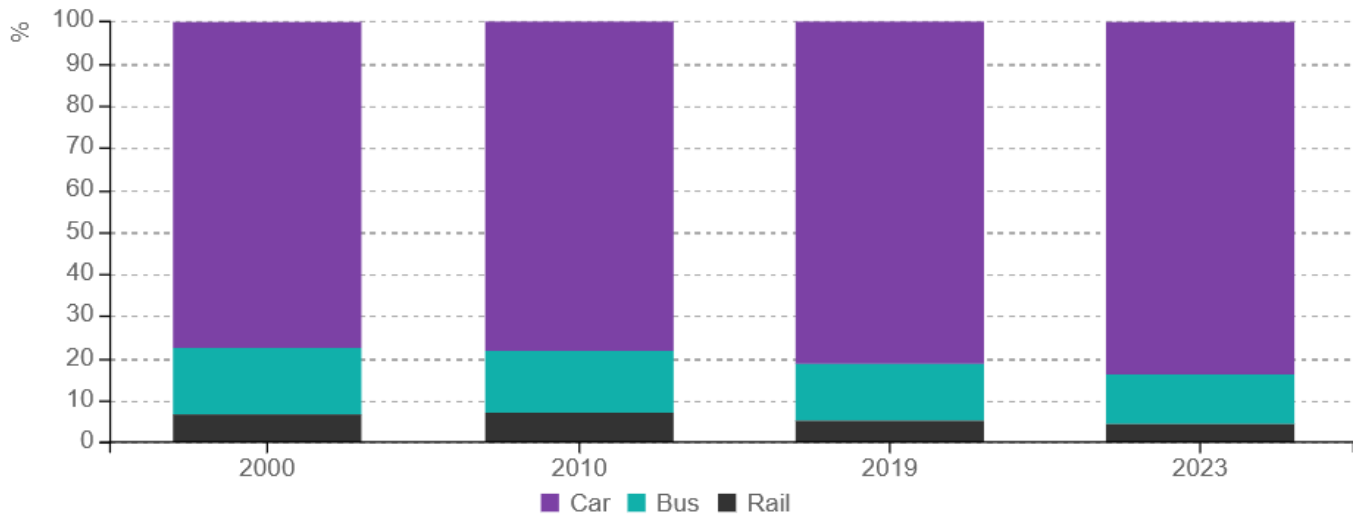
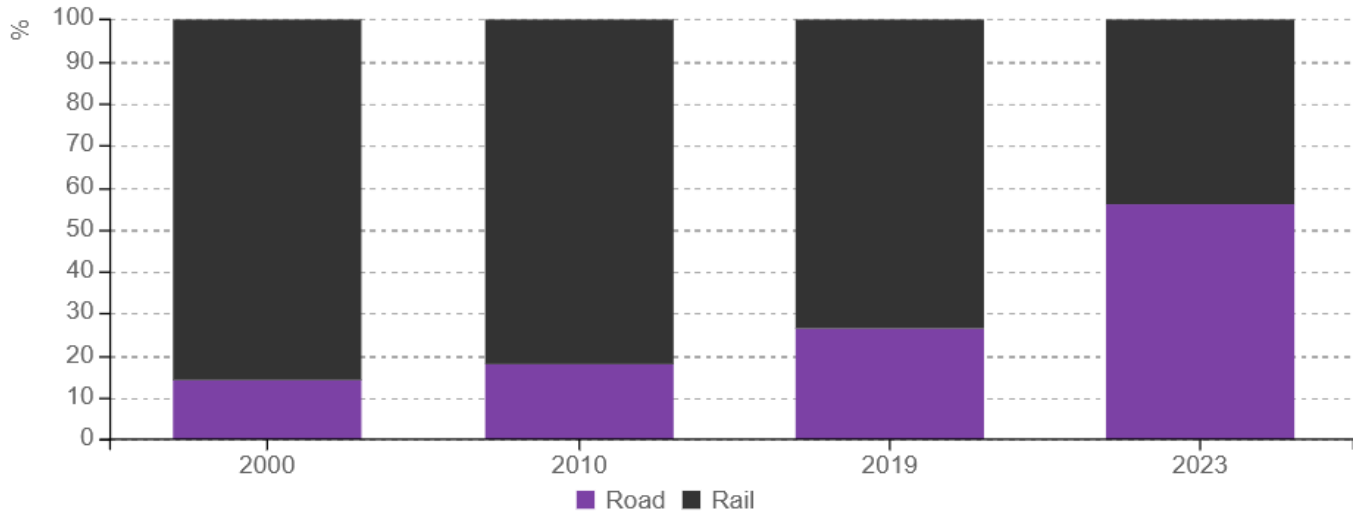
Figure 16: Modal split of inland passenger traffic



Source: ODYSSEE

Road represented 56% of total freight traffic in 2023, 38 percentage points more than in 2010. On the other hand, the share of rail decreased strongly. Due to sharp decline in rail freight (8.8%/year), mainly due to a rapid decline since 2020 in transit freight volume, total freight (in tonne-kilometre) showed decrease by 4.3%/year (2010 – 2023). Road freight transport has grown by an average of 4.5% per year during this period.

