

Session SBI59 (2023)

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A compilation of questions to - and answers by - Latvia [exported on 02-12-2023] by the UNFCCC secretariat

Question by New Zealand at Saturday, 30 September 2023

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 30 September

Title: Latvian railway network infrastructure

New Zealand was interested to read that development of Latvian railway network infrastructure is being planned to create multimodal public transport points/centres. We also noted that the share of public transport in total passenger traffic was lower in 2019 than in 2000. Could Latvia provide an update on the implementation of this measure, and if there are plans in place to measure its impact on public transport use and emissions reductions?

Answer by Latvia, Friday, 24 November 2023

Thank you for the question. Unfortunately, the share of public transport in passenger transport has declined over the last decade. In addition to other reasons, the negative impact was added also by the Covid-19 pandemic in 2020 and 2021. To change this trend, the financial support programme promoting the creation of multimodal public transport points to combine the diversity of public transport and non-motorised transport modes (road, rail, bicycle) have been developed.

The complex reform financed by the Latvia's Plan of EU Recovery and Resilience Facility aims to develop an integrated, environmentally friendly and well-developed public transport system in Riga metropolitan area. The main element is the competitive rail passenger transport, integrated in the common public transport system of Riga metropolitan area.

As one of the investment directions of this complex investment programme to be finished by the end of 2026 are:

- Establishment of multimodal connections and integration of passenger route networks, it will be improved public transport access infrastructure of railway stations in Riga area by creating smart digitalized multi-modal points: six of regional significance and two of local significance. Thus, the development of five multi-modal passenger transport corridors in Riga metropolitan area will be provided. The multi-modal connection points will include also the installations of normal capacity (up to 22 kW) charging points for private electric cars;
- public transport infrastructure improvement in Riga city to provide efficient connection with new modal points: (1) extension of tram lines, extension of trolleybus lines, (2) creation of new high-speed public transport line (including the related bicycling infrastructure).

As additional measures to be implemented by the end of 2026 within Riga metropolitan area are:

- Implementation 17 new electrical buses in Riga city public transport,
- Further development of bicycling infrastructure connecting Riga city and edge municipalities: additional 52 km of new bicycle routes.

The government has adopted all the necessary legal frameworks to start implementing the

project.

An ex-ante assessment of the impact of this programme on GHG emissions has been carried out. As the programme covers a wide range of issues and the development of complementary infrastructures, the positive impact of the implementation will depend on many factors, including the attractiveness of the service offered, the price which will affect the change in passenger behaviour/choice as regards the choice of mode of transport.

Such an assessment is a very complex issue, but one of the effective indicators to be used to assess the impact on GHG emissions is the increase in the number of rail passengers transported on the lines where the project will be implemented. The Ministry of Transport has set a target indicator that is expected to be achieved after the project has been implemented.

Question by Canada at Friday, 29 September 2023

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 30 September

Title: How is atmospheric measurement data considered in your GHG inventory?

Improved measurement technologies in recent years have resulted in the advancement of emissions data derived from atmospheric measurements which can be compared to emissions/removals data reported to the UNFCCC. Could you please share information about how atmospheric measurement data are considered in the development of your GHG inventory, including any plans to incorporate such measurements into inventory methodologies?

Answer by Latvia, Friday, 24 November 2023

Thank you for your question! Latvia welcomes improved measurement technologies which result in atmospheric measurements and could complement emissions/removals data reported to the UNFCCC. Currently Latvia is not using atmospheric measurement data in GHG inventory, but several research projects are ongoing to establish an Eddy covariance station in forest land and include in situ environmental data and meteorological data as well as climate projections data into GHG modelling from organic soils. Research activities are ongoing but as soon as we have results/new data, these might be considered for incorporation into inventory and projection methodologies.

Question by United States of America at Friday, 29 September 2023

Category: All emissions and removals related to its quantified economy-wide emission reduction target

Type: Before 30 September

Title: LULUCF sector

Latvia's report indicated that its LULUCF sector became a net emitter in 2020 due to a decrease in CO₂ removals by living biomass in forests. It was also noted that a report on the LULUCF sector's progress towards climate neutrality is being prepared to consider further incorporation of the climate-neutrality target in the sectoral strategies, and financial support and research programs. Would you be able to discuss any interim findings from this report?

Answer by Latvia, Friday, 24 November 2023

Thank you for the question. A report on the LULUCF sector's progress towards climate neutrality is still under development. The project of LULUCF target scenario is prepared and included in the report, however more discussion with stakeholders should be done to shape the final scenario. Nevertheless the main findings show that to be on track to reach 2030 goal specific new measures should be implemented as soon as possible as the measures in LULUCF related to forestry take longer time to provide effects. The focus should be on afforestation to ensure additional carbon sequestration.

