# **eRegistrations**



Electric137 $\bigstar$ -49%703 $\bigstar$ -26%Hybrids & Hybrids Plug-in24 $\bigstar$ +500%56 $\bigstar$ +229%CNG / LNG0 $\bigstar$ -100%3 $\bigstar$ -87%Motorcycles Electric60 $\bigstar$ +5%197 $\bigstar$ -6%Mopeds Electric274 $\bigstar$ +19%1041 $\bigstar$ +31%Trucks over 3,5t GVW Electric77 $\bigstar$ -13%422 $\bigstar$ -5%Inc. over 6t GVW electric5 $\bigstar$ +150%33 $\bigstar$ +267%		May 2024 (units / change r/r)	<b>January-May 2024</b> (units / change r/r)			<b>May 2024</b> (units)
Hydrogen2 $4 + 100\%$ 4 $4 - 92\%$ Plug-in Hybrid1073 $* -10\%$ 6024 $* +10\%$ Overall state of charging infrasHybrid20 932 $* +49\%$ 106 396 $* +45\%$ Charging stationsHybrid20 932 $* +49\%$ 106 396 $* +45\%$ Charging stations in eacLight Commercial VansElectric137 $* -49\%$ 703 $* -26\%$ Hybrids $\&$ Hybrids $\aleph$ Hybrids $Plug-in$ 24 $* +500\%$ 56 $* +229\%$ CNG / LNG0 $* -100\%$ 3 $* -87\%$ Motorcycles Electric60 $* +5\%$ 197 $* -6\%$ Mopeds Electric274 $* +19\%$ 1041 $* +31\%$ Trucks over 3,5t GVW electric7 $* -13\%$ 42 $* -5\%$ Inc. over 6t GVW electric5 $* +150\%$ 33 $* +267\%$	Passenger car	S		Chargi	ng infrastruct	ure
Plug-in Hybrid1073 $\ddagger$ -10%6024 $\bigstar$ +10%Hybrid20 932 $\bigstar$ +49%106 396 $\bigstar$ +45%Light Commercial VansCharging stations 3535 $\pm$ 56% (yy)Electric137 $\ddagger$ -49%703 $\ddagger$ -26%Hybrids & Hybrids Plug-in24 $\bigstar$ +500%56 $\bigstar$ +229%CNG / LNG0 $\ddagger$ -100%3 $\ddagger$ -87%Motorcycles Electric60 $\bigstar$ +5%197 $\ddagger$ -6%Electric274 $\bigstar$ +19%1041 $\bigstar$ +31%Trucks over 3,5t 6VW Electric7 $\ddagger$ -13%42 $\ddagger$ -5%Inc. over 6t GVW electric5 $\bigstar$ +150%33 $\bigstar$ +267%	Electric	<b>1291 ↓</b> -5%	<b>6746 +</b> 1%	Charging	gstations	+91
Hybrid20 932 $\bigstar$ +49%106 396 $\bigstar$ +45%Charging stations 3535 +56% (yy)Light Commercial Vans ElectricCharging stations in each (units / change sigatic weighted pointsic to point size (units / change sigatic electricCharging stations in each (units / change matopoistic electricMotorcycles Electric $60 \bigstar +5\%$ $197 \bigstar -6\%$ $197 \bigstar -6\%$ Charging type electricMopeds Electric $274 \bigstar +19\%$ $1041 \bigstar +31\%$ Trucks over 3,5t GVW electricCharging type $7 \bigstar -13\%$ Charging type $42 \bigstar +2\%$ Charging type all $4 \bigstar +2\%$ Charging type $4 \bigstar +2\%$ Charging type all $4 \bigstar +2\%$ Charging type $4 \bigstar +2\%$ Charging type all $4 \bigstar +2\%$ Charging type $4 \bigstar +2\%$ Charging type all $4 \bigstar +2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \bigstar +2\%$ Charging type $4 \circlearrowright +2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Charging type all $4 \circlearrowright -2\%$ Charging type $4 \circlearrowright -2\%$ Comb all	Hydrogen	<b>2 ↓</b> +100%	4 ♦ -92%	Charging	gpoints	+180
Hybrid $20 932 + +49\%$ $106 396 + +45\%$ $35535 + 56\% (y/y)$ Light Commercial VansCharging stations in each (units / change)Electric $137 \neq -49\%$ $703 \neq -26\%$ Hybrids & Hybrids & Hybrids Plug-in $24 \uparrow +500\%$ $56 \uparrow +229\%$ CNG / LNG $0 \neq -100\%$ $3 \neq -87\%$ Motorcycles Electric $60 \uparrow +5\%$ $197 \neq -6\%$ Mopeds Electric $274 \uparrow +19\%$ $1041 \uparrow +31\%$ Charging typeCharging typeCharging typeCharging type $422 \neq -5\%$ $422 \ddagger -5\%$ Inc. over 6t GVW $5 \uparrow +150\%$ $333 \uparrow +267\%$	Plug-in Hybrid	<b>1073 ↓</b> -10%	<b>6024 +</b> 10%	Overal	state of char	ging infrastru
Light connicted winsElectric $137 \neq -49\%$ $703 \neq -26\%$ Hybrids & Hybrids Plug-in $24 \uparrow +500\%$ $56 \uparrow +229\%$ CNG / LNG $0 \neq -100\%$ $3 \notin -87\%$ Motorcycles Electric $60 \uparrow +5\%$ $197 \neq -6\%$ Mopeds Electric $274 \uparrow +19\%$ $1041 \uparrow +31\%$ Trucks over $3,5t$ GVW Electric $7 \notin -13\%$ $422 \ddagger -5\%$ Inc. over 6t GVW electric $5 \uparrow +150\%$ $33 \uparrow +267\%$	Hybrid	<b>20 932 ♦</b> +49%	<b>106 396 </b> ↑ +45%			(