Figure 17: Modal split of inland freight traffic



Source: ODYSSEE

Over 2010-2023 period, energy consumption of cars per passenger km had decreased by about 1% per year. Several factors influenced this trend. On the one hand, the average number of occupants per trip for cars had decreased over time. In 2023 average number of occupants per trip had decreased by approximately 14% compared to 2017. In addition, a significant portion of passenger cars are medium and large class cars. On the

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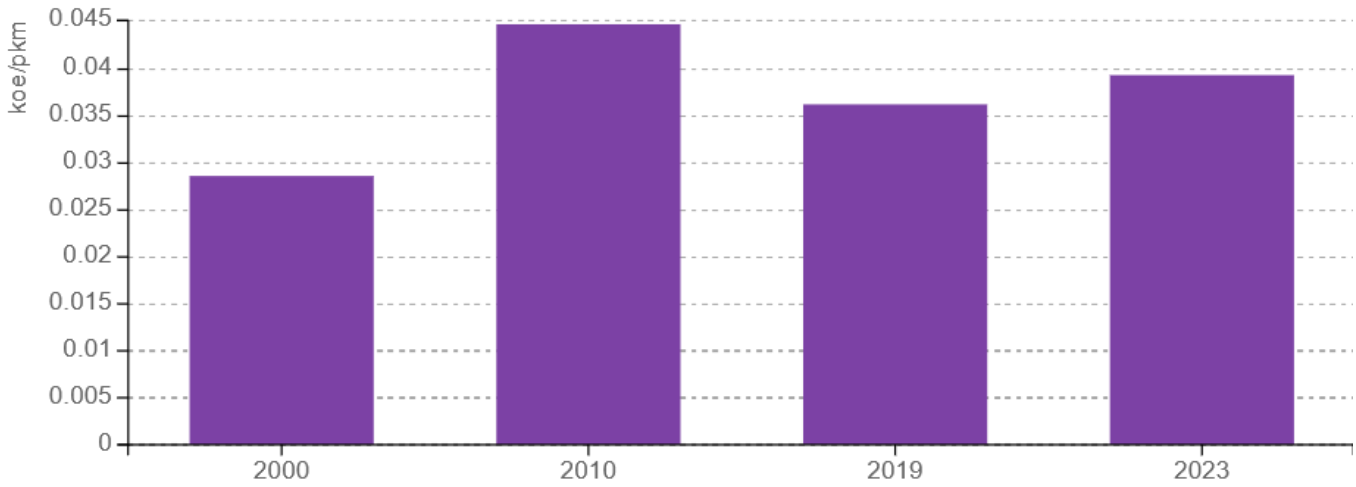
other hand, the average energy efficiency of cars is increasing, replacing existing ones with newer ones, as well as the proportion of electric cars is increasing.

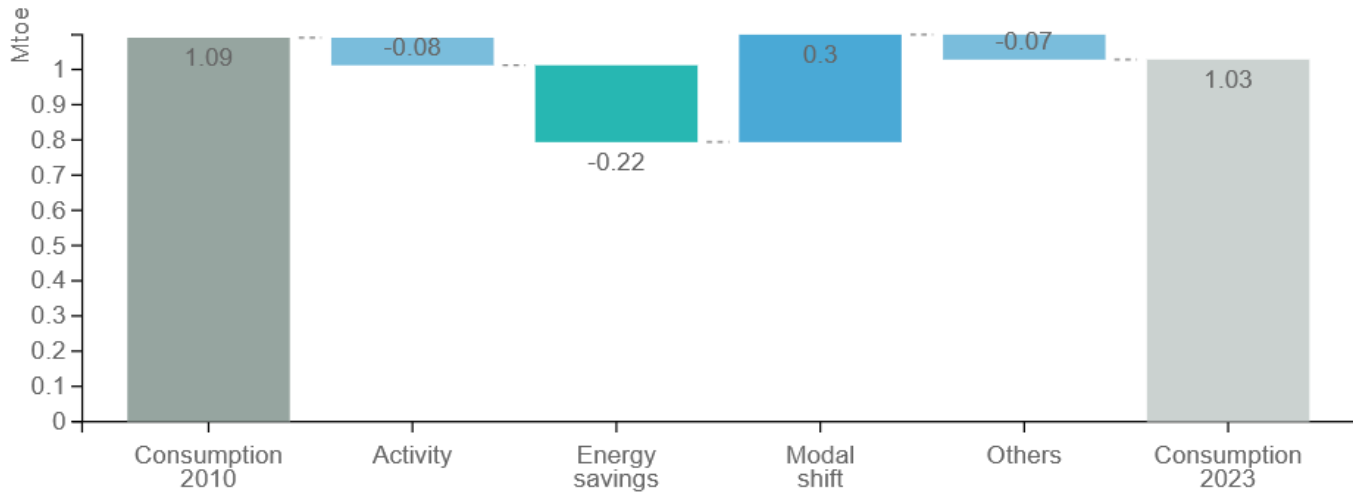
Figure 18: Energy consumption of cars per passenger-km



