



A Zoom In On HyTruck Results in Latvia

Teams | 1 October 2025

Vidzeme Planning Region

interreg-baltic.eu/project/HyTruck



Vidzeme Planning Region's contribution



HRS in LV, BSR, EU

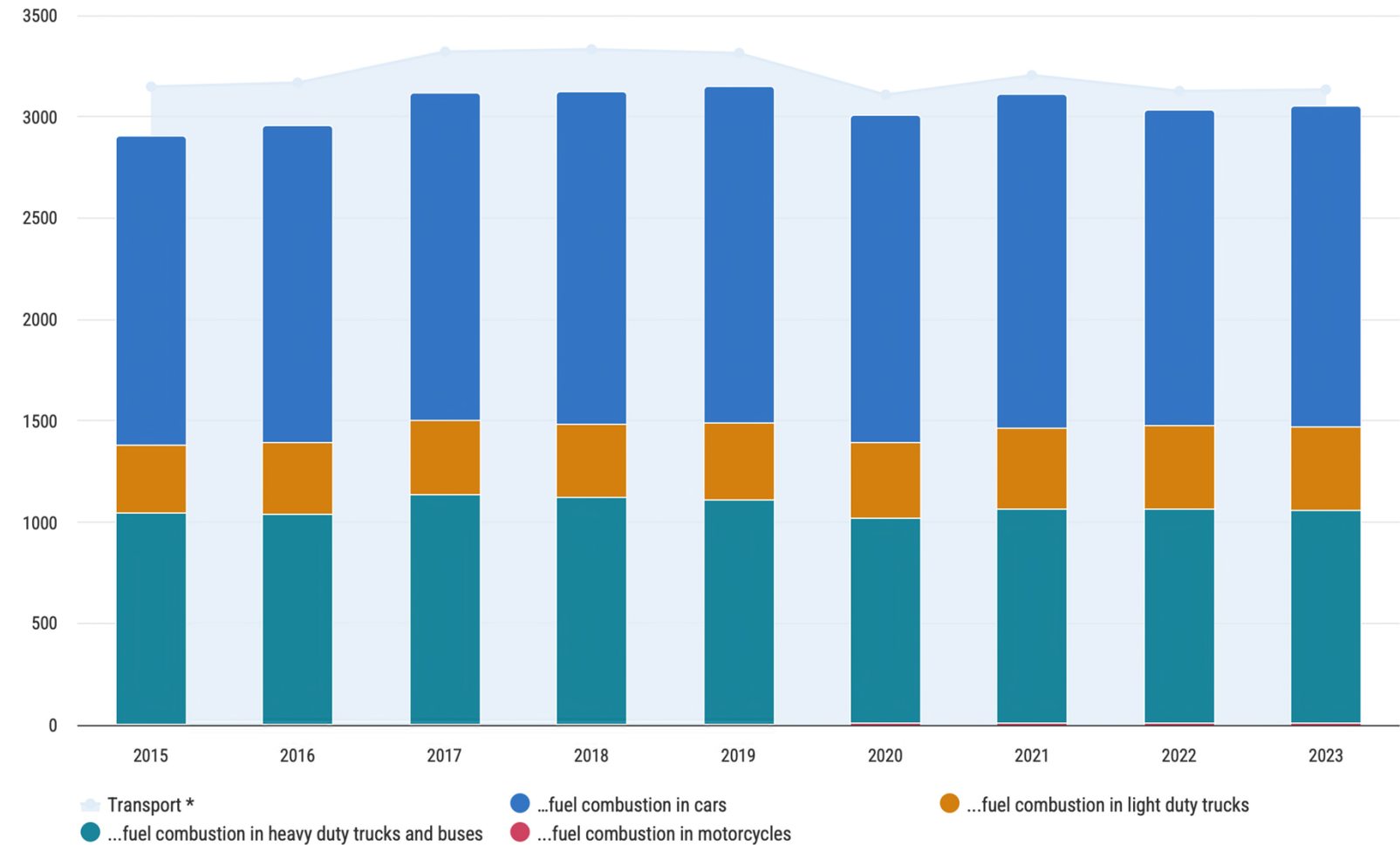
Locations, synergies and policy development

- Cooperated with national stakeholders and established links with other projects.
- Strengthened VPR's position in Latvia's H₂ community.
- Completed a study on preferred HRS locations in Latvia.
- Contracted consultants for policy recommendations.

Heavy-heavy duty vehicles and GHG emissions

- Trucks and buses responsible for 1/3 of total transport emissions
- Large share of diesel & older fleet
- Untapped electrification potential
- National policy measures on the way

Greenhouse gas (GHG) emissions from transport
thousand tonnes of CO2 equivalent



* Transport sector includes domestic aviation, road transport, railways and domestic navigation

Locating HRS in Latvia and Estonia

- Study completed by Ernst & Young Latvia in Nov 2024.
- One near term HRS suggested at the intersection of major logistics routes in Riga region (A5 Salaspils).
- The primary location coincides with the proposal of Latvia's most recent strategy for alternative fuels infrastructure.
- Several secondary locations proposed: Jēkabpils, Ventspils, Liepāja, Jelgava.

