

Dear Colleagues. I would like to express my appreciation to everyone who has been involved in one way or another since the first phase of the project, our partners in Geneva and Bangkok, who are participating in this important event and, I hope, will participate in the project's future work.

It is known that the key issue for the correct construction of scenarios is the collection of data and their reliability. Let me briefly overview the issues we faced in the data collection process.

Some data was available ready-made, others required some work with primary sources to get the required entry format, and some other data were completely missing.

For example, residential energy consumption by types of energy consuming devices. By the way, the results of similar studies were available to our partners in Kazakhstan and Georgia. In RA, similar researches were also carried out within the framework of separate programs. It's been a decade since the last study was conducted, and it's vital to conduct regular studies. In this regard, the CEPA, the Comprehensive and Enhanced Cooperation Agreement signed between Armenia and the EU, which, among other norms, implies the introduction of the EU energy data collection standards in Armenia, inspires hope.

Another example is the energy consumption data of the commercial sector, universities, shopping centers, hospitals, which are essentially missing. Although this data is available in principle, in the absence of legislative requirements, its collection is very labor intense. For example, while the data on gas and electricity customers can be kindly provided by our esteemed partners of Gazprom and ENA, the classification of real estate object by purpose in the state cadastre database is simply missing.

Transport sector. Relatively accurate data on CNG vehicles has been available after the legislative requirement for licensing and registration of gas vessels verification came into force. However, the exact number of vehicles previously converted from gasoline to run on compressed gas is uncertain. Vehicles imported into RA are registered also by fuel type, but clear data on further modifications of the cars are problematic.

In cases of unavailability of actual data, the calculation methods used can offer approximate data. Therefore, some data may appear inaccurate or disputed. However, it should be kept in mind that today's goal is to present the actual model and the obtained preliminary results based on the available data. They should be thoroughly verified in the upcoming phase of the project.

Thanks for your attention.