The European Union is starting to think in earnest about how to reduce the impact of transportation on the environment. But are plans to tackle a sector whose emissions continue to grow too strict or not ambitious enough?

Transport contributes about one quarter of the bloc’s emissions and a series of proposals and initiatives at EU-level are meant to halt this trend by trying to boost e-mobility.

But increased uptake of electric vehicles faces a number of challenges. This Special Report looks at where Europe is and what is likely to influence the electric revolution that has already started on our streets and roads.
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Transport is one of the few sectors in the EU where emissions are actually growing. Brussels believes that electric vehicle uptake is one of the main solutions to halt this trend, but what steps are actually being taken to decarbonise our roads?

The Paris Agreement and air quality rules mean that Europe has to get serious about reducing the transport sector’s impact on the environment, if total cuts of 40% by 2030 are to remain feasible.

Global sales of new electric vehicles topped a million units for the first time in 2017 but that milestone was largely driven by mass expansion in China, whose market is now larger than Europe and the United States combined.

But Europe wants to keep up with the Middle Kingdom by making sure that there is enough charging infrastructure in place, consumers have access to a wide range of vehicle choices and the power behind the plug is as environmentally friendly as possible.

The benefits of electrifying the sector are becoming clearer and recent figures compiled by Bloomberg show that EVs could reduce global oil consumption by 279,000 barrels a day, roughly equivalent to Greece’s daily oil needs. Electric buses account for 233,000 of those barrels.

In order to provide the industry with the right legal framework, the European Commission unveiled its proposal on decarbonising cars and vans in November and last week presented a similar strategy to tackle heavy vehicles.

Long-term planning up to 2050 will also have to take into account that growing EV use will increase electricity consumption from 0.03% in 2014 to an estimated 9.5% by mid-century, according to data provided by the European Environment Agency.

Ongoing negotiations on electricity market rules, as well as energy efficiency and renewables legislation, will all be crucial to the
EU’s efforts.

Under the Commission’s first light vehicles proposal, average emissions for new cars will have to fall 30% compared to 2021 levels of 95g of CO2 per km. Incentives rather than targets will be offered to manufacturers to put more zero-emission vehicles on the roads.

Commissioners Maroš Šefčovič and Miguel Arias Cañete both insisted in November that the proposal strikes the right balance but the Berlaymont’s efforts have still been widely criticised for lacking ambition.

Influential MEPs Kathleen Van Brempt, vice-president of the S&D group, and Bas Eickhout (Greens/EFA) were among the most prominent voices to call for stricter targets now that the proposal is being scrutinised by Brussels lawmakers.

Van Brempt’s Socialists managed to install Maltese MEP Miriam Dalli as the lead rapporteur and her draft report calls for a 50% 2030 target instead of 30%.

But targets are not the only important aspect, as the fundamental way emissions are calculated is also up for debate. While the Commission is happy to stick with a method based on vehicle mass, there are calls for vehicle footprint to be taken as the main factor.

That radical change, which would mirror the methodology used in the United States, has faced severe opposition from the car lobby, particularly Germany’s, as footprinting would be a disadvantage for manufacturers of larger vehicles.

Truck emissions will be regulated for the very first time under a proposal that also employs a two-step approach to targets. The draft rules are intended to contribute to environmental targets but they are also meant to help boost competitiveness, as the US and China already regulate trucks in this manner.

Those two transport proposals are not the only way the Commission has attempted to decrease emissions and increase electric vehicle uptake.

In a recently-adopted law on energy savings in buildings, the EU executive initially wanted to use renovations as a quick way to roll out charging infrastructure en masse.

Ambitious plans to make chargers mandatory for parking spaces were heavily revised by the Parliament and member states and Cañete lamented that the EU would miss out on around 3 million charging points.

MEP Bendt Bendtsen (EPP), who successfully rallied cross-party support to get the EPBD approved without any significant opposition, argued, ultimately successfully, that the file was about energy savings and that transport decarbonisation has its place in other legislation.

The final text, adopted by the Council last week, means that member states only have to ensure that ducting and conduits are installed during renovations and new buildings.

NATIONAL EFFORTS

But many of the EU’s members are pressing ahead with their own EV plans. Germany’s EV market doubled between 2016 and 2017 and is now second only to Norway in Europe. Every second passenger car sold in the Nordic nation in 2017 was an electric vehicle.

