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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Poland**
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Title: Question on modelling demand from air conditioning

Question From Party: United Kingdom of Great Britain and Northern Ireland

Question raised on: 28.08.2026 CEST

Question Category: NDC target (e.g. conditions, assumptions, methodologies)

Question: Thank you, Poland, for the opportunity to comment on your 1st Biennial Transparency Report. Can you please share whether you currently model demand from air conditioning within your projections and, if you do, how?

Answer:

Response:

Air conditioning demand is incorporated into the STEAM-PL (Set of Tools for Energy Demand Analysis and Modelling) model developed by the Energy Market Agency S.A. This is a bottom-up, „end-use" energy consumption model, dedicated to the national fuel and energy system, that reflects the technical aspects associated with energy use in all sectors and subsectors of the national economy. The model structure and its individual components, including technologies and uses, are presented at the Figure 44 of the BTR 1, Chapter 6.5.

Air conditioning and ventilation are included as a separate end-use category in the household and services sectors, as illustrated in Table 84 of the BTR 1, Chapter 6.5.

Useful energy demand for air conditioning and ventilation is calculated on the basis of the number of units of each type and the intensity of their use:

$$ZEU=LUO*IWU$$

where:

- ZEU, useful energy demand;
- LUO, number of end-use devices;
- IWU, intensity of use of a given end-use device (the product of the device's average annual operating time and power rating, or its average annual energy consumption).

The number of units and the way in which they are used are projected on the basis of factors such as the number of households, household disposable income, the number of service-sector facilities and their users, value added in the services sector and sales data obtained from equipment suppliers.

The projections also take into account the number of heating degree days (HDD) and cooling degree days (CDD). The number of cooling degree days is assumed to increase, reflecting the gradual warming of the climate.

All electrical devices defined in the model are classified by energy efficiency class. For example, the module dedicated to households distinguishes between six types of air conditioning and ventilation equipment.

The rate at which existing devices are replaced with more energy-efficient ones is projected on the basis of historical trends, econometric models and manufacturers' sales data.

Title: Emissions growth in transport

Question From Party: New Zealand

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Poland reports that transport remains one of the principal drivers of emissions growth. Could Poland provide further information on which transport policies it expects will make the largest contribution to reducing transport emissions by 2030, and how it will assess their effectiveness?

Answer:

Response:

Transport remains one of the principal driver of emissions growth in Poland due to the rising GDP and convergence of the Polish economy with the economies of other developed countries, characterised by high mobility, well-developed road transport and frequent air travel.

However, Poland has undertaken several policies and measures to provide a reduction of GHG emissions from transport. The most important are mentioned in the first Biennial Transparency Report submitted to the UNFCCC and in the updated National Energy and Climate Plan (NECP) submitted to the European Commission in 2026. Selected policies and measures are explained below:

1. Financial support for electromobility (Measure 40 in NECP): Donations and tax breaks for the purchase of electric road vehicles has enabled a significant rise in the number of fully-electric road vehicles (passenger cars and light commercial vehicles), which lowers the GHG emissions from fossil fuels.
2. Modernisation of rail infrastructure, including the rolling stock and construction of new railways (Measure 42 in NECP): Continuous improvement in the rail infrastructure has allowed a more convenient and faster travel by rail, which in turn has precipitated a significant growth in ridership. The upgrade in rail infrastructure allows for more successful competition with road transport for both passenger and freight movement. Almost all rail traffic in Poland is electrified, which contributes to reduced GHG emissions from transport.
3. Support for intermodal