

psnm | 10 YEARS!



New  
Mobility  
Congress

Kongres Nowej Mobilności

PSNM SUMMARY

The year  
**2025**  
on the Polish new  
mobility market

**2025**

Warsaw 2026

psnm.org



Polish  
EV Outlook  
2026

## PSNM Summary

# The year 2025 on the Polish new mobility market

Warsaw 2026



New Mobility Association (PSNM) is the largest economic organization creating a sustainable transport market in Poland and the CEE region.

We integrate leading brands from across the entire value chain in new mobility. We create an environment for vehicle and infrastructure manufacturers, charging service operators and providers, fuel and energy companies, and all other entities and institutions active in the field of sustainable transport.

We bring together nearly 300 companies, making us the largest industry organization in Europe in terms of the number of legal entities. Together, we work to shape the right economic and legal environment for the dynamic development of zero-emission technologies in transport.

We have the largest team of experts and practitioners in the field of new mobility in Poland. With a team of consultants and trainers with specialist sector experience and industry knowledge, we carry out training, consulting, and expert projects. We cooperate with industry, administration, and society.

We provide knowledge and information that is key to the development of the sustainable transport market in Poland.



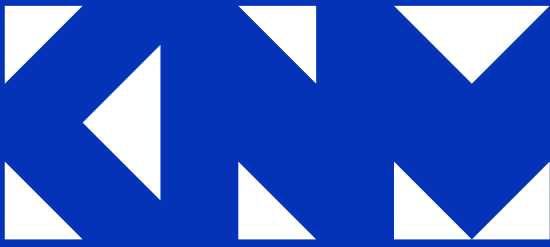
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# New Mobility Congress

Kongres Nowej Mobilności

## Record-breaking New Mobility Congress 2025

Thanks to KNM, Poland can boast one of Europe's largest events dedicated to sustainable transformation

The 6<sup>th</sup> edition of the New Mobility Congress was record-breaking in many aspects:

7,500	Participants
250	Partners and Exhibitors
574	Speakers from 40 countries
250	program points
10	simultaneous stages
127	hours of thematic activities
12,000	m <sup>2</sup> exhibition space
25	premieres
20+	side events
50	awards and distinctions
180	accredited journalists



Ladies and Gentlemen,

It is time to summarize the year 2025, which brought many significant changes to the sustainable transport sector in Poland and Europe. We must certainly start with the spectacular results of electric car registrations, which exceeded even the most optimistic expectations. With a market share of over 7%, BEVs have significantly boosted Poland's ranking among countries developing e-mobility. This is largely due to public support – in 2025, as many as four new subsidy instruments were launched, with a total allocation of over PLN 7 billion.

The “NaszEauto” program proved to be a real hit, with its budget (unfortunately reduced) for 2025 almost entirely reserved. Once again, we saw a very significant increase in charging infrastructure – last year, over 1,700 public DC points were put into operation – which is also a record in the short history of Polish electromobility. The launch of many new hubs along Polish sections of the TEN-T network is also encouraging.

Less has happened in the field of national law, where relatively few new regulations governing the e-mobility sector have been passed. In contrast, very significant (but not necessarily positive) changes have been announced in EU law, and we should soon find out what form these proposals will ultimately take.

The past 12 months have also been a very intense period for PSNM. We have established new partnerships, submitted dozens of proposals for legislative changes, initiated and finalized a whole series of new projects, led by KNM 2025, whose record numbers we will try to beat in this year's edition, which is fast approaching.

In summary, 2025 was definitely better than the previous year in many areas of the new mobility market. I wish myself and all of you that I will be able to summarize 2026 in a similar way in another 12 months. In the meantime, we present you with a subjective overview of the most important trends and events of 2025.

I cordially invite you to read on.



**Maciej Mazur**

Managing Director, PSNM  
President, E-Mobility Europe

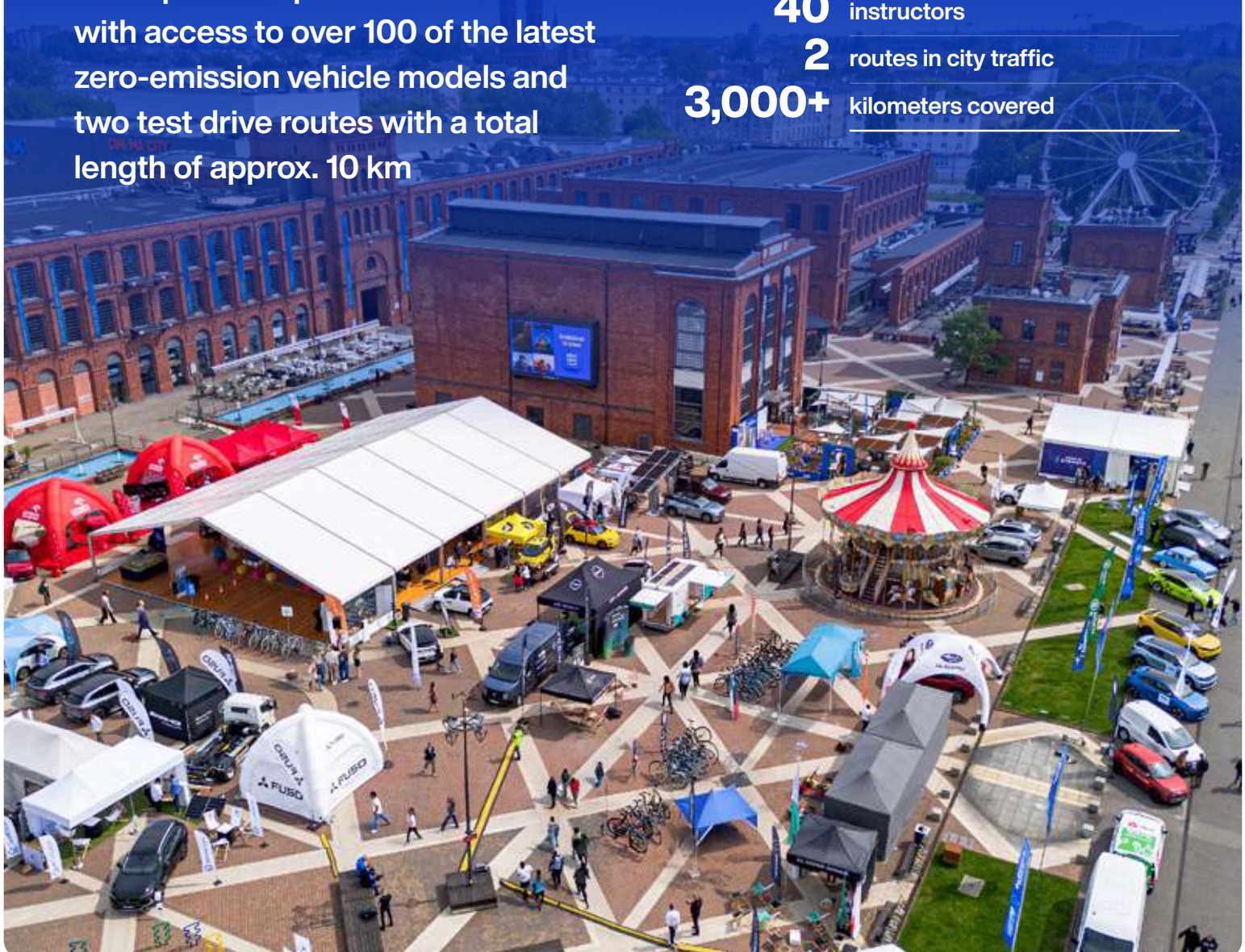
# EV EXPERIENCE

## *Urban Edition Łódź*

## The first edition of EV Experience Urban Edition in Łódź

Participants in Poland's largest electric car test open to the public took part in over 1,300 test drives in real urban conditions. PSNM and event partners provided visitors with access to over 100 of the latest zero-emission vehicle models and two test drive routes with a total length of approx. 10 km