McKinsey consultants revealed in a new analysis that Norway has progressed to a stage where market disruption by EVs is inevitable while Sweden is just behind, showing “clear” signs.

Other European nations like France and Germany are showing “detectable faint signals with lots of noise”, reiterating the fact that this is no passing fad.

The UK’s National Grid unveiled plans last week for a roll-out of super-fast chargers along the country’s main motorways, which would require an investment of up to €1bn. Westminster is also scheduled to come up with its transport strategy soon.

Central and Eastern European countries also want to join the electric revolution, although their market penetration is not at the same level of their Western European neighbours.

Croatia, for example, boasts the Rimac supercar while Poland has launched a competition to come up with an entirely Polish-made EV. ElectroMobility Europe hopes the initiative will result in a vehicle that is cheaper than those made abroad, as Poland's market is still hampered by a lack of affordable options.

MONEY TALKS

As the issue of the EU’s post-2020 long-term budget continues to be discussed, investors and utilities on 15 May called on Commission chief Jean-Claude Juncker to ensure that more money is allocated to zero-emission mobility.

The group, which includes Aviva Investors, Eurelectric and E3G, urged Juncker to make zero-emission vehicles an “explicit objective” of the new budget and to prioritise investments that boost energy sector decarbonisation and renewable energy uptake.

For now, the Commission and national capitals generally favour incentives as the main pathway to increase EV use, whether through direct cash payments or other financial benefits.

In 2017, countries like Belgium, France, Germany and the UK offered incentives in the forms of grants, while Norway and the Netherlands [which included e-mobility as part of a recent coalition agreement], favour measures like reduced or eliminated ownership tax.

Croatia and Poland, which in 2016 were among the few EU countries not...
to offer any incentive schemes, are now taking the plunge.

Zagreb allocated more than €3.3 million in grants in April, while Poland’s electromobility act, adopted in February, has plumped for measures that include abolishing excise fees instead.

**EVS GO GLOBAL**

But it’s not just Europe, the US and China that are interested in EVs. Last week, India announced a massive €1 billion draft package of incentives that hopes to increase electric two-wheeler use and help electrify the taxi industry.

Everyday citizens will also be able to take advantage of the proposed scheme, provided they scrap their existing combustion-engine car.

Last year, India’s energy ministry insisted that every car on the road in 2030 would be electric, in order to combat an escalating health crisis caused by excessive levels of air pollution.

Armenia also has grand plans to embrace e-mobility, although its ambitions are still not in a very advanced stage. The South Caucasus republic boasts immense renewable energy potential in the form of solar and hydropower and is keen to exploit its enviable position.

Deputy Energy Minister Hayk Harutyunyan told EURACTIV that another factor working in Armenia’s favour is the existing mindset of the country’s motorists, who are accustomed to using natural gas in their vehicles.

As one of the biggest users per capita of natural gas converted cars, Armenians are already used to longer fuelling times and planning journeys according to where they can top up their tanks.

Harutyunyan added that it is now just a case of getting the right tax and incentives systems right, which, he explained, would be a job for the country’s new government that recently took power.
Electric vehicles have come on in leaps and bounds since Commission Vice-President Maroš Šefčovič launched the Energy Union back in 2015. Now he’s expecting the integration of renewables and the redesign of the electricity market to boost the EV revolution even further.

Maroš Šefčovič is the vice-president of the European Commission for Energy Union and a former Slovak diplomat.

He spoke to EURACTIV’s Sam Morgan.

**What is the biggest obstacle facing a prospective electric vehicle buyer today?**

It’s a mixture of factors, which we have to tackle all at once. We are
accelerating our work in rolling out charging infrastructure. I have to say: I am sometimes amazed by the technological leaps in this industry. Two years ago, super-fast chargers could get the job done in 15 minutes. Now it’s possible in three or four minutes. Faster than filling up your tank!

Technology is now being developed to directly link renewable energy, particularly wind turbines, to super-fast chargers. Surprise, surprise, the charging time is already around ten minutes. The rate of development is amazing. I would say that Europeans are still concerned that the ride is not smooth enough and infrastructure is not all there yet though. The Connecting Europe Facility is really going to help with that and the new financial framework earmarks around €40bn in that regard.

And the choice of electric vehicles or lack thereof? Does that play a role?