Source: ODYSSEE

Over the period, energy consumption in the transport sector has decreased by 0.06 Mtoe (0.4%/year), from 1.09 Mtoe to 1.03 Mtoe. The main drivers for the increase are modal shift to road transport for goods and modal shift to passenger cars from public transport (+0.3 Mtoe). This trend was counterbalanced by energy savings (-0.22 Mtoe) and the recession in passenger and freight traffic (-0.08 Mtoe).

Figure 19: Main drivers of the energy consumption variation in transport



Source: ODYSSEE

NECP 2030 policies promote zero-emission vehicles, both public, commercial and households road transport as well as EMU trains, multi-modality and environmentally friendly public transport infrastructure with railway as

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central element. Sectorial planning done by the "Transport Sector Development Strategy 2021-2027". Mix of measures is applied: infrastructure investment, electric vehicles (EV) purchase co-financing, regulations (standards, labelling, public procurement), fiscal, information/education measures. Cars' and light duty vehicles' annual operational tax based on specific CO2 emission is introduced. EURO class-based taxation is introduced for buses and duty vehicles having gross weight above 3500 kg. The development of EV charging infrastructure in public areas continues. Deployment of EV-charging infrastructure on TEN-T roads is ongoing.

Table 3: Sample of policies and measures implemented in the transport sector

Measures	NECP measures	Description	Expected savings, impact evaluation
Development of electric vehicles charging infrastructure in public areas	Yes	Updated NECP2030 plans to significantly increase the electric vehicles charging infrastructure. Recovery and Resilience Facility Plan supports the establishment of charging points (around 700 ones) in public areas, in cooperation between power distribution system operator SJSC "Sadales tīkls" and public and private actors, such as state and municipal institutions, other derived public persons, public and public-private capital companies, registered EV charging point operator.	
New electric passengers trains (railway)	Yes	(1) 32 new efficient EMU trains were put into operation 2024-2025 fully replacing out-of-date and technically worn out previous generation EMUs; (2) continuing, 11 modern energy efficient battery EMUs will be purchased to replace out-of-data technically almost worn out diesel passenger trains. Purchase of BEMUs are financed by the Cohesion Fund (9 ones, approved, up to 2029 including) and Latvia's Social Climate Fund Plan 2026-2032 (2 ones, envisaged), the financing is provided for the establishment of necessary charging infrastructure as well.	
Promotion of clean and energy efficient road transport by green public procurement	Yes	The minimum procurement targets for clean vehicles (Annex of the Directive 2019/1161/EU) have been transposed in national legislation in September 2021. Cabinet of Ministers regulation on green public procurement includes, from August 2023, the cars and light duty vehicles in the group, for which application of green public procurement criteria is mandatory.	0.06 PJ
Electric vehicles (EV) purchase subsidies for	Yes	Support in 2022-2025 was provided by the national green investment scheme (EU ETS1 Emissions Allowances Auctioning Instrument) for both new and exploited battery-EV and new plug-	0.1 PJ (2022-2025)

