

## Warsaw electric vehicle range

As of the end of 2023, there were a total of 56,934 fully electric vehicles (BEV) registered in Poland. The number of publicly accessible charging points increased by more than a third, totaling to 1513. The number of used BEV listed for sale saw a 2.5 times increase in 2023. The Polish EV Outlook Index (PEVO Index) is a monthly compilation of key data and statistics from the e-mobility sector in Poland.

The "Polish EV Outlook" is the most important comprehensive analysis of the zero-emission transportation market in Poland. Launched 5 years ago, PSPA's report provides a detailed overview of the electric car market, charging infrastructure, EV buyer structure, legislative changes, and e-mobility's impact on the energy sector. The "PEVO Index" is a monthly version of the "Polish EV Outlook," including constantly updated key data presented in a concise, infographics format.

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More than 40,000 electric vehicles (EVs) have been registered in Poland since the beginning of the year, up 70% compared to the same period of 2021. Of that figure, sales of electric cars were up 140% and hybrids 100%, according to the SAMAR Automotive Market Research Institute.

This is largely thanks to the rollout in late 2021 of a government subsidy scheme, called My e-car, for drivers who choose to lease EVs, with monthly installments often lower than for combustion engine vehicles.

Last November, Poland's state-owned National Fund for Environmental Protection and Water Management allocated 500 million zlotys (\$125 million, EUR115 million) for subsidies for customers buying EVs. The program is aimed at reducing air pollutant emissions by lowering consumption of fossil fuels in transport, mainly via co-financing purchase or leasing of zero-emission vehicles.

The subsidies are part of a wider electromobility campaign which aims to have more than 600,000 electric cars on the roads of the EU member state by 2030. Currently, only one in every 500 cars registered in the country is electric compared, in Germany it's every 50th new car.

ElectroMobility Poland -- an initiative of four Polish power companies -- wants to lead the country into the era of electromobility, and is planning to build the first domestic EV in 2023. Poland already has a thriving e-car battery production industry. Niche e-car producers also exist as does an internationally renowned e-bus maker.

The My e-car subsidy scheme significantly cuts long-term rental installments under the operational leasing method -- a fixed monthly installment whereby drivers get a car that is ready to drive and only pay for the fuel.

The support is granted in the form of subsidies for the purchase of zero-emission vehicles and subsidies for fees specified in lease agreements. The subsidies are only available to individual customers, but companies, institutions and local governments will be able to apply in the future.

"The My e-car program is one of the decisive points," Wojciech Drzewiecki, the president of the SAMAR Automotive Market Research Institute, told DW. "E-cars also have quite high residual values, which enable companies to prepare good offers with more attractive monthly installments."

Since the launch of the program, leasing firm Arval has received over 2,500 inquiries about subsidized vehicles and submitted 450 applications for subsidies to Bank Ochrony Srodowiska, which supports the program and has so far granted 40 million zlotys under the leasing method.

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