Yes but I expect within two or three years we will see, only from European manufacturers, around 80 models of new cars with a strong electric element, be they zero-emissions or hybrids. I’m always teasing the carmakers that they should make sure the prices are equivalent with diesel engines too! It’s quite important to address that.

We hope that all the work we’ve been doing under the Energy Union will click together in the coming years and that EVs and infrastructure will go together with the new electricity market design. Electric cars have the potential to earn their owners money, after all. The battery charges during periods when the power is cheap and sells it back during peak demand. They’ve been testing it in the Netherlands and the potential is huge. Pair that with solar panels or wind turbines and you’re in business.

How important is it to Europeans that this industry is European? Poland wants to build its own bespoke EV, Croatia has the Rimac supercar. Changing mind-sets seems part of the challenge.

I think it’s the same kind of story as with batteries. It’s a matter of strategic importance of technological independence. It’s about high-tech industry that brings a lot of innovations to other sectors too. If we don’t master the art of designing, developing and manufacturing EVs and batteries, the automotive sector will lose its leading role and the lustre will disappear.

We have to show young people as well that we can do more than just cars from the ‘fossil era’. Now it’s about incentivising our carmakers to seize this opportunity. Don’t forget that we have a unique situation in Europe with public support for sustainability. This continent is far ahead of others in that regard and, as such, is a natural market for these new technologies. Our efforts on regulatory and financial frameworks are meant to help create that market.

New truck CO2 emissions rules are the first of their kind in Europe. Is this overdue?

Honestly, I think it is long overdue. We know that other major economies like the US, Japan, even China have set limits for heavy-duty vehicles. So it was high time to do it. Not only because of the sensitive air pollution problem but also from a competition point of view. That’s why we went for this two-step approach.

And to our surprise, we realised that the technology already available today to manufacturers allows them to meet the 15% target for 2025. I’m convinced by that. We want to give them some heads-up time, so they can come with something new, super competitive, clean and great by 2030.

So the focus of your argument to industry was that they already have the right pieces in place? For 2025 at least.

Yes. One particular part of the impact assessment was something as simple as lubricants. Spending just a few euros on the best available can lead to savings of thousands over a five-year period. Mudflaps too! The returns are amazing. The split system in Europe, where trucks are leased out, disassociates ownership from fuel consumption though, so trucks aren’t using all that is available. We’ll push them harder to do so.
Batteries and storage are set to become even more important as electro-mobility and renewable energy go from strength to strength. That is why EU efforts are meant to help the burgeoning industry compete against the likes of China and electric carmaker Tesla.

Battery production is big business: the market is estimated to be worth around €250 billion a year and a slew of recent initiatives have been designed to help Europe get its piece of the action.

Under new plans revealed by the European Commission, the idea is to produce as many batteries as possible in Europe itself, relying as much as possible on materials sourced here.

Presented at the same time as brand new rules on CO2 emissions from trucks last week, the Strategic Action Plan for Batteries is intended to build on the work already achieved by the European Battery Alliance, launched last October.

The EU executive’s biggest battery fan, Vice-President Maroš Šefčovič, told EURACTIV that work should have started even earlier given the strategic role batteries are set to play in the e-mobility revolution. But the Slovak Commissioner is adamant that it will pay off.

“I have to say that I’m enthusiastic and impressed by how the battery alliance has hit the right spot. We got the right people in the room,” Šefčovič said, adding that “there were 80 companies, now there are 120 industrial actors”.

The new Action Plan, largely based on recommendations made by industry, lays down a comprehensive roadmap that includes assessing the availability of raw materials in 13 countries, coupling renewable power to battery production and improving standards.

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**FUNDING FRENZY**

It also reiterates the funding still available in this financial period for research and innovation: €110 million is still up for grabs for purely battery-related matters, while as much as €2 billion could be claimed from the European Innovation Council for “next generation projects”.

The European Investment Bank recently agreed to pump over €50 million into a planned battery factory in Sweden, which is helmed by former Tesla employee Peter Carlsson. That would complement an already-up-and-running facility in Poland, which is Europe’s largest battery plant.

Šefčovič also revealed that the Commission will aid prospecting efforts in Portugal, where lithium deposits, a crucial ingredient in electric vehicle batteries, are plentiful and Finland and Sweden, where cobalt can be “surprisingly” sourced.

However, the EU is not the first to target full domestic production of raw materials. EV juggernaut Tesla has stated that the company wants to make its batteries using 100% North American-sourced ingredients. But the only significant supply is of nickel, from Canadian mines.

