ENERGY EFFICIENCY AND RES GOALS IN TRANSPORT SECTOR
Strategic long term goals related to RES and EE in transport sector.

- **RES share in transport sector**
  - 2020: 10%
  - 2030: 15%
  - 2050: 50%

- **Energy savings in transport sector**
  - 10,9 TWh
Ensure air quality and sustainability of natural resources, diminish impact to climate change and resilience to its impact

**Objective:**

Increase energy efficiency, RES consumption in transport and promotion of intermodality

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Measure</th>
<th>Base line</th>
<th>Interim value 2025 m.</th>
<th>Final value 2030 m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RES share in transport</td>
<td>Proc.</td>
<td>4,33 (2018)</td>
<td>11</td>
<td>15</td>
</tr>
<tr>
<td>Energy savings in transport</td>
<td>GWh</td>
<td>0 (2020)</td>
<td>8 183,7</td>
<td>10 911,6</td>
</tr>
</tbody>
</table>

**Target indicators:**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Dead line</th>
<th>Interim value 2025</th>
<th>Final value 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Energy savings</td>
<td>GWh</td>
<td>0 (2020)</td>
<td>20 459,3</td>
</tr>
<tr>
<td>RES share in final consumption</td>
<td>Proc.</td>
<td>25,03 (2018)</td>
<td>38</td>
</tr>
</tbody>
</table>
Final energy consumption (WEM) Ktno

Households  Industry  Services  Transport  Other
Final energy consumption (WAM) Ktño
### RES share in transport sector of EU Member States in 2017

<table>
<thead>
<tr>
<th>EU28</th>
<th>EE</th>
<th>HR</th>
<th>LV</th>
<th>CY</th>
<th>SI</th>
<th>LT</th>
<th>EL</th>
<th>PL</th>
<th>UK</th>
<th>NL</th>
<th>ES</th>
<th>LU</th>
<th>IT</th>
<th>RO</th>
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<th>CZ</th>
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<th>DE</th>
<th>BG</th>
<th>IE</th>
<th>PT</th>
<th>FR</th>
<th>AT</th>
<th>FI</th>
<th>SE</th>
</tr>
</thead>
<tbody>
<tr>
<td>EU28</td>
<td>Estija</td>
<td>Kroatia</td>
<td>Latvija</td>
<td>Kipras</td>
<td>Slovenija</td>
<td>Lietuva</td>
<td>Graikija</td>
<td>Lenkija</td>
<td>Junginė Karalystė</td>
<td>Nyderlandai</td>
<td>Ispanija</td>
<td>Liiksemburgas</td>
<td>Italiija</td>
<td>Rumunija</td>
<td>Belgija</td>
<td>Čekija</td>
<td>Malta</td>
<td>Vengrija</td>
<td>Danija</td>
<td>Slovakija</td>
<td>Vokietija</td>
<td>Bulgarija</td>
<td>Airija</td>
<td>Portugaliya</td>
<td>Prancūcija</td>
<td>Austrija</td>
<td>Suomija</td>
<td>Švedija</td>
</tr>
<tr>
<td>0,0%</td>
<td>7,4%</td>
<td>0,4%</td>
<td>1,2%</td>
<td>2,5%</td>
<td>2,6%</td>
<td>2,7%</td>
<td>3,7%</td>
<td>4,0%</td>
<td>4,2%</td>
<td>5,1%</td>
<td>5,9%</td>
<td>6,4%</td>
<td>6,5%</td>
<td>6,6%</td>
<td>6,6%</td>
<td>6,8%</td>
<td>6,8%</td>
<td>7,0%</td>
<td>7,0%</td>
<td>7,2%</td>
<td>7,4%</td>
<td>7,9%</td>
<td>9,1%</td>
<td>9,7%</td>
<td>18,8%</td>
<td>32,1%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RES share in national transport sector
NECP – IMPACT EVALUATION

RES-T

WEM  WAM

0,0% 5,0%
3,6% 4,3%
4,9% 5,5%
5,0% 6,5%
5,3% 6,8%
5,4% 8,9%
5,5% 10,1%
5,6% 14,0%
5,7% 15,0%
5,9% 16,6%
6,0% 18,0%
6,1% 19,3%
6,2% 20,6%
21,8%