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physical persons		in-EV of M1 and N1 category. The grant was differentiated depending on whether EV is new or exploited one, and increased grant was applied for large families and persons who care child or up to 24 age adult with disability. In total it was supported the purchase of 6.4 thousand EVs (50 % of registered EVs in Latvia on that time), of which 1.3 thousand EVs were purchased by large families and families with disabled child. In future, the EVs social leasing programme (revenues of new ETS2) for vulnerable households is planned by Latvia's Social Climate Fund Plan 2026-2032 (7000 EVs envisaged to be supported, see TRA-LV5479)	
Development of environmentally friendly multi-modal public transport infrastructure	Yes	Establishment of multi-modal public transport system having rail transport as the central element. Convenient interconnections between railway and road public transport modes, including private electric mobility and micromobility, will be insured in Latvia as a whole (funding of Latvia's Cohesion Policy Programme for 2021-2027 planning period, 25 multi-modal connection points constructed up to 31.12.2029) and in Riga metropolitan area (funding of Latvia's Recovery and Resilience Facility Plan, 8 multi-modal connection points, constructed up to 31.05.2026)	
Increase the number of zero emission vehicles in public transport, municipal transport and state direct administration institutions	Yes	The particular policy increases number of (1) zero emission public buses in Riga capital city, (2) zero emission transport (M1, M2, M3, N1 vehicles) to ensure municipalities autonomous functions, (3) zero emission transport (M1, M2, N1, N2 vehicles) in state direct administration institutions, (4) will provide new option – zero or low-emission M1 or M2 category vehicles to provide transport on demand in rural areas. The measure is financed by (1) EU funding – Recovery and Resilience Facility and Territorial Just Transition Plan, and (2) national Modernisation Fund. It is planned also (3) Social Climate Fund 2026-2032 financing to provide noted transport on demand in rural areas.	0.01 PJ (2023-2030)

Source: MURE

Industry

Total consumption of industry sector increased from 0.77 Mtoe in 2010 to 0.92 Mtoe in 2023 (1.4%/year). Consumption increase was mainly brought about by two branches over 2010-2023: non-metallic minerals by 1.5%/year and wood products (other branches included) by 5.5%/year; the later absorbs 65% of the consumption of manufacturing sector.

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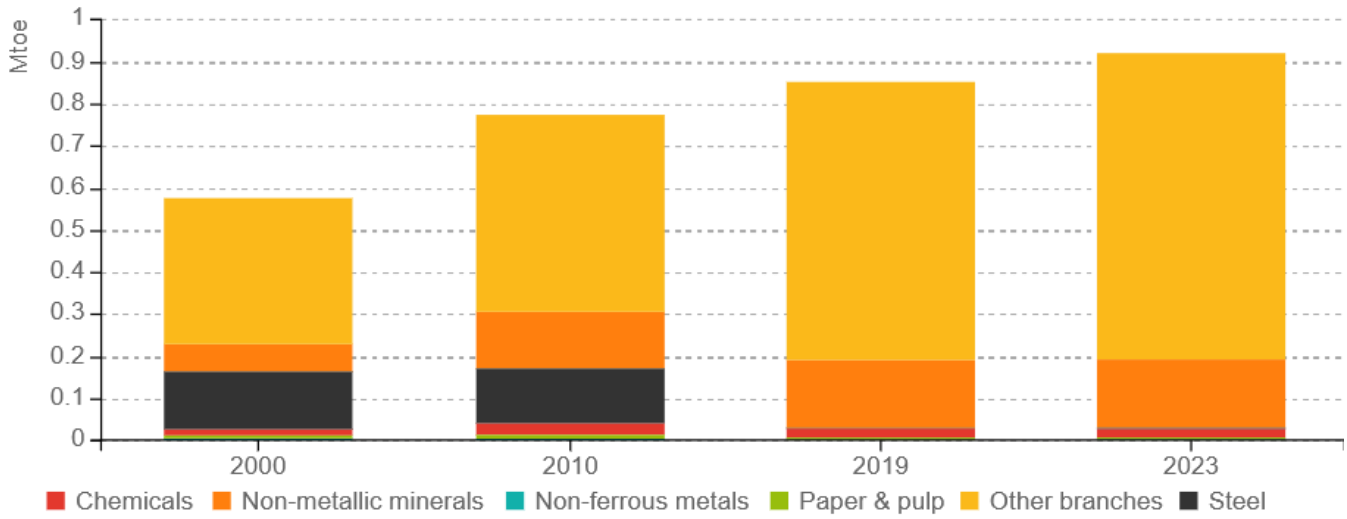
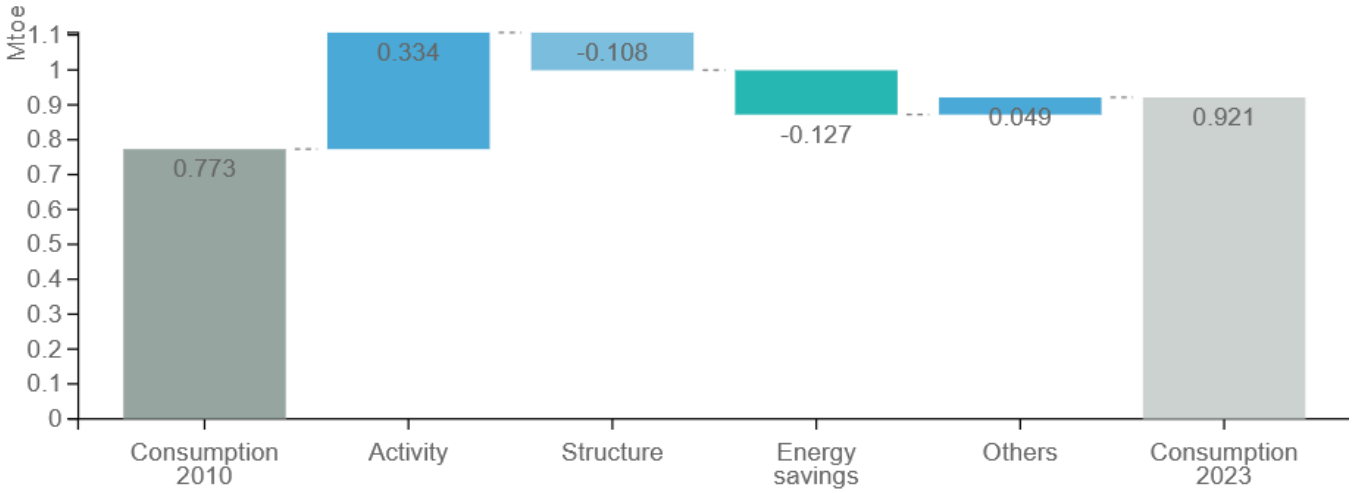
Figure 20: Final energy consumption of industry by branch