<b>40,000</b>	Participants and Visitors
<b>50</b>	Partners and Exhibitors
<b>100+</b>	electric vehicles (EVs)
<b>1,300+</b>	EV test drives
<b>40</b>	instructors
<b>2</b>	routes in city traffic
<b>3,000+</b>	kilometers covered



**1**

**2025 Polish  
e-mobility  
highlights**

**25**

# 1

## 2025 Polish e-mobility highlights

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# 43,300

The highest number of new electric passenger cars (43,300) has been registered to date, which is more than 2.5 times higher than in 2024. The fleet of such vehicles has exceeded 100,000 units

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# 7.2%

The highest share of BEVs in the new passenger car market to date (7.2%) was recorded – this is a better result than that achieved in nine EU Member States (we are ahead of Bulgaria, Croatia, the Czech Republic, Estonia, Greece, Latvia, Romania, Slovakia, and Italy)

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# Tesla

In terms of the number of new BEV passenger car registrations, Tesla retained its leading position, ahead of Audi and BYD. The most popular models are the Tesla Model Y, Tesla Model 3, and BYD Dolphin Surf

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# >10,000

The fleet of electric delivery vehicles exceeded 10,000, and the number of new N1 category BEV registrations was more than a quarter higher than in 2024 (however, the record number of registrations in 2023 was not broken, nor was the market share recorded at that time)

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# 176

The highest number of new electric trucks (176) to date has been registered – 81% more than in 2024. However, the market share of eHDVs still does not exceed even 1%

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# PLN 7 billion

Four new financial support programs for e-mobility have been launched, with a total budget of over PLN 7 billion

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# PLN 940 million

Almost 80% of the allocation for the “NaszEauto” program (over PLN 940 million) has been reserved. The number of applications submitted in 2025 approached 30,000

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# 11,700

The total number of public charging points exceeded 11,700, and the share of DC points reached a record high of 37%

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# 1,732

A record number of fast DC points (over 1,732) and the highest number of points along the TEN-T network (556) have been launched

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# GreenWay

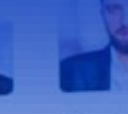
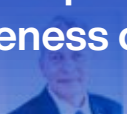
GreenWay Polska maintained its leading position in terms of the number of public charging points in Poland (both in the AC and DC segments). Lidl moved up to second place in the DC segment

---

# NEW MOBILITY CENTER

## Initiation of the construction of the New Mobility Center

During KNM 2025, on the initiative of PSNM, representatives of GZM, the Silesian Province, the City of Katowice, the Katowice Special Economic Zone, and the Łukasiewicz Research Network signed a letter of intent to establish the New Mobility Center – a specialized research and development center that will increase Poland's potential in the area of R&D and boost the competitiveness of Polish enterprises



Województwo Śląskie  
Wojewódzki Marszałek  
Saluga  
Marshal of the Silesian Voivodeship

KATOWICE dla edytany  
Marcin Krupa  
Mayor of the City of Katowice

Górnośląsko-Zagłębiowska Metropolia  
Marcin Krupa  
Chairman, Metropolis GZM

KSSE Katowice  
Krzysztof Szlachetko  
President of the Management Board, Katowice Special Economic Zone

Łukasiewicz Silesia  
dr Hubert Cieluch  
Vice-President of the Management Board, Katowice Special Economic Zone

psnm  
dr Hubert Cieluch  
President of the Łukasiewicz Research Network

Maciej Cieluch  
President of the Management Board New Mobility Association



# 2

## The electric vehicle market

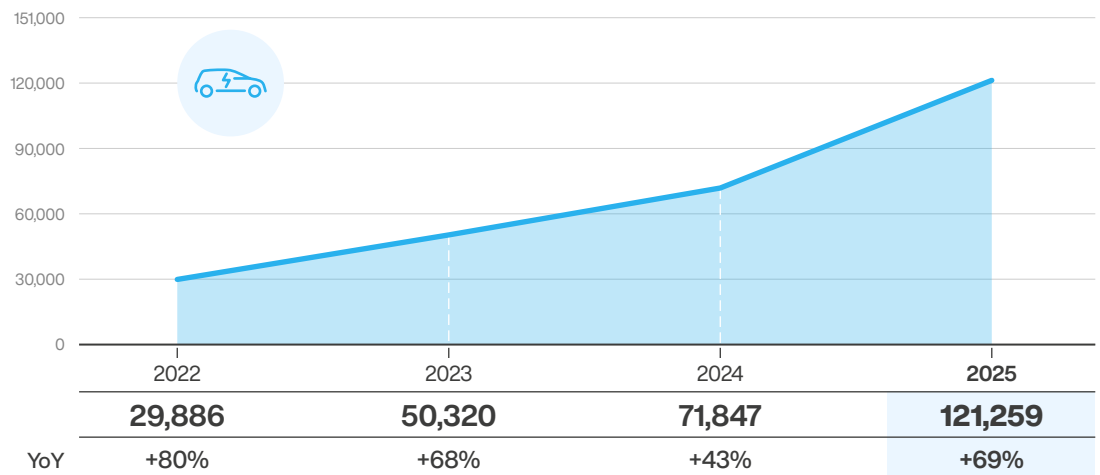
# 2025

# 2

## The electric vehicle market

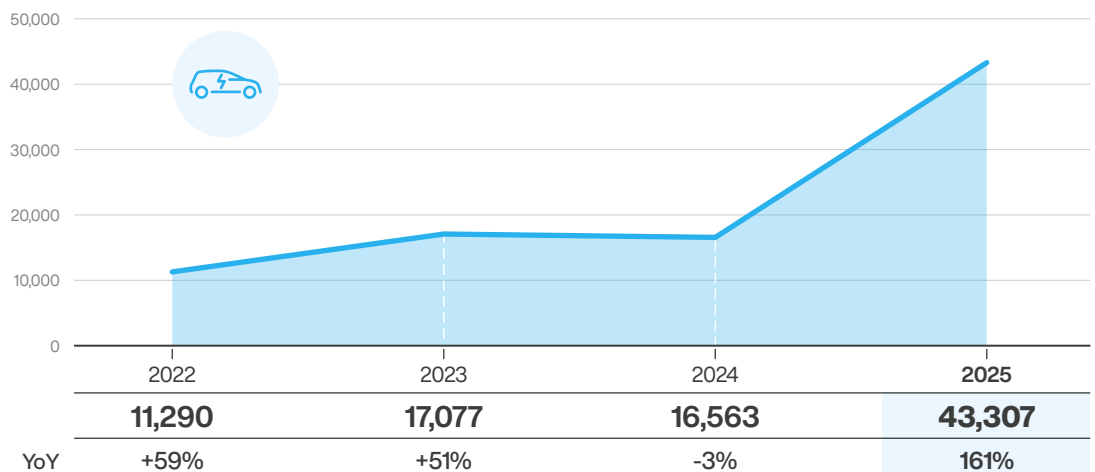
### Passenger cars

#### Fleet | Passenger cars



2025 has been by far the best year yet for the new electric passenger car market in Poland. The Polish fleet of M1 category BEVs exceeded the symbolic level of 100,000 registered vehicles in September 2025. By December, it had grown to over 121,000 units – more than twice as many as in 2023 and over two-thirds more than in 2024.

