Latvia

Submitted on 27 December 2019

Summary of main findings

<table>
<tr><th>Metric</th><th>Value</th><th>Further information</th></tr>
<tr><td>Overall goal of the LTS</td><td>Climate neutrality by 2050</td><td>• The goal does not specify whether it includes all the main greenhouse gases.
• The goal covers all sectors. It does not specify if it includes international maritime and aviation.
• Remaining emissions in 2050 can be compensated by natural sinks.
• Two approaches can be used to achieve the goal: technological solutions; changing lifestyles.</td></tr>
<tr><td>Scenarios presented in the LTS</td><td colspan="2">• The LTS does not provide information on alternative scenarios for reaching climate neutrality goal.</td></tr>
<tr><td>GHG reductions</td><td>Target:
GHG emission reductions by 2040 compared to 1990 (excluding removals):
-85%[1]

The LTS includes indicative milestones for 2030 and 2040[2]</td><td>Emission reductions by sectors:
<table><tr><th>In percent, compared to 1990 emissions</th><th>2030</th><th>2050</th></tr><tr><td>Power</td><td>n.a.</td><td>-86%</td></tr><tr><td>Industry</td><td>n.a.</td><td>+22%</td></tr><tr><td>Transport</td><td>n.a.</td><td>-47%</td></tr><tr><td>Buildings</td><td>n.a.</td><td>n.a.</td></tr><tr><td>Agriculture</td><td>n.a.</td><td>+43%</td></tr><tr><td>Waste</td><td>n.a.</td><td>-66%</td></tr><tr><td>LULUCF</td><td>≤1047 Kt CO2.eq</td><td>n.a.</td></tr></table>Notes: (1) Emission reduction values reflect a scenario with existing policies and measures and with only currently available technologies. (2) Projections on LULUCF only in graph (unclear). The LTS states that 'GHG emissions in the LULUCF sector are projected to exceed removals in the future (until 2050).The major changes in GHG emissions and CO2 removals are in forest land'.</td></tr>
<tr><td>Renewable Energy Sources</td><td>n.a.</td><td>Main drivers and features:
• Renewables in the energy sector will replace fossil energy sources by 2050.
• Among renewable sources of energy (e.g. solar, hydropower, wind and biomass) geothermal and hydrothermal play a significant role.
• Municipals are important in the promotion and implementation of renewable energy.</td></tr>
<tr><td>Energy Efficiency</td><td>FEC: n.a
PEC: ~ 118 PJ[3] (roughly equivalent to 2.8 Mtoe, i.e. 37% reduction compared to 2005)[4]</td><td>Main drivers and features:
• The LTS provides generic references about measures to improve energy efficiency.</td></tr>
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[1] By 2050, the LTS projects net GHG emission reduction of 68% compared to 1990 emission levels when taking into account only existing policies and measures and the scenario only envisages currently available commercial technologies.

[2] The LTS indicates that: 'The objectives for 2030 and 2040 […] may be changed if studies […] and discussions lead to an agreement on the most appropriate trajectory for achieving the objective of climate neutrality in 2050.'

[3] The LTS refers to indicative projections from a preliminary assessment in the study entitled 'Developing possible scenarios for Latvia's economic development by 2050 in line with the European Union's long-term development vision', Physical Energy Institute, November 2019.

[4] Calculation based on data in the LTS supplemented, as required, with data from other Member State reporting under the EU Regulation on Governance of the Energy Union and Climate Action.

Metric	Value	Further information
		• Principle "energy efficiency first" is introduced and implemented comprehensively. • Households one of the largest priority target groups in improving energy efficiency. • Strict energy efficiency requirements to be applied in the construction of new buildings. • Providing a constant informative support to households' energy efficiency solutions.
Estimated investment needs	Total estimated investment needs around € 16 billion[5] (cumulative 2020-2050)	• Annual investment needs around 1.35 % of GDP on average (2020-2050). • Investment needs are additional to business as usual (i.e. assuming no carbon neutrality).
Socio-economic impacts of transition	GDP: The impact of achieving climate neutrality is positive around € 2.5 billion cumulative over 2020-2050	• The LTS mentions that low-carbon transition will create new employment opportunities related to introduction of environmentally friendly technologies and related services. • Improving the energy performance of buildings will also reduce the risk of poverty.
Adaptation Policies and Measures	No	• The LTS does not include elements concerning policies and measures for adaptation to climate change.
Public consultation	Limited	• Several activities (e.g. public consultations, public debates, and dissemination of leaflets) have been carried out since 2016. The LTS does not contain a summary of the feedback received.
Legal status of the LTS and targets	Unspecified	• The LTS does not provide information about the legal nature of the document. The LTS does not specify whether the climate neutrality target is legally binding

Overall completeness of the LTS

- The LTS defines a clear goal for Latvia, aiming to be climate neutral by 2050, although it is not clearly specified if the target includes international maritime and aviation.
- In general, the strategy is broadly developed and projections have been completed up to 2050, although not for all sectors.
- The LTS includes most of the mandatory contents (e.g. projected GHG emission reductions and removals for 2050, emission reductions for the industry, transport and waste sectors, estimated investment needs), although often referring to a scenario with existing policies and measures and with only currently available technologies. Gaps in mandatory elements are:
    a) CO2 intensity of GDP; and
    b) Emission reductions in buildings.
- The LTS includes few of the non-mandatory contents (e.g. national target for GHG emission reductions, estimated likely energy consumption by 2050, decarbonisation options for transport, etc.). There is no or little information on the likely estimates on the share of renewable energy, the expected emission reductions by industrial sectors, emissions and energy sources by transport type and agriculture emissions by sources or emissions reduction options. There is no reference to adaptation policies and measures.

[5] Values are expressed as a present value in 2010 prices.