

Polish Power Sector supports electrification of transport

1. The Polish Electricity Association looks forward to the electrification of transport as a way to successful transition and an opportunity to modernise the energy infrastructure, jobs creation and economic growth. We strongly believe that the UE will maintain its leading position in the global automotive sector while allowing transport to achieve its fair share of CO₂ emissions reductions as well as curbing hazardous nitrogen oxides emissions.
2. We welcome the Commission's proposal of 8th of November 2017 on CO₂ emission standards from vehicles¹. We believe that the transport sector can contribute to fulfilling the Paris Agreement obligations as well as may be the main trigger for reducing the CO₂ emissions pursuant to the Effort Sharing Regulation for 2021-2030. We are aware that cars and vans are being a crucial part of the European economy and that they can operate in a sustainable ecosystem, which will benefit the society through its modernisation, electrification and digitalization.
3. **According to the EC's proposal, the average emissions from the EU fleet of new cars and vans in 2030 will have to be 30% lower than in 2021. While the EU Council is preparing its position, we would recommend taking into account the European Parliament's position in the final outcome of the negotiations². We can agree with at least 30% reduction until 2030 and maintaining the 2025 target when accompanied by additional incentives for its fulfilment.**
4. A broad range of benefits is envisaged from implementing the low emissions transport. These are: cleaner air, especially in the densely populated areas, better urban transport, safer environmentally friendly and quieter vehicles, less oil imports and possibly manufacturing of new types of vehicles. All this is important to the electricity sector, just like balancing the energy consumption and generation at different times of day and night and also building new power capacities using cleaner energy sources.
5. Still, for the EU market, we need to find an overall solution regarding the electrification of transport. A sufficient infrastructure and storage capacities are one part of the solution. We would tend to limit the distortion caused by actions of one Member State that might impact another. For this reason, **the proposal on CO₂ limits from vehicles should encourage similar solutions across the EU regarding registrations of old vehicles and soft measures to encourage consumers to dispose of the old and environmentally harmful ones. The EU should recognise the good practices of the Member States introducing solutions that will provide the tools on the national and the local levels such as emission-free zones and charges for highly emitting vehicles.**
6. We are also glad to see the public procurement schemes taking on a leading role concerning the electric vehicles. This is a right approach as the public authorities will mark the direction for the transport sector. However, we must stress that promoting the development of the charging and storage infrastructure should be coherent throughout the already proceeded legislation and may not exclude particular market participants such as the DSOs.
7. The transition to low-carbon mobility will help also bring growth in the car production supply chain and will help boost employment in relevant industrial sectors. Poland, already being a front-runner in production of electric buses, in the supply chain for car components and in the servicing sector, wishes to grow in that direction during the e-mobility revolution.

¹ Proposal for a Regulation from 08.11.2017 - COM/2017/676

² ENVI draft report 2017/0293(COD) from 14.03.2018