**Overview / summary of the initiative**

| **Title:** Electromobility Poland |  |
| **Country:** Poland |  |
| **Thematic area:** Transport |  |
| **Objective(s):** Develop the Polish industry and a tool for enhancing economic growth. Also the project assumes that there will be a million electric cars on Polish roads. |  |
| **Timeline:** 2017-2025 |  |
| **Scale of the initiative** By 2020, the government will allocate EUR 4.4 billion (PLN 19 billion) to the electromobility development program. (Includes also infrastructure investments etc.) |  |
| **Scope of the initiative** The scope of this initiative is both new knowledge creation and known knowledge application. It is new knowledge creation in the way that it is new in Poland. The focus on knowledge application is based on most on the knowledge is not new |  |
| **Source of funding** (public/private/public-private): public-private |  |
| **Granularity of the initiative** (initiative, policy approach) Initiative |  |
| **Source** (webpage) http://www.emobilitypoland.pl/en/index.html |  |

**Brief description of the initiative:**

The establishment and activities of Electromobility Poland are a part of the Electromobility Development Plan, which is an opportunity for development of the Polish industry, science and a tool for enhancing economic growth. Electromobility is one of the pillar components of the Responsible Development Plan and aims to create convenient conditions for the dissemination of electric vehicles. The results of implementation of the Electromobility Development Plan will be better quality of life, lower air pollution, reduction of noise pollution as well as accessibility and comfort of public transport.

The initiative assumes that there will be over 1 million electric cars on Polish roads and an introduction to the electrification of public transport. In addition, these activities will cause additional energy demands which will allow better utilisation of production capacities while at the same time reducing air pollution, especially in large cities. In the announcement, there is also a package of legislative changes serving a sales model for the service of charging electric vehicles.

**I: Background, origin, mission and ambition**

- **Ia: Origin**
  

- **Ib: Initiator**
  
  The Polish Ministry of Energy

- **Ic: Mission and ambition**
  
  The mission is to give Poland a better quality of life, lower air pollution, reduction of noise pollution as well as accessibility and comfort of public transport. Furthermore, it is a possibility for the Polish industry to develop. These actions will cause additional energy demands, which will allow better utilisation of production capacities. The overall goal is to put over 1 million cars on the Polish roads before 2025.

- **Id: Decision making process**
  
  There is no clear definition on how the decision-making process is. But as the four companies have ¼ of the share each, the decisions must be divided.

- **Ie: Linkage to other governance levels**
  
  The initiative is linked with the Polish Ministry of Energy, which supports the initiative with funding from R&D.

**II: Formation**

- **Iia: Driving forces**

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**Granularity of the initiative:** Initiative

**Source (webpage):** http://www.emobilitypoland.pl/en/index.html
One of the key driving forces is to be independent of foreign oil. Another driving force is to develop electromagnetic industry, which makes the research in electronic mobility easier. Thus, this initiative wants to create a market of electromobility.

### IIb: Approach
Top down approach. Researchers have proposed a conversion to electric cars.

### IIC: Citizen involvement
The citizens have had the possibilities to involve themselves in the project by joining the public consultations the project has had. However, there is no direct measures to be made about the involvement of citizens.

### III: Technical and political feasibility

#### IIIa: Technical feasibility assessment
There must have been conducted a technical feasibility assessment before the initiative was started. The initiative is quite late developed compared to other European countries which means that Poland has had the opportunity to learn from others mistakes etc.

#### IIIb: Ex ante technical and risk assessment
Only thing is that the cost-benefit analysis must have been done before the companies have started the initiative. However, the development of electromobility has a significant potential to improve things as the air quality in the country and the energy security in general.

#### IIIc: Success factors
One major factor for success was the ambition of putting 1 million electric cars on the Polish roads before 2025. This means especially one non-technological gap must be bridged; the creation of a market within electromobility, which is not all present in Poland at this moment.

#### IIId: Incentives
The incentive for this initiative is to meet the increasing demand of electric cars (expected over 41 million electric cars on the roads by 2040) and to be independent of buying oil from foreign places. Through this initiative, the initiators tries to take one step ahead of the development with an increased focus on electric cars.