Question by United States of America at Friday, 29 September 2023

Category: Assumptions, conditions and methodologies related to the attainment of its quantified economy-wide emission reduction target

Type: Before 30 September

Title: National Climate Law

Latvia reported that the Ministry of Environmental Protection and Regional Development is developing a national climate law that will establish a national framework for climate policy. Would you be able to discuss the goals of this new climate law and how it will overlap or complement existing national- and EU- level laws?

Answer by Latvia, Friday, 24 November 2023

Thank you for the question. The goal of the forthcoming Climate Law is to ensure that Latvia reaches climate neutrality and resilience by 2050 in line with Latvia's commitment to the Paris Agreement. The purpose of the Law is to act as umbrella for all national level climate change mitigation and adaptation legislation. The Law is aligned with EU legislation and

transposes several EU legal acts into the national legislative system.

Please note that due to a reorganisation of some of the Latvian ministries, the Climate Law is now being developed by the Ministry of Climate and Energy.

[Question by](#) Japan at Friday, 29 September 2023

[Category:](#) Progress towards the achievement of its quantified economy-wide emission reduction target

[Type:](#) Before 30 September

[Title:](#) Biochar incorporation into the soils as GHG emission reducing agricultural management prac

Under the section of research in agriculture and forestry sector to mitigate GHG emissions, biochar incorporation into the soils is mentioned as GHG emission reducing agricultural management practice. Could Latvia provide information on what type of biochar (origin of char) is targeted and how much amount of GHG emission reduction is expected by biochar application in the future, if any?

[Answer by](#) Latvia, Friday, 24 November 2023

Thank you for your question! Under the section of research in agriculture and forestry sector to mitigate GHG emissions (NC8 page 238), biochar incorporation into the soils is mentioned as one of activities in the project LIFE CRAFT: Climate Responsible Agriculture for Latvia. Biochar incorporation into the soils is not used as GHG emission reducing agricultural management practice in Latvia yet. Project results will show the effect of such measure and could allow to consider to introduce such a practice in the future. LIFE CRAFT project is still ongoing, and results will be published at the end of 2023.

[Question by](#) Japan at Friday, 29 September 2023

[Category:](#) Progress towards the achievement of its quantified economy-wide emission reduction target

[Type:](#) Before 30 September

[Title:](#) Emission reductions by the introduction of EV charging network

P.114 of the NC8 states that Latvia is developing a country-wide EV charging network, and this policy is projected to reduce 670 ktCO₂ eq. in 2035. Could Latvia tell us how this

emission reduction was estimated?

[Answer by](#) Latvia, Friday, 24 November 2023

Thank you for the question. The support programme for the establishment of the electric vehicle (EV) charging infrastructure serves as the instrument to convince consumers that the infrastructure for the national use of the EV is available.

In the first phase, the cost of electricity to charge cars is also more attractive for these charging stations, which are provided by the state company. The main objective of this measure was therefore to create the conditions and to give signals for consumers to purchase EV. Since the start of the project, the number of electric cars has increased around six times, and the support measure for infrastructure development also contributed to such an increase in the number of cars.

In addition, some EV purchase support programmes for public and private transport are already in place. Consequently, the assessment of that measure involves not only the development of the charging infrastructure, but also the increase in EV provided by the establishment of the charging infrastructure.

[Question by](#) Australia at Thursday, 28 September 2023

[Category:](#) Progress towards the achievement of its quantified economy-wide emission reduction target

[Type:](#) Before 30 September

[Title:](#) Submitted Question #2

Can Latvia comment on the trends, policies or measures contributing the steady reduction in emissions from non-methane volatile organic compounds (NMVOCs) in the Solvent use sector?

[Answer by](#) Latvia, Friday, 24 November 2023

Thank you for your inquiry! Latvia has developed national regulations and policies dedicated to mitigating the emission of NMVOCs from specific products within the solvent use sector.

Latvia has established a robust legal framework for overseeing NMVOC emissions, primarily governed by the "Chemical Substances Law." Notably, Republic of Latvia Cabinet Regulation No. 231, enacted on April 3, 2007, titled "Regulations Regarding the Limitation of Emissions of Volatile Organic Compounds from Certain Products," holds a pivotal role in regulating NMVOC emissions. Additionally, Republic of Latvia Cabinet Regulation No. 795, introduced on December 22, 2015, pertains to the "Regulation and Database of Chemical Substances

and Mixtures."