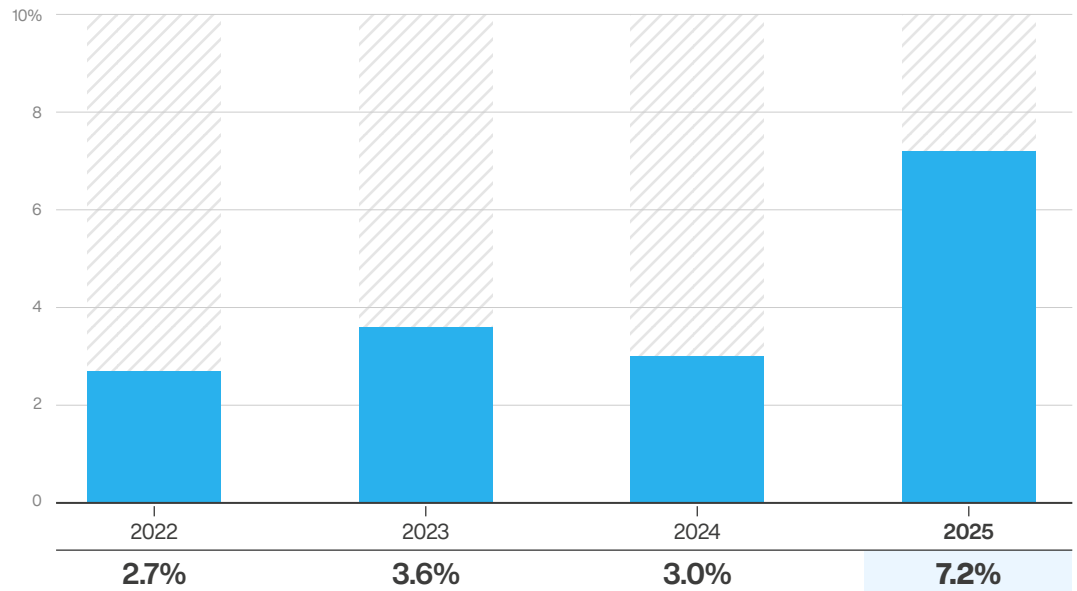
#### Registrations – new vehicles | Passenger cars



In 2025, the number of BEV registrations continued to grow month after month. This trend was significantly influenced by the growing number of applications submitted under the “NaszEauto” program. December was by far the best month in terms of the number of BEV registrations, with 7,685 such vehicles registered. The next highest results were in November and October, while the lowest number of electric cars was registered in January, February, and March.

The top ten most popular brands in terms of BEV registrations were, in order: Tesla, Audi, BMW, Mercedes-Benz, Citroën, Hyundai, Ford, and Leapmotor. Chinese brands, led by Leapmotor, Geely, and Omoda, recorded by far the highest sales growth. Despite a 7% decline, the share of premium brands remained high at over 28%. The top 10 most registered BEV models in 2025 were the Tesla Model Y, Tesla Model 3, BYD Dolphin Surf, Citroën C3, Leapmotor T03, Audi Q4 e-tron, Škoda Elroq, Ford Explorer, BMW X2, and Dacia Spring.

### Market share | Passenger cars



Similar to the number of registrations, the market share of passenger BEVs grew steadily throughout most of 2025 (except for July, when it remained at 7.6%). In the second half of the year, the share of BEVs increased to over 9.1% compared to less than 5% in the first half. The highest share was recorded in December – as much as 11.3%.

# Conclusion of the Sector Agreement

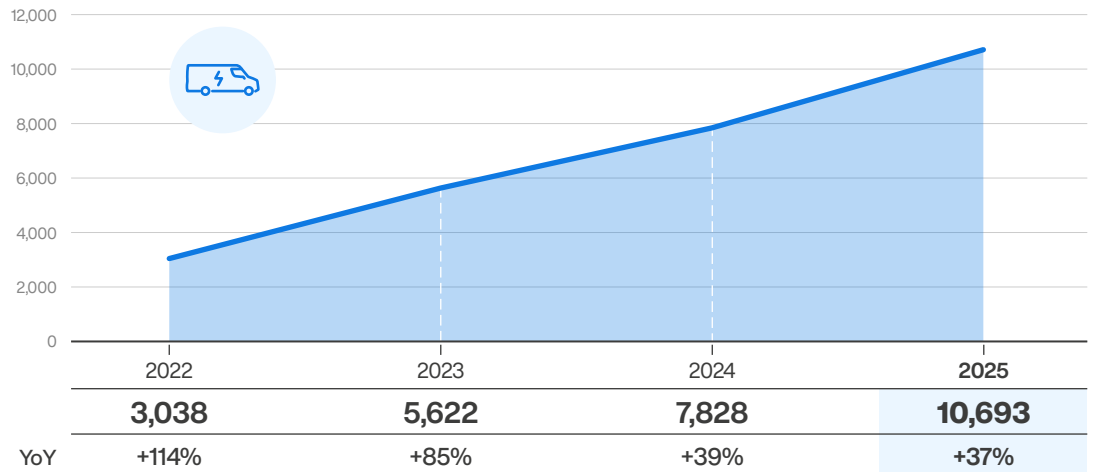
between the Energy Regulatory Office (URE), the General Directorate for National Roads and Motorways (GDDKiA), New Mobility Association (PSNM), and the Polish Power Industry Association (PTPiREE)

At KNM 2025, months of work on the Sector Agreement between URE, GDDKiA, PTPiREE, and PSNM were finalized. This is a potentially groundbreaking document for the e-mobility industry in Poland – it addresses key challenges related to connecting charging infrastructure to the power grid