#### IIIe: Political and societal assessment
None directly. But the initiative is coherent with the societal challenges of EU

#### IIIf: Interim political and societal assessment
There have been none interim political and societal assessment. The initiative is too new to do something like that

#### IIIg: Financial risk assessment
The only financial risk assessment that has been available is the fact that the Ministry primarily will fund projects in the venture and growth phase. However, the Ministry does not exclude participation in projects at the seed stage, which is important from the point of view of extending the project base and building the ecosystem of electromobility.

### IV: Governance: organisation, management and coordination

#### IVa: Governance
The initiative is organised with the Ministry of Energy as a main organiser, but with the four before-mentioned companies as equally shared owners. The initiative has been through a public consultation. The program has its own director, who are responsible for the overall goals.

#### IVb: Progress monitoring
The progress is monitored by the Ministry of Energy in close cooperation with the companies who are responsible for this initiative.

#### IVc: Public-private involvement
The governance of the initiative is a mainly a private matter as the owners of the program are private companies. However, as the initiative is initiated by the Ministry of Energy and has support from other bodies in the Polish government, they also have a directly or indirectly influence on the decisions in the initiative.

#### IVd: Communication and dissemination
The communication and dissemination is organised in the way that the project was on a public consultation in which everything was discussed – all from the advantages of the project to the possible disadvantages. Besides, the initiative hosted a competition in which the task was to develop the first electronic vehicle in Poland, which involved several local and national companies.

### V: Resources and budget needs/availability

#### Va: Scale
The scale of the initiative is huge. Besides, the Ministry of Energy will create the Low-Emission Transport Fund, which will generate EUR1,179 billion

#### Vb: Funding sources
Both public and private. It doesn't say anything about how the private funding is distinguished, but the government.

#### Vc: Allocation of the budget
It is difficult to point exactly on how the allocation of the budget is. However, it says that there will be investments in both infrastructure and the low-emission-fund. But not directly how much and how the budget is allocated.

### VI: Policy mix and integral (‘holistic’) use to deploy mission-oriented R&I-initiatives
**VIa: Policy mix**  
The Ministry of Energy is working on an establishment of a Low-Emission Transport Fund, which will generate nearly 5 billion PLN (EURO 1,179 billion). This will serve as a part of the R&D funds the initiative will have.

**VIIb: Engagement of citizens**  
As written earlier there was a public consultation. Besides, the initiative will point out some pilot cities in which electromobility public transportation will be implemented and in that way including the citizens in the respective pilot cities.

**VII: Embeddedness of and connectivity with related initiatives (regional, national, supranational, global)**

**VIIa: Relationships/links/synergies to similar initiatives elsewhere**  
The initiative is closely linked to the societal challenges of the EU. Especially the “Smart, green and integrated transport”-challenge is a clear link to what Poland are doing.

**VIIb: Links to UN Sustainable Development Goals**  
The initiative has links to several of the UN goals. Especially goal 12+13 with responsible consumption and production and green energy is relevant to mention. These goals are linked in the way the production and use of the initiative will come about – through energy efficient and green focus.

**VIII: SWOT analysis**

**VIIIa: Strengths**  
The budget is big, which always is an advantage. The electromobility is the future of green energy on the transport area, as the foresights say that there are 41 million cars on the roads in 2040. It is independent on oil prices, which also is a big strength.

**VIIIb: Weaknesses**  
The economy of the citizens and potentially changing political sphere.

**VIIIc: Opportunities**  
The opportunities seem infinite. With such a big budget and investments made by the Ministry of Energy, the opportunities seem endless. Especially, if the initiative succeeds on framing the cause in the right way to the citizens; the government saves money on buying foreign oil, which generates more money to invest in the public

**VIIIId: Threats**  
Other initiatives like this is a threat to the Polish initiative. A threat might also be that the Low-Emission Transport Fund will not be established. Then a lot of the funding is gone and new stakeholders needs to be found

**VIIIe: Lessons**  
This is a mission oriented research project which is a big deal in Poland. The tendency is that the bigger the budget, the bigger the opportunities. This initiative has had a certain degree of success with involving the citizens a little more than other initiative through public consultations. However, it is a quite new initiative which still has a lot of unknown factors and it is still unproven and difficult to measure on the Polish scale.