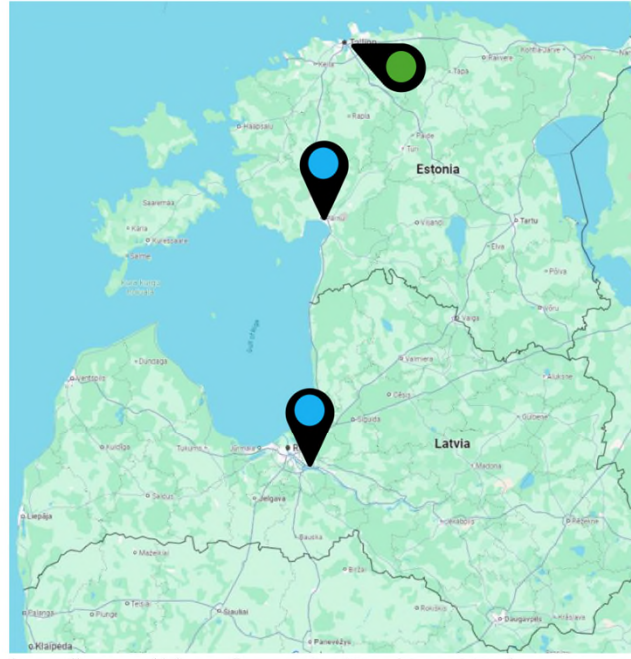
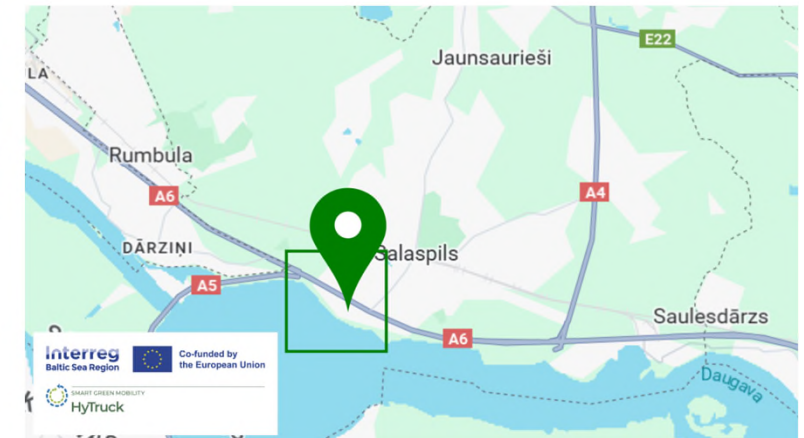


Figure 4. Suggested locations for HRS development (blue) and planned HRS (green) in Latvia and Estonia

Legend

- Suggested locations for HRS development
- Already planned green H₂ HRS



Regulatory improvements and financial support measures



- Recommendations for policy makers
- To be published in October

Support instruments		Germany	Finland	Poland	Lithuania	Latvia	Estonia	Sweden
POLITICAL	Hydrogen strategy	Yes	Yes	Drafting phase	Yes	In development – strategy where green hydrogen is included	Yes	Yes
	National legislation (law)	Yes	Developing	Yes	Yes	Developing	Developing	Yes
	National legislation (rules)	Full AFIR compliance	Full AFIR compliance	Emerging AFIR compliance	Planned AFIR compliance	Planned AFIR compliance	Planned AFIR compliance	Full AFIR compliance
	HRS national regulation	AFIR compliant, 700 bar, 1t/day	Nordic standard, 350/700 bar)	No national technical standard	No national technical standard	No national technical standard	No national technical standard	Market-driven standards aligned with AFIR
	ISO standart integration	Integrated	Referenced regarding Hydrogen safety	Referenced regarding technical requirements	Not directly	Not directly	Not directly	Market-driven standards aligned with AFIR
FINANCIAL	Financial incentives	CO ₂ tax, regional funding	Tenders 2022–2025	Planned incentives	No direct support yet	None	Not evaluated	Strong industry-driven models
	Capex support	Yes	Yes	Yes	Yes	No	No	No
	Buy in tariffs	Indirect	Flexible policy mechanisms, no fixed tariffs	Subsidies cover production risk, no fixed tariffs	Indirect	No	No	No
	CO2 pricing	Yes (BEHG CO ₂ price)	Yes (support via climate law)	Limited	No	No	Unknown	Carbon pricing in place

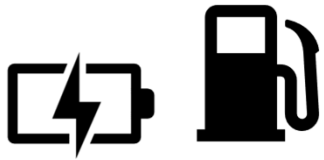
To sum up



- Hydrogen Valleys – prospects for EU funding
- National funds decisive for establishing the core HRS network – gaps in LV, DE



- Investment in infrastructure must be matched with vehicle deployment (also emphasized by German partners)



- Tackle the technological neutrality problem (complementary roles with EVs) and set functional (service oriented) requirements when designing public procurements



- Significant uncertainty among policy makers and market players, gradual evolution of standards, skills, ecosystems



- Open arena for experience exchange and sharing best practices

Interreg
Baltic Sea Region



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SMART GREEN MOBILITY

HyTruck

Thank you for listening!

More info: <https://interreg-baltic.eu/project/hytruck/>

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