LEGAL FRAMEWORK

1. 3 Ministers’ order on blending obligations (applicable to all types of transport using diesel) - October 16, 2019

2. Draft new Law on alternative fuels to Parliament - January 2020

3. Draft new Law on alternative fuels - III-IV Q 2021
RES PROMOTION IN TRANSPORT: SYSTEM

ALTERNATIVE FUELS, BIOMETHANE

Legal framework incentives to produce alternative fuels, biomethane and its integration to transmission system EU funds, Rural development fund

INFRASTRUCTURE

Mapping is needed (Distribution system + stations) EU funds (CCP possible)

CONSUMPTION

Plans for public transport Reducing energy intensity in transport EU funds (CCP possible)
Balance of fuels in 2018 and 2030

2018–2048 ktoe
- Petroleum gas: 75.83%
- Diesel: 11.35%
- Natural gas: 75.83%
- Electricity: 0.38%
- Other gasoil: 0.14%
- Electricity from RES: 3.08%
- 1st generation biofuels: 0.10%
- 2nd generation biofuels: 3.80%

2030 – 1637 ktoe.
- Petroleum gas: 48.22%
- Diesel: 15.09%
- Natural gas: 10.35%
- Electricity: 6.11%
- Other gasoil: 6.74%
- Electricity from RES: 9.88%
- 1st generation biofuels: 3.62%
- 2nd generation biofuels: 6.74%

Diesel consumption stops growing from 2026, however still accounts for the major share of total fuel consumed in transport (48.22%)
Objective 2. Promoting use of renewable energy

Non-competitive local energy market

Adverse impact on climate change

Lack of innovations

Solutions for installing and storing energy generation from RES

Alternative fuel production and infrastructure for its consumption in transport sector

Use of RES and installation of heating energy storage facilities in DH sector

2030 RES share in the final consumption balance 45%

Objective 2. Promoting use of renewable energy
Objective 1. Promoting the use of energy efficiency improving measures

- **Inefficient use of resources**
  - Improving energy efficiency in buildings (renovation of public buildings, modernisation of heating points and/or heating and hot water preparation systems)

- **Energy inefficient transport sector**
  - Primary and final energy intensity in 2030 is 1.5 times lower than in 2017.
  - Improving energy efficiency in public infrastructure (modernisation of street lighting, reduction of energy intensity in transport)
  - Improving energy efficiency in companies (according to energy audit reports)
  - Use of residual heat energy from industry, service sector or cooling in DH sector
  - Smart energy metering and managing systems
  - Improving efficiency of district heating network by adjusting them for operation in low-temperature regime
  - Biofuel boilers’ modernisation or replacement with biofuel cogeneration or other technologies using RES (other than biofuel) and improving energy efficiency.
How 15% RES share in transport sector is planned to be achieved by 2030

- Promotion of development of biomethane production plants and infrastructure for its integration to transmission system
  138 kTOE, 153 mln. m³ (impact + 9.7%)
- Increase of the amount of I generation biofuels by mixing 5% of biofuels in transitional period 30,47 kTOE (impact + 1.7%)
- Support for II generation biodiesel by covering the part of the producer’s operational expenses 69,2 kTOE, promotion of II generation bioethanol production infrastructure 6,45 kTOE (total impact + 5.49%)
- Support to producers to equalize the costs of compressed biomethane to the costs of compressed natural gas 138 kTOE
- Promotion of acquisition of public transport buses running on natural or biomethane gases

Initiatives to be taken by the Ministry of Energy, Ministry of Transport (?)

- Electrification of railways
- E-Tolling
- Promotion of use of newer, cleaner vehicles (including „Green procurement“ for the public sector)
- SUMP activities to reduce urban car use: Park&Ride, Bike sharing etc.
- Environmentally friendly public transport (urban and suburban)
- Promotion of EV use; Expansion of charging infrastructure
- Modernisation of inland waterway infrastructure

And other initiatives coordinated by other institutions

Public investment needs - approx. 340 MEUR
National Energy and Climate Plan

- **2019 October**: Coordination with Inter institutional working group
- **November**: Public consultations [https://epilietis.lrv.lt](https://epilietis.lrv.lt)
- **December**: Approval by the Government
- **2020 Up to 31st December**: NECP submitted to European Commission

*Up to 31st December*
THANK YOU FOR YOUR ATTENTION