Source: ODYSSEE

Since 2010 final energy consumption in industry increased by 0.15 Mtoe (1.4%/year). The industrial growth ("activity effect") had a large impact on energy consumption increasing (+0.33 Mtoe). Just over 1/3 of these effects had been offset by energy savings (-0.127 Mtoe) thanks to technical improvements of the machineries and processes. Structural changes towards less energy-intensive branches caused a reduction 0.108 Mtoe).

Figure 21: Main drivers of the energy consumption variation in industry



Source: ODYSSEE

Mix of investment co-financing, regulatory (particularly mandatory implementation of energy audits/energy management systems in large enterprises and large electricity consumers, see the Overview section above), market instruments (particularly EU ETS), information measures are used. Over 2023-2029 period, the energy

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efficiency investments in the manufacturing industry are co-financed by the Latvia's Recovery and Resilience Facility Plan and Cohesion Policy Programme for 2021-2027 planning period, including Latvia's Territorial Just Transition Plan. In turn, state-owned JSC Development Finance Institution ALTUM provides complementary measures.

Table 4: Sample of policies and measures implemented in the industry sector

Measures	NECP measures	Description	Expected savings, impact evaluation
Improving energy efficiency and promoting the use of RES technologies in manufacturing industry	Yes	The completed in 2021-2023 projects in manufacturing industry sector of the EU funds previous planning period provide in 2023 0.08 PJ total annual savings (see completed IND-LV1223, total annual savings provided by the measure for the whole 2018-2023 period are 0.46 PJ). The policy continues in 2023-2029 - in this period the support is widened also to commercial services sector. The investments are co-financed by three funds: (1) Latvia's Recovery and Resilience Facility Plan, (2) Cohesion Policy Programme for 2021-2027 planning period, and (3) Territorial Just Transition Plan. Wide range of energy efficiency improvement measures are supported, both in buildings and related engineering systems and in production processes (new energy efficient production processes' equipment, recovery of secondary energy from production process, etc.). The RES-technologies for both fuel, heat and electricity production and storage for self-consumption are also supported. The expected total annual savings in 2030 for the projects to be completed in 2023-2029 period is 0.07 PJ.	0.15 PJ (2021 - 2030)
Energy audit and technical documentation grants and investment loans	No	The state-owned JSC "Development Finance Institution ALTUM" offers a financial instrument – soft loans for companies in all sectors for energy efficiency improvement and RES technologies implementation. The loans are financed by the: (1) ALTUM Green Bonds Facility (2017-2024), and (2) by attracting ERDF resources (on-going, called "Loans for Company Sustainability"). In addition, in 2019-2025, based on agreement with ELENA (European Local ENergy Assistance) the grant for energy audit and elaboration of project technical documentation is available, the grant's beneficiary should provide energy efficiency /RES investments of at least 20-fold of the granted amount.	0.2 PJ

Source: MURE

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