**GREENEST OF THE GREEN**

On the plus side, batteries are meant to help Europe decarbonise the economy and hit its Paris Agreement targets but the supply chain is still afflicted by a number of other sustainability and environmental concerns.

Most cobalt is mined in the Democratic Republic of Congo and the majority of flake graphite comes from Chinese mines. Neither country is known for its full adherence to human rights or strong working conditions.

That is why the Action Plan insists that the EU will use its free trade agreement framework to ensure responsible mining is undertaken in third-party countries. At the end of 2018, the Commission will also engage with member states to assess their raw material policies.

NGO Transport & Environment backed the Plan’s focus on sustainability, agreeing that its “swift implementation” will boost European competitiveness.

But T&E warned that a lack of sales targets for EVs in draft legislation risked undermining the Commission’s efforts, as manufacturers “seeking to invest in the European supply chain need to be confident about the size of the EV market”.

**NEUTRAL ACTION?**

But the Action Plan has already fallen foul of criticism that has also been levied at other transport and energy-related initiatives proposed by the Commission; namely, that it discriminates against other forms of technology.

The European Association for the Storage of Energy (EASE) welcomed the strategy’s publication and the Berlaymont’s support of the battery sector but called on the plan to be broader.

EASE told EURACTIV that the Action Plan should “not only focus on batteries. Indeed, we will need all storage technologies – short duration and long duration, power intensive and energy intensive – to ensure a smooth energy transition.”

That was a sentiment echoed by the International Lead Association (ILA), which criticised the Commission for “putting all of its eggs in one basket” by “ignoring” lead technology and prioritising sustainable mobility.

ILA said in a statement that the “expected growth in demand for battery energy storage will make it impossible for a single battery technology” to get the job done alone, insisting that advanced lead batteries, as well as lithium, will be needed at scale.

Although lead is an important component in a lot of traditional automotive batteries, the coming electric vehicle boom is expected to be powered largely by lithium-ion power packs. Energy demand is predicted to surge from 15.9GWh in 2015 to a massive 93GWh in 2024.

**CIRCULAR BATTERIES**

But the Action Plan’s support for the circular economy actually tallies closely with progress in the lead sector, where more than 99% of lead batteries are collected and recycled. New batteries contain up to 85% recycled materials from European scrap.

Under the Plan, the Commission will assess collection and recovery rates for batteries as part of an ongoing review of the Batteries Directive and propose improved criteria and labelling requirements based on an evaluation due in September.

Šefčovič pointed out that “higher quality batteries need improved standards” and that “not a gram of precious material should be wasted” if Europe’s industry is to take off in the coming years.
The 2015 Dieselgate scandal might have been a blessing in disguise, propelling car emissions smack bang into the public spotlight. The EU is now making fresh attempts to bring the transport sector to heel, although there are still plenty of miles to cover.

The Volkswagen emissions scandal plunged the automobile industry into a world of uncertainty and carmakers have struggled to regain public trust ever since.

Already declining sales of new diesel cars in Western Europe fell by nearly 10% between 2015 and 2017, while cities and counties across the continent have announced plans to phase out or outright ban them from roads.

In November last year, the European Commission revealed its proposed update to CO2 limits for light vehicles, including reduction targets for 2025 and 2030.

Although focusing on carbon dioxide emissions rather than nitrogen oxide, which triggered the Dieselgate scandal, the proposal was meant to help the EU executive recover some credibility after it was heavily criticised for allowing Volkswagen and other carmakers to cheat the system.

But the update was given short shrift for being “an ineffective regulation” and it is widely accepted that lobbying from Germany’s all-powerful automobile industry watered down targets and eliminated mandatory sales quotas for zero-emission vehicles.

**TROUBLESOME TRANSPORT**

Unlike in sectors like agriculture and energy, emissions from transport continue to grow in the EU and could jeopardise the bloc’s 40% overall reduction goal if that trend is not reversed.

Last year was a mixed bag for light vehicles though, as reduction efforts varied between cars and vans.

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According to European Environment Agency data, new cars registered in 2017 emitted on average 0.4 more grams of CO₂ per kilometre than in 2016. Emissions have still fallen 16% since 2010.

However, for vans, emissions fell a massive 7.7 grams on average in the same period. A further 6% of emissions savings must be found if the EU's stringent 2020 target of 147g of CO₂ per km is to be met.