These legislative provisions, coupled with established policies and measures, significantly influence the trends in NMVOC emissions, in the absence of pertinent legislation in Latvia, NMVOC emissions would exhibit a greater volume. The mentioned legislation plays a crucial role in ensuring compliance with NMVOC requirements in Latvia.

Question by Australia at Thursday, 28 September 2023

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 30 September

Title: Submitted Question.

Latvia's 8th National Communication mentions that mitigation and adaptation-related research is being conducted through sectoral studies commissioned by responsible state authorities (MEPRD, MoE, MoT, MoA). **Is Latvia able to comment on the status of these studies and describe how they are expected to impact future climate policy?**

Answer by Latvia, Friday, 24 November 2023

Thank you for the question. The sectorial studies commissioned by state authorities is highly important research instrument to provide in-depth analytical knowledge in the national context on the implementation and expected impacts of different climate policy instruments and measures. As presented in 8th NC, these studies relate to LULUCFF sector, climate adaptation measures in buildings and road infrastructure, better response to disasters, etc.

High importance of the commissioned studies is based on:

1. the studied issues are always highly relevant and arise from the challenges of national climate policy, the study fills the gap in the analytical knowledge not covered by other research;
2. well detailed definitions of the study framework – well definition of the scope of the issue to be studied, the tasks of the study and the study results to be achieved;
3. during the study there is always communication among researcher team and officials/experts of the state authorities.

All this ensure that the results of these commissioned studies highly correspond to the actual climate policy, fill the existing gaps and needs of the relevant state authority and thus will be directly used in the future development of the climate policy, and improvement of data quality, particularly, within the field of competence of relevant state authority.

Question by United Kingdom of Great Britain and Northern Ireland at Friday, 22 September 2023

Category: Progress towards the achievement of its quantified economy-wide emission reduction target

Type: Before 30 September

Title: Question to Latvia on its governance

Thank you, Latvia, for the opportunity to comment on your 5th Biennial Report and 8th National Communication. We note that the Ministry of Environmental Protection and Regional Development (MEPRD) is overall responsible for national climate policy and compliance with international climate obligations. Could you please provide additional detail on the governance and coordination arrangements that exist between the MEPRD and other institutions and ministries with involvement in climate measures?

Answer by Latvia, Saturday, 25 November 2023

Thank you for your question! Since 2023 January, a new Ministry of Climate and Energy (MoCE) has been established and is responsible government institution for the climate policy, including national system for the preparation of greenhouse gas (GHG) projections, policies and measures (PAMs). In this context the Ministry of Environmental Protection and Regional Development (MEPRD) is no longer main coordination institution.

Ministry of Climate and Energy is responsible for development of climate policy in Latvia and is in close collaboration with other ministries - for Agriculture, Transport, Economics, Finance, Health, Foreign Affairs, Internal Affairs, Science and Education, Environmental Protection and Regional Development. Additionally, working group of Deputy State Secretaries from several ministries is established discussing proposals on new or amended national legislation (for example, Energy Law, Climate Law, amendments of national legislation of Cabinet of Ministers, etc.) and preparation of NECP and National Report on fulfilment of targets before they are submitted to the Cabinet of Ministers for information and decision making.

According to the "Law on Pollution" MoCE as the coordinator for the reporting on policies, measures, and projections as well as greenhouse gas inventories is involved in the process of compiling the integrated national energy and climate reports.

National regulation of the Cabinet of Ministers (The Government of Latvia) No. 675 "The procedure for Development and management of the greenhouse gas inventory system, the projections system and the system for reporting on adaptation to climate change" (25 October 2022) has been established to ensure the timeliness, transparency, accuracy,

consistency, comparability, and completeness of information reported on policies and measures and projections, including:

- Coordination process between experts and relevant ministries to approve the assumptions, methodologies, and models used in projections and policy evaluation, as well as the list of relevant policies and measures. Institutions involved in the preparation of the projections and PaMs are MoCE, MEPRD, Ministry of Economic (MoE), Latvian Environment, Geology and Meteorology Centre (LEGMC), Ministry of Agriculture (MoA), Latvian State Forest Research Institute "Silava", Institution of Physical Energetics, Ministry of Transport (MoT), Latvia University of Life Science and Technologies.
- Timetables for the cycle for the preparation of the report on policies and measures and projections (preparation, QA/QC and submission);
- Sectoral meetings to help to coordinate the QA process, to approve or amend initial results of the projections and to ensure the transparency of the process.

The scheme of the institutional arrangements in place for preparation of reports on PAMs and GHG projections as well as for reporting on them is shown in the Annex.

Attachment: National system_2023.pdf

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Session closes at 30-11-2023
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