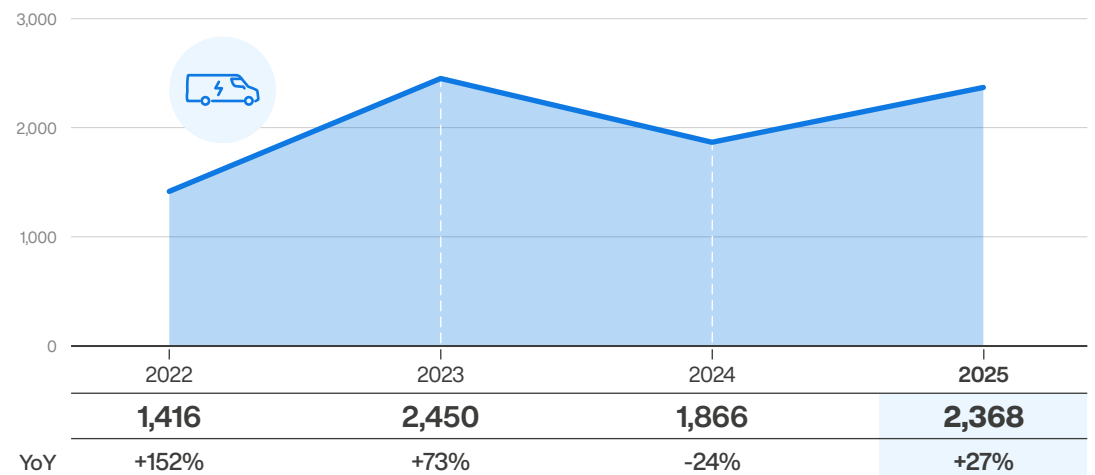
## Delivery vans

### Fleet | Delivery vans



The Polish commercial vehicle market also saw an improvement in 2025 compared to the previous year, although the results were much less spectacular than in the M1 electric vehicle segment. In terms of the growth of the electric vans fleet, Poland exceeded the symbolic barrier of 10,000 registered vehicles in total (this happened in November).

### Registrations – new vehicles | Delivery vans

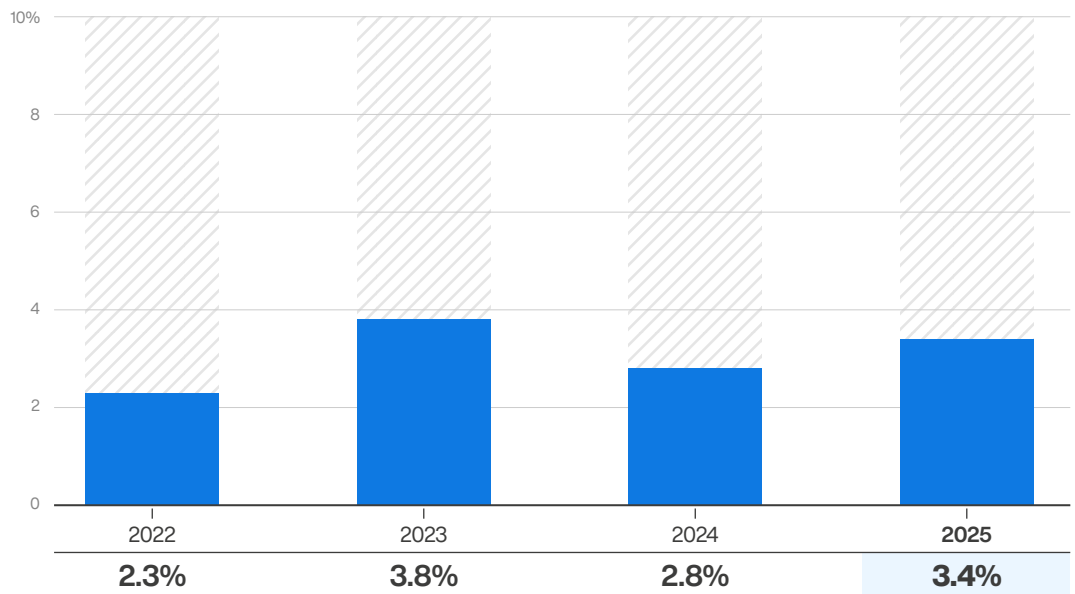


After a significant decline in N1 category BEV registrations in 2024, 2025 ended with a 27% year-on-year increase. However, the total number of new electric vans registered was slightly lower than in 2023, which had been a record year until then. This was mainly due to the initial exclusion of the N1 category from subsidies under the “NaszEauto” program. This is clearly visible in the monthly registration results. Thanks to the extension of the scope of support at the end of October, the fourth quarter saw by far the highest number of electric vans registered – a total of 1,059, or almost 45% of all registrations in 2025.

As in the zero-emission passenger car segment, December was also by far the best month for N1 category BEVs (496 units). The lowest number of registrations was recorded in February (96 units – the worst result since July 2022, when the “My EV” program was launched).

The most popular brand on the Polish electric van market in 2025 was Toyota (with a share of almost 45%), which also achieved the highest growth in registrations (exceeding 417% y/y). It was followed by Mercedes-Benz, Ford, Renault, Opel, BYD, Volkswagen, Fiat, Kia, and Nissan.

### Market share | Delivery vans



The registration results were reflected in the market share of electric delivery vehicles. It reached 3.4%, which was higher than in 2024, but did not exceed the level recorded in 2023. The results from the fourth quarter, when the average share of electric delivery vans exceeded 4.9%, show how the N1 BEV market could have accelerated in 2025 if the “NaszEauto” program had included this category of vehicles from the outset (and its budget had not been reduced).

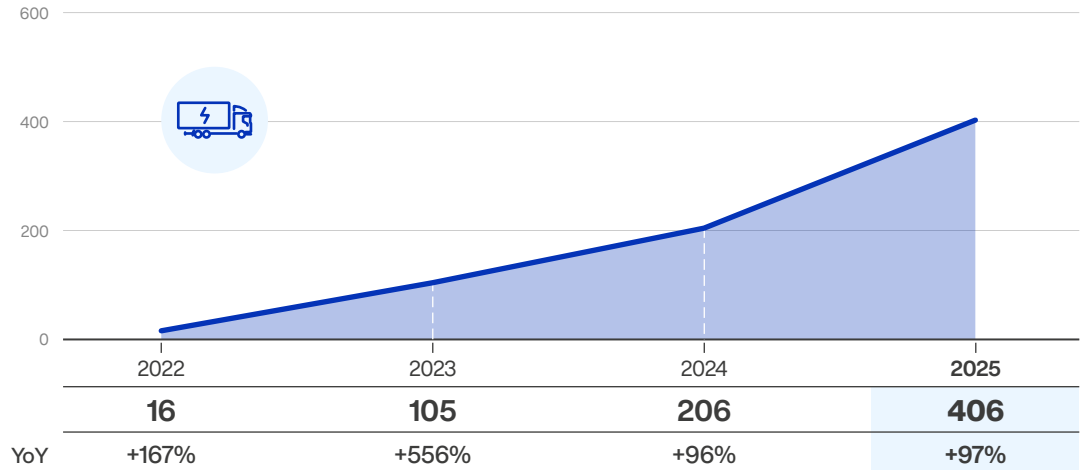
# Initiatives for local government transformation

A historic meeting of the PSNM Local Government Committee, attended by a record number of over 20 mayors and deputy mayors of Polish cities (as well as KNM 2025 special guest Ydanis Rodriguez, New York City Transportation Commissioner), the drafting of the “Declaration for the Future of Polish Cities,” and another edition of the “New Mobility in Practice” training series for local governments, which trained a total of over 3,000 officials from nearly 50 cities throughout Poland