**NEXT STEPS**

MEPs and national capitals will now have their chance to tinker with the Commission's effort to regulate car emissions. The first indication of changes to come was made by Socialist and Democrat lawmaker Miriam Dalli, who is the European Parliament's lead rapporteur on the file.

Her draft report, presented on 16 May, ups the ante by increasing the Commission's 15% interim target and 30% end-of-decade target to 25% and 50%, respectively. NGO Transport & Environment welcomed the effort as an improvement on the "inadequate" Commission proposal.

Dalli told EURACTIV that the mid-decade target is of particular importance because “in the absence of a new mandatory 2025 target, no car manufacturer will have the required incentive to move away from the 95g/km target that has to be achieved by 2021”.

The Maltese MEP's draft will be voted on by the Parliament's environment committee but a draft non-binding opinion by the influential industry and energy committee (ITRE) really demonstrates how potentially far apart the Commission and Parliament are, as it pushes for a 2030 target of 75%.

Industry players already branded the Commission's car and truck proposals as "too aggressive", so any increase in the overall and interim targets is likely to be met with strong opposition.

Greens/EFA lawmaker Jakop Dalunde drew heavily on a Paris Agreement-compliant scenario to justify scaling up the targets in his ITRE opinion, insisting that they can be met by introducing a 15% zero-emission vehicle quota for manufacturers.

**COMPETITIVE SPARK**

The Commission is always keen to insist that its policymaking is technology neutral, a mantra repeated by Miriam Dalli, the European Parliament's rapporteur on CO₂ emission standards for cars.

“I want to get the message across that this is not only about electric vehicles,” she told EURACTIV. “This is not about killing other technologies to push electric vehicles. That's why we speak about zero and low-emission vehicles,” she said insisting that the final aim is to reduce CO₂ emissions using all technologies available.

But other MEPs have no such qualms about prioritising one type of vehicle over the other. In that regard, electric vehicles enjoy strong support.

In a separate opinion on promoting clean and energy-efficient transport, Green MEP Claude Turmes insists “electric mobility has to be privileged in this directive, as it is not only reducing CO₂ emissions but also air and noise pollution”.

The Luxembourger also added that public procurement is a crucial area in which Europe can boost its competitive chances against the likes of China, where electric bus production topped 343,500 vehicles in 2016. In Europe, that figure was just 1,273.

Turmes also called on the proposed legislation to strengthen the link between the EU, capitals and local authorities in order to clean up transport. In Poland, for example, buses are already big business and domestic manufacturer Solaris will bring 25 of its award-winning buses to the streets of Brussels next year.

**BREATH OF FRESH AIR**

It is the kind of initiative that cities in particular will be keen to engage with, as issues like air quality and noise pollution increasingly affect urbanites.

Six EU countries were hit with legal cases earlier this month when the Commission finally lost patience with France, Germany, Hungary, Italy, Romania and the UK, who all failed to convince the EU executive that their plans to tackle air pollution were good enough.

Spain, Slovakia and the Czech Republic all gained a reprieve for now and Barcelona deputy mayor Janet Sanz told EURACTIV that it was clean air initiatives in her city, as well as in Madrid, that showed Brussels that sufficient measures are being taken.

Sanz, who heads up mobility and urban planning in the Catalan capital, said that a new strategy promoting e-bikes and even tourist-favourite Segways is already starting to pay off, adding that it is only a matter of time before e-buses take to Barcelona's streets.
The EU is rolling out more and more initiatives to boost e-mobility and the use of alternative fuels. Poland’s secretary of state for energy explains how his country is tackling the transport sector with an ambitious new plan.

Michał Kurtyka is secretary of state at Poland’s Ministry of Energy.

The fact that the transport sector brings many benefits to the European Union member states is incontestable. The industry employs nearly 11 million EU citizens and contributes 5% to the Union’s GDP. Unfortunately, it also has a negative impact in the form of environment pollution. Transport is currently responsible for 25% of all greenhouse gas emissions, while 70% of these emissions come from road transport alone.

Forecasts indicate that by 2030 transportation may become the main source of emissions in the EU. Therefore, the sector requires decisive reforms.

Poland wants to pursue initiatives, together with other EU countries, aimed at balancing the mobility needs of Europe’s inhabitants with protection of their health and respect for the environment.