Electric137 $\bigstar$ -49%703 $\bigstar$ -26%stateHybrids & Hybrids Plug-in24 $\bigstar$ +500%56 $\bigstar$ +229%state genorskiestate genorskieCNG / LNG0 $\bigstar$ -100%3 $\bigstar$ -87%matopolskie20 $\bigstar$ -6%Motorcycles Electric60 $\bigstar$ +5%197 $\bigstar$ -6%iddxie20 $\bigstar$ -6%Mopeds Electric274 $\bigstar$ +19%1041 $\bigstar$ +31%iddxie194 $\bigstar$ -25%Trucks over 3,5t GVW Electric7 $\bigstar$ -13%42 $\bigstar$ -5%Charging type ACCharging type ACInc. over 6t GVW electric5 $\bigstar$ +150%33 $\bigstar$ +267%DC31%	Light Commer	cial Vans			Charging sta	
Hybrids & Hybrids Plug-in $24 + +500\%$ $56 + +229\%$ wiekopolskie $220 + 6$ CNG / LNG $0 + -100\%$ $3 + -87\%$ $3 + -87\%$ $adonodiskie220 + 6MotorcyclesElectric60 + +5\%197 + -6\%100\%270 + 45\%MopedsElectric274 + +19\%1041 + +31\%148 + +25\%149 + +25\%Libuskie0 + -100\%3 + -6\%109 + -148\%00 + -100\%MopedsElectric7 + -13\%1041 + +31\%1041 + -31\%149 + -25\%Libuskie0 + -110\%1041 + +31\%1041 + -31\%1041 + -31\%Libuskie7 + -13\%42 + -5\%AC63\%Inc. over 6t GVWelectric5 + +150\%33 + +267\%DC31\%$	Electric	<b>137 ↓</b> -49%	<b>703 ↓</b> -26%			(units / change r/r)
CNG / LNG $0 + -100\%$ $3 + -87\%$ $u_{jawsko-pomorskie}$ $237 + 4$ Motorcycles Electric $60 + +5\%$ $197 + -6\%$ $u_{jawsko-pomorskie}$ $230 + 61\%$ Mopeds Electric $274 + +19\%$ $197 + -6\%$ $u_{belskie}$ $092 + 42\%$ Mopeds Electric $274 + +19\%$ $1041 + +31\%$ $t +31\%$ $u_{belskie}$ $094 + 144\%$ Trucks over 3,5t GVW Electric $7 + -13\%$ $42 + -5\%$ $Charging type$ $Charging type$ $Charging type$ $Charging type$ Inc. over 6t GVW electric $5 + +150\%$ $33 + +267\%$ $DC$ $31\%$ $Comb$		<b>24 ♦</b> +500%	<b>56 ↓</b> +229%	wielko pon	norskie	313 290 ▲ 285 ▲ -
Motorcycles $197 \neq -6\%$ $107 \neq -6\%$ $1041 \triangleq +2\%$ Electric $274 \triangleq +19\%$ $1041 \triangleq +31\%$ $90$ $92 \triangleq +42\%$ MopedsIubuskie $90$ $92 \triangleq +42\%$ Electric $274 \triangleq +19\%$ $1041 \triangleq +31\%$ $90$ $92 \triangleq +42\%$ Trucks over 3,5t GVWCharging typeCharging typeElectric $7 \neq -13\%$ $42 \neq -5\%$ $Ac$ $63\%$ Inc. over 6t GVW $5 \triangleq +150\%$ $33 \triangleq +267\%$ DC $31\%$	CNG / LNG	0 ♦ -100%	3 ♦ -87%	kujawsko-pon	norskie	268 ▲ +5 237 ▲ +28% 230 ▲ +64%
Electric $60 + +5\%$ $197 \neq -6\%$ Iubuskie $110 + 148\%$ opolskie $92 + 42\%$ Mopeds Electric $274 + +19\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + +31\%$ $1041 + -5\%$ $102 - 31\%$ $110 + 14\%$ $110 + 14\%$ Inc. over 6t GVW electric $5 + +150\%$ $33 + +267\%$ DC $31\%$ Comb	Motorcycles			4	ódzkie	208 🛦 +81%
MopedsIubelskie $65 \land + 144\%$ Electric $274 \land +19\%$ $1041 \land +31\%$ $swietokrzyskie$ $47 \land +81\%$ Trucks over 3,5t GVWCharging typeCharElectric $7 \checkmark -13\%$ $42 \checkmark -5\%$ $AC$ $63\%$ Inc. over 6t GVW $5 \land +150\%$ $33 \land +267\%$ DC $31\%$	Electric	<b>60 ↑</b> +5%	<b>197 ♦</b> -6%	lu	buskie 119	▲ +148%
Electric 274 ▲ +19% 1041 ▲ +31% podlaskie 34 +42%   Trucks over 3,5t GVW Charging type Chargin	Mopeds				·	
Electric 7 ★ -13% 42 ★ -5% AC 63% IEC Ty   Inc. over 6t GVW electric 5 ★ +150% 33 ★ +267% DC 31% Comb	Electric	<b>274 </b> ▲ +19%	<b>1041 ♦</b> +31%			
Electric 7 ★ -13% 42 ★ -5% AC 63% IEC Ty   Inc. over 6t GVW 5 ★ +150% 33 ★ +267% DC 31% Comb	Trucks over 3,	5t GVW		Chargi	ng type	Chargin
electric <b>5</b> ↑ +150% <b>33</b> ↑ +267% DC <b>31%</b> Comb	Electric	<b>7 ↓</b> -13%	<b>42 ♦</b> -5%	_		ІЕС Туре
CNG/LNG <b>15 ★</b> -32% <b>48 ★</b> -66% n.d. <b>6%</b> CHAd		<b>5 ↑</b> +150%	<b>33 ↑</b> +267%	DC	31%	Combo T
	CNG / LNG	<b>15 ♦</b> -32%	<b>48 ★</b> -66%	n.d.	6%	CHAdeM