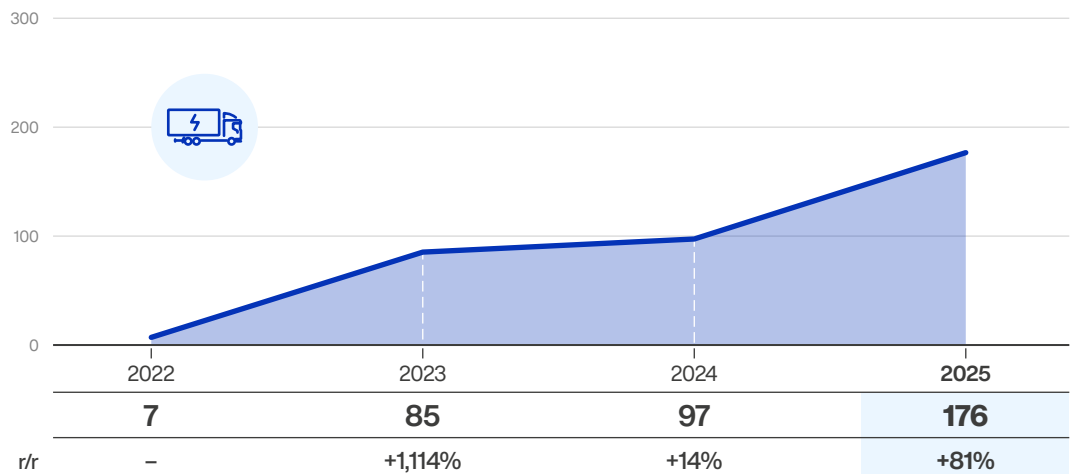
# Heavy-duty vehicles

## Fleet | Heavy-duty vehicles



The electric truck market in Poland has long remained in its infancy, and this has not changed in 2025, despite another significant increase in registrations and a doubling of the zero-emission truck fleet compared to 2024. Of the approximately 900,000 N2 and N3 category vehicles on Polish roads, only slightly more than 400 are equipped with electric drives.

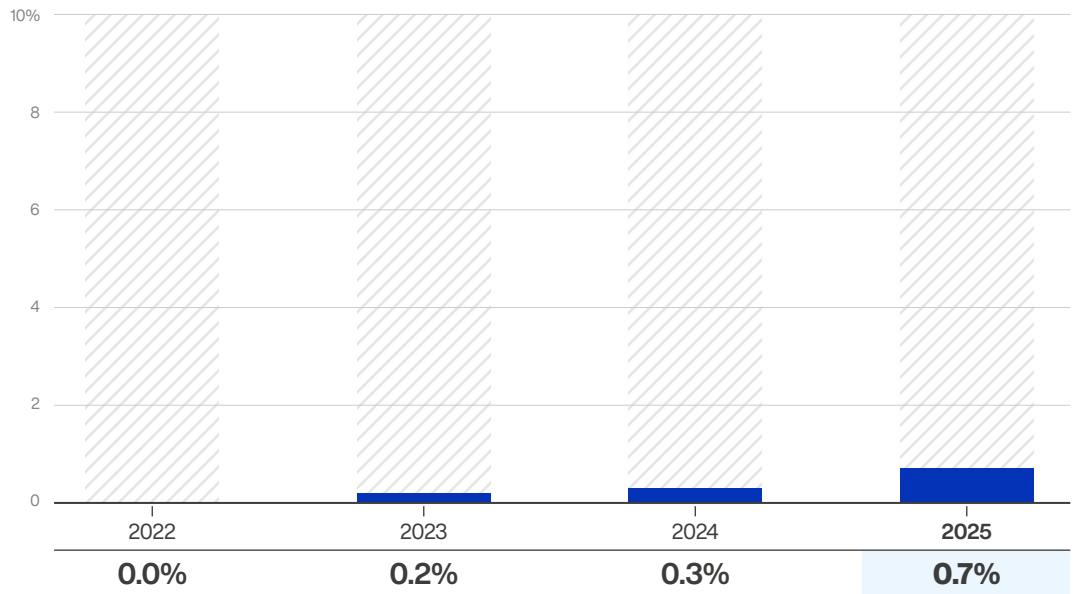
## Registrations – new vehicles | Heavy-duty vehicles



Launched at the end of May, the National Fund for Environmental Protection and Water Management's (NFOŚiGW) program “Support for the purchase or leasing of zero-emission vehicles in categories N2 and N3” is slowly gaining momentum and did not bring about a market breakthrough in Poland in 2025. However, the number of new BEV trucks registered so far is by far the highest in the history of Polish e-mobility. The 176 units registered are almost as many as were added in Poland in 2023-2024 combined.

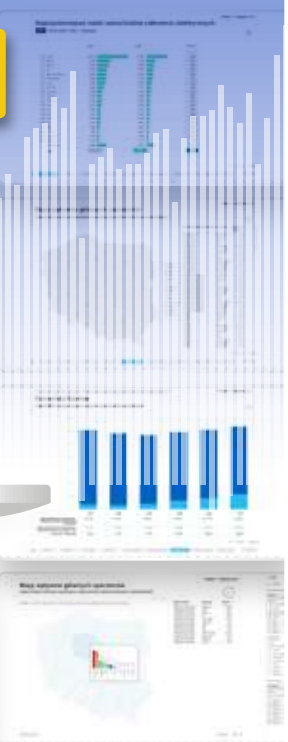
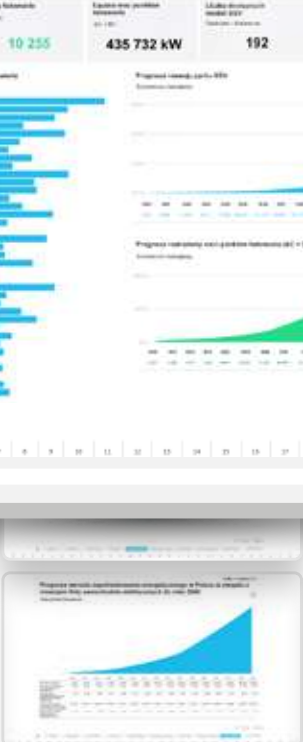
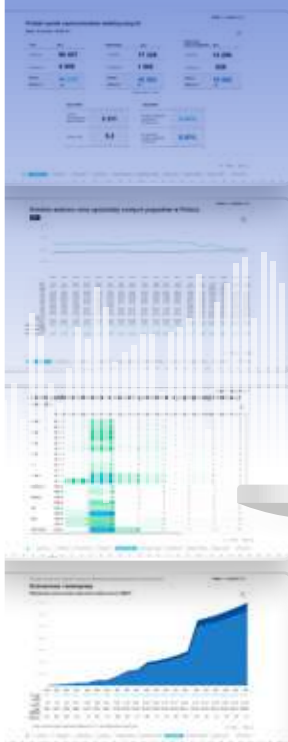
The impact of the new support program is noticeable: in the first half of 2025, 54 BEV trucks were registered, while in the second half, more than twice as many (122 units) were registered. As in the case of M1 and N1 electric vehicles, the best result in the electric truck segment was also recorded in December 2025 (35 units).