To meet the high expectations of the transport sector we have designed several regulations aimed at popularising low- and zero-emissions vehicles in Poland.

The Clean Transport Package contains documents that implement a 2014 EU directive on the deployment of alternative fuels infrastructure.

Due to several initiatives provided for in the Package we

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**OPINION**

DISCLAIMER: All opinions in this column reflect the views of the author(s), not of EURACTIV.COM Ltd.

Poland’s transport sector searches for top gear

**By Michał Kurtyka**
have also decided to set up a financial instrument supporting the implementation of actions provided for in these documents.

This will be the Low-emission Transport Fund (FNT). Support from the Fund will be provided both to electromobility growth initiatives and to alternative fuel based transport projects such as hydrogen, CNG and LNG.

The range of projects eligible for financing is very broad – support will be provided to among others means of transport manufacturers, local governments investing in clean public transport, bio-component producers, as well as entities planning new vehicle purchases.

The Fund is also to support promotion and education on the use of alternative fuels in transport. For this the FNT will have a budget of around PLN 6.7 billion until 2027.

The measures proposed by Poland, intended to finance electromobility development and alternative fuel based transport projects, complement EU initiatives in this area.

The EU Clean Mobility Package indicates that in the coming years the key will be the improvement of transport organisation (particularly improving the effectiveness and integration of various types of transport), popularisation of cleaner vehicles (by enacting new CO2 emissions limits for vehicles), as well as increasing the availability of alternative energy to the transport industry, among others by building the relevant infrastructure.

The Low-emission Transport Fund will be responsible for implementation of these assumptions at national level.

The Urban Agenda for the EU indicates that urbanised areas inhabited by the majority of EU citizens are the flywheels of Union's economy. We are eager for Polish cities to benefit from the innovative and collaboration-based approach to development and deployment of locally-oriented strategies while keeping a significant European dimension.

I am convinced that with the establishment of the Low-emission Transport Fund, local governments, undertakings and NGOs will become equal partners in the initiative.

The FNT goals are identical to those of the Urban Agenda for the EU, being primarily the improvement of the quality of life of citizens and overcoming the key challenges faced by cities – from employment up to mobility, environment and climate change.

Moreover, success of urban development will be the key element of the “Europe 2020” strategy for smart sustainable economic growth.

Today, electromobility expresses the Union's aspirations for creating business and technology solutions in the EU that may provide it with a competitive advantage. Poland very much welcomes the fact that these aspirations are focused on a technology challenge.

Achieving the agreed electromobility targets will require an innovative, sustainable and

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competitive battery value chain throughout Europe. Batteries play a key role in the industrial revolution around us.

European universities and businesses are aspiring to become an important part of this emerging chain. This is why Poland has very enthusiastically joined the Commission’s EU Battery Alliance intended to develop a competitive value chain and also production of batteries in Europe.

Expanding electromobility in Poland and in the EU alike requires further legislative measures and consistently closer international economic cooperation between the member states.

National universities are conducting extensive research on energy conversion and applied electrochemistry. Importantly – Poland also has raw material resources needed for battery manufacturing and Polish entrepreneurs have the potential to engage in growing this sector.

Funds coming from the Low-emission Transport Fund will be the final complementary element, allowing financing of domestic initiatives under the EU Battery Alliance.

Combining international collaboration, government support and scientific potential and industry will allow Poland to become a key element of the European battery supply chain in a few years, and will allow the EU to develop modern technology innovations to compete with solutions coming from other parts of the world.

Another important aspect to be affected by initiatives deployed with the Low-emission Transport Fund financing is reduction of road transport induced pollution.

Support for growth of electromobility and popularisation of alternative fuels opens up realistic perspectives for air quality improvements not only in Poland but also in all EU countries.

It is worth noting that air quality improvement will not only improve public health (lower healthcare costs) but will also reduce damage to the environment and to buildings. It will also contribute towards reduction of traffic noise.

The measures relating to deployment of electromobility and popularisation of alternative fuels-based transport in Poland complement the relevant initiatives of the European Union.

As the Community, we are creating a legislative space and conditions for development of a new innovative and competitive market in the EU.

However, the shape of the European model of popularisation of electromobility will mostly be influenced by entrepreneurs, scientists and vehicle and public transport users.

So the job of the member states is to establish the optimal support instruments aimed at stimulating the uptake of electromobility and alternative fuels in their countries.