#### Buses over 3,5t GVW

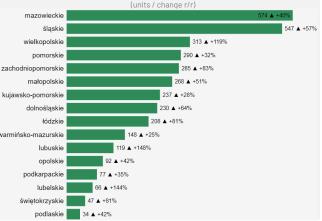
Electric	<b>9 ↓</b> -55%	<b>88 ↑</b> +38%
Hydrogen	0 🍝 -	0 → -
Hybrid	1 + -89%	<b>18 ↓</b> -38%
CNG / LNG	<b>5 ♦</b> -50%	<b>12 ♦</b> -66%

	<b>May 2024</b> (units)	<b>January-May 2024</b> (units)
Charging infrastru	cture	
Charging stations	+91	+397
Charging points	+180	+834

### ucture

Charging stations	Charging points
<b>3535</b> +56%(y/y)	6746 +56% (y/y)

## oivodeship



Charging connectors	
IEC Type 2	<b>60%</b>
Combo Type 2	<b>24</b> %
CHAdeMO	10%
Other	<b>6</b> %

#### Overall state of refueling infrastructure of hydrogen Refueling stations Refueling points 2 4 **Overall state of refueling infrastructure of CNG & LNG**

Refueling stations	<b>Refueling points</b>
58	146

NOTE: Registration data: PZPM based on CEP. Presented data can be updated. Infrastructure data: PZPM based on EIPA. We would like to inform that data delivered to users presents only widely available refueling/charging stations which obtained positive technical inspection and operator provided correct registration number.