### Market share | Heavy-duty vehicles



# The latest edition of Polish EV Outlook in entirely digital form

The latest edition of the most comprehensive analysis of the new mobility market in Poland debuted in a fully interactive, Power BI-based version, providing completely new possibilities for comparing and visualizing hundreds of data categories



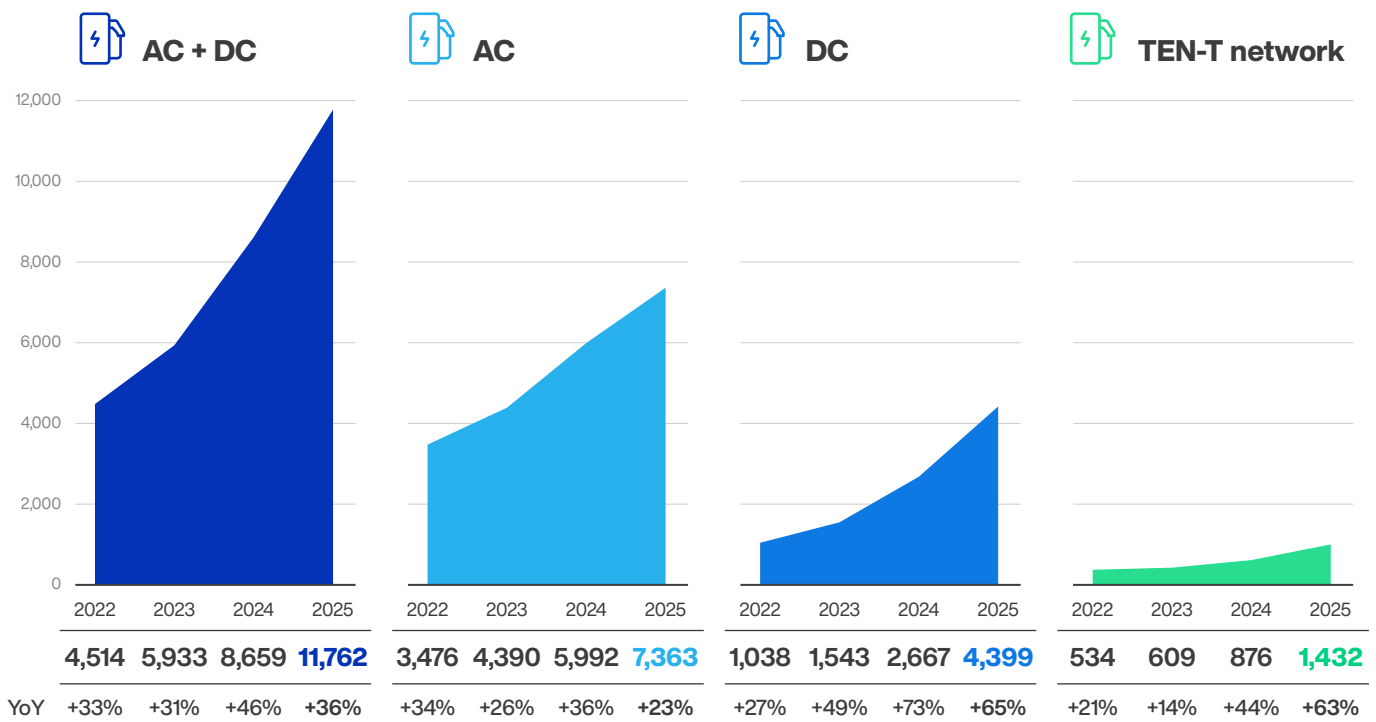
# 3

## Public charging infrastructure

# 2025

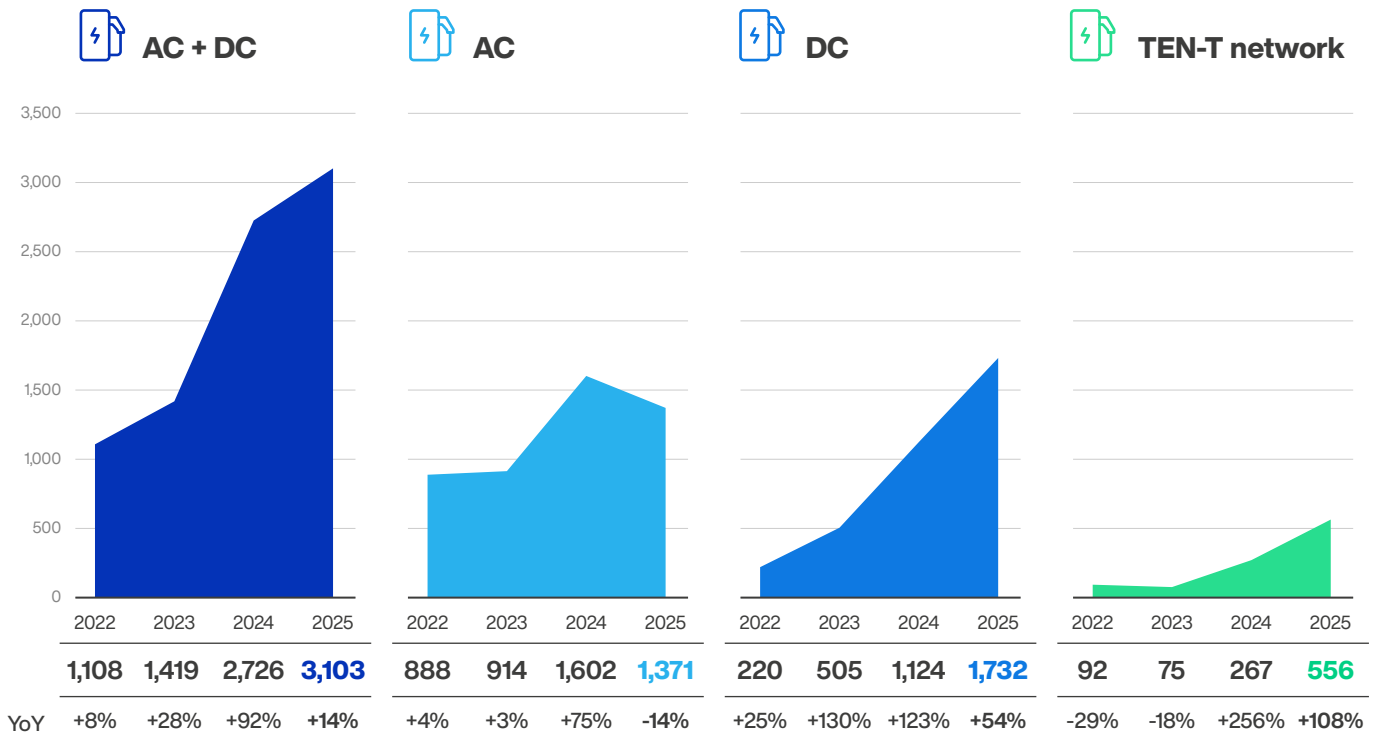
# 3 Public charging infrastructure

## Network of public charging points



In 2025, the total number of public charging points in Poland increased by more than one-third compared to 2024, reaching 11,762. The trend observed for many years, consisting of particularly intensive expansion of direct current charging infrastructure, meant that over 12 months the share of DC points increased from 31% to 37%. However, the vast majority of investments in this area were initiated before 2025. A significant part of them had previously received public funding, including from the “Support for electric vehicle charging infrastructure and hydrogen refueling infrastructure” program implemented in 2021.

### Newly launched charging points

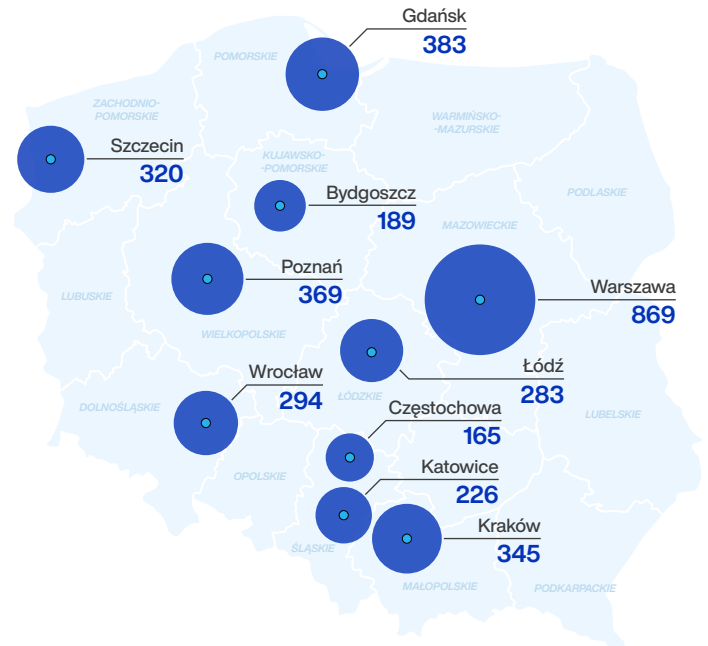


As in the electric vehicle segment, several records were set in 2025 in terms of public charging infrastructure. Operators commissioned the highest number of charging points in the history of Polish e-mobility – more than twice as many as in 2023. The number of newly launched DC points (1,732) was also record-breaking, exceeding the number of new AC points for the first time. Importantly, there was a particularly significant increase in the number of ultra-fast points with a capacity exceeding 150 kW – from 502 at the end of December 2024 to 1,177.

Another record was set for key infrastructure (including in terms of fulfilling obligations under the EU's AFIR regulation) operating along the TEN-T network. The number of new charging points launched in 2025 in such locations (556) was more than double that of the previous year. The expansion of multi-station hubs (defined as areas with at least four charging points with a capacity exceeding 150 kW) also accelerated significantly. Electric car drivers in Poland now have 95 hubs at their disposal, comprising a total of 638 points. For comparison, at the end of December 2024, the number of such locations did not exceed 30.

## Cities with the most extensive charging infrastructure

TOP 10	Number of points	Points launched in 2025
Warszawa	<b>869</b>	173
Gdańsk	<b>383</b>	57
Poznań	<b>369</b>	112
Kraków	<b>345</b>	95
Szczecin	<b>320</b>	42
Wrocław	<b>294</b>	89
Łódź	<b>283</b>	45
Katowice	<b>226</b>	24
Bydgoszcz	<b>189</b>	50
Częstochowa	<b>165</b>	17



Warsaw and Gdańsk retained the top two spots among cities with the most extensive charging infrastructure. Poznań moved up to third place, with 112 new charging points launched in 2025. The highest increase in public infrastructure (by 173) took place in Warsaw. Among the provinces, Mazovia had the most extensive network of charging points at the end of 2025 (998), ahead of Silesia (932) and Greater Poland (593). At the opposite end of the ranking were Świętokrzyskie (97), Podlaskie (155), and Opolskie (165).

## The largest operators

### AC points

GreenWay	<b>13.5%</b>
ORLEN Charge	<b>12.8%</b>
Elocity	<b>9.8%</b>
Eleport	<b>6.7%</b>
NOXO.	<b>6.6%</b>
Tauron	<b>5.6%</b>
Budimex	<b>5.0%</b>
EV+	<b>4.8%</b>
LIDL	<b>3.2%</b>
Enefit	<b>2.2%</b>

### DC points

GreenWay	<b>21.7%</b>
LIDL	<b>16.8%</b>
powerdot	<b>13.8%</b>
ORLEN Charge	<b>8.6%</b>
Kaufland	<b>5.6%</b>
Elocity	<b>4.1%</b>
Polenergia	<b>1.9%</b>
MOYA Energia	<b>1.9%</b>
Budimex	<b>1.7%</b>
Ionity	<b>1.5%</b>

In the ranking of the largest operators (in terms of the number of DC charging points), GreenWay Polska remained in first place in 2025 with a share of almost 22%. There were changes in the next places on the podium. ORELN Charge was overtaken by LIDL and powerdot. The three largest operators manage more than half of all public charging points in Poland.

# A new beginning for sustainable aviation

Launched jointly with LOT Polish Airlines, the dedicated KNM 2025 topic path “Driving Sustainable Aviation,” expanding the group of PSNM supporting members to include additional entities from the aviation sector, and developing a thematic report entirely devoted to the future of aviation



# 4

## Regulatory changes

# 2025

# 4

## Regulatory changes

### Polish law

The year 2025 did not bring many significant changes to Polish legal regulations governing sustainable transport. Subjectively, the most significant change from the perspective of BEV buyers and users can be considered to be the amendment to the Road Traffic Act, which extended the right of electric vehicles to use bus lanes until December 31, 2027. Under the previous legal regime, this privilege was to expire at the end of 2025.

In terms of local law, it is worth mentioning that in June 2025, the Krakow City Council adopted a new resolution on the establishment of a Low Emission Zone. Under the new regulations, the LEZ covers approximately 60% of the city's area. The resolution provides, among other things, for the introduction of a three-year emission charge for vehicles that do not meet the required standards. The Low Emission Zone in Krakow came into force on January 1, 2026.

# Several dozen meetings of the PSNM Content Committees

In 2025, dozens of representatives of industry, central and local government, and other stakeholders took part in a total of 37 meetings of PSNM expert committees, developing solutions to accelerate the development of the sustainable transport sector



## European Union law

**In the first half of 2025, the European Union revised Regulation 2019/631 setting CO<sub>2</sub> emission standards for new passenger cars and new light commercial vehicles. As a result of the changes, between 2025 and 2027, it became possible to exceed the emission reduction target for passenger cars and vans in one or two years and to compensate for this excess through surplus registrations of low- and zero-emission vehicles in another year (or years).**



Contrary to some earlier predictions, the amendment did not lead to a significant decline in demand for electric cars in the European Union. In 2025, the number of new BEV passenger car registrations in member states increased by almost 30% year-on-year.

**The European Commission proposed significant changes to EU legislation regulating sustainable transport on December 16, 2025, as part of the **Automotive Package** initiative.**

The key issue here is the draft amendment to Regulation 2019/631, which provides for compromise solutions regarding the change in CO<sub>2</sub> emission reduction targets for passenger cars and light commercial vehicles from 2035. Instead of a 100% reduction in emissions, manufacturers would be required to reduce emissions by 90%. This would represent a relaxation of the regulations adopted as part of the "Fit for 55" package. In practice, this means moving away from the current target of ending the registration of new passenger cars and vans with combustion engines by 2035.

## Draft amendment to Regulation 2019/631

Compared to 2021, the average annual CO<sub>2</sub> emissions of the EU vehicle fleet should be reduced:

Cars	2025–2029	2030–2034	From 2035
 <b>Passenger</b>	<b>by 15%</b>	<b>by 55%</b>	<b>by 90%</b> <i>instead of 100%</i>
 <b>Delivery</b>	<b>by 15%</b>	<b>by 40%</b> <i>instead of 50%</i>	<b>by 90%</b> <i>instead of 100%</i>

In addition to changes in regulations relating to 2035, the Commission's proposal also provides for a slight modification of the targets set for 2030 for delivery vehicles (40% instead of the current 50% reduction). The interim targets for passenger cars (55% reduction) will remain unchanged, but the method of implementation will be modified – the average of the next three years will be taken into account, similar to the solution adopted for the period 2025–2027. The Automotive Package also includes, among other things, a draft amendment to Regulation 2019/1242, introducing a new method of calculating emission units for heavy-duty vehicles for the reporting periods 2025–2029.

Another element of the package is the draft Regulation of the European Parliament and of the Council (EU) on clean company vehicles. It provides for the implementation of a requirement for a minimum share of low- and zero-emission passenger and delivery vehicles used by large entities exceeding at least two of the following three criteria:

→ Balance sheet total	<b>EUR 25,000,000</b>
→ Net sales revenue	<b>EUR 50,000,000</b>
→ Average number of employees during the financial year	<b>250</b>

The required share of zero-emission passenger and delivery vehicles used by large companies will vary depending on the Member State. In 2030, it is expected to range from 17% (Bulgaria) to 100% (Ireland and Luxembourg). The requirements for Poland have been set at 24% (2030) and 45% (2035).

Next, the draft legislation announced as part of the Automotive Package will be subject to trilogue negotiations between the Commission, the European Parliament, and the Council of the EU. The final shape of the new regulations should be known in 2026. However, it is worth noting that, in their current form, the announced changes do not mean that the European Union is moving away from its policy of strongly supporting electromobility at the legislative level.

**The year 2025 at PSNM** / SELECTED PROJECTS

# Nowa Mobilność

## Studia podyplomowe

[New Mobility | Postgraduate Studies]

In 2025, the third edition of the “New Mobility” postgraduate studies program, run by the Faculty of Automotive and Construction Machinery Engineering at the Warsaw University of Technology and PSNM, came to an end. A total of almost 100 graduates have already completed the program. The constantly expanding study program is co-created by over 60 practitioners from the new mobility industry



# 5

## **E-mobility financial support system**

# 2025

# 5

## E-mobility financial support system

In 2025, the Polish central administration allocated a record amount of funds to subsidize the development of sustainable transport – a total of over PLN 7 billion. In February, the National Fund for Environmental Protection and Water Management (NFOŚiGW) launched a call for applications under the “NaszEauto” program. Despite the imperfections of the new support instrument (manifested primarily in the exclusion of commercial companies and local government units from funding, as well as the initial exclusion of electric delivery vehicles from subsidies), the program enjoyed considerable interest among Poles – it led to record registrations of M1 category BEVs and, following changes introduced in October, a significant increase in demand for electric delivery vehicles in the fourth quarter of 2025.

The “NaszEauto” program providing subsidies for the purchase of electric passenger cars (M1 and M2) and delivery vans (N1)

**PLN 1.18 billion**

The original budget of PLN 1.61 billion, reduced to PLN 1.18 billion, financed entirely from the National Reconstruction Program

**3/02/2025**

Recruitment began on February 3, 2025

**30,000**

By December 31, 2025, almost 80% of the budget had been reserved under the program and nearly 30,000 applications had been submitted

At the end of March 2025, the National Fund for Environmental Protection and Water Management (NFOŚiGW) began accepting applications for two programs supporting the expansion of charging infrastructure. The aim of implementing both instruments was, in particular, to accelerate the fulfillment of obligations under the EU's AFIR regulation.

The program “Support for the construction or expansion of public charging stations for heavy transport” addressed to entrepreneurs, is implemented on a competitive basis, and provides subsidies for the construction of charging stations located along the TEN-T core network and in logistics centers. On the other hand, Distribution System Operators can become beneficiaries of the program “Construction/expansion of power grids for the needs of public high-power charging stations.” The program addresses one of the key challenges of the e-mobility sector in Poland, namely the need to incur very high costs related to the construction of power connections supplying charging infrastructure in transit locations, in particular at motorway rest service areas.

Both programs are very popular among potential beneficiaries. In the first calls for proposals, launched in 2025, applications were submitted for a total amount exceeding the allocation. From the perspective of the infrastructure industry, at this stage it is crucial that the National Fund for Environmental Protection and Water Management (NFOŚiGW) process the applications submitted so far quickly, launch further calls for proposals as soon as possible, and coordinate both programs optimally.

## The “Support for the construction or expansion of public charging stations for heavy transport” program

**PLN 2 billion**

A budget of PLN 2 billion, financed from the Modernization Fund

**31/08/2025**

The first call, with a budget of PLN 1 billion, began on March 31, 2025, and ended on August 31, 2025

**350**

Over 350 applications were submitted during the first call, for a total amount of over PLN 2 billion

## The “Construction/expansion of power grids for the needs of public high-power charging stations” program

**PLN 2 billion**

A budget of PLN 2 billion, financed from the Modernization Fund

**17/07/2025**

The first call, with a budget of PLN 1 billion, began on March 31, 2025, and ended on July 17, 2025, due to the available allocation being exceeded (applications were submitted for approximately PLN 1.3 billion)

Finally, in 2025, a call for applications was launched under the “Support for the purchase or leasing of zero-emission vehicles of categories N2 and N3” program. It has a budget of PLN 2 billion earmarked for subsidizing buyers of electric heavy-duty vehicles. Due to the specific nature of the zero-emission heavy vehicle market (in particular, price differences compared to combustion engine cars, which are significantly higher than in the case of M1 and N1 category vehicles), interest in the program among potential beneficiaries in 2025 was rather limited. This is also due to procedural issues – one of the challenges is the requirement to pay the entire, often very high initial fee (which is then refunded) in advance in the case of leasing. Despite these difficulties, the program has already had concrete, positive market effects – in 2025, the number of new eHDV registrations was the highest in the history of Polish e-mobility.

## The “Support for the purchase or leasing of zero-emission vehicles in categories N2 and N3” program, providing subsidies for the purchase of electric trucks

**PLN 2 billion**

A budget of PLN 2 billion,  
financed from the  
Modernization Fund

**30/05/2025**

Recruitment began on  
May 30, 2025

# Dozens of proposals for legislative changes

Representing the new mobility industry, PSNM developed proposals for amendments to approximately 20 legal acts and support program regulations in 2025. Many of our proposals, such as extending the right to drive on bus lanes or optimizing the “NaszEauto” program, were taken into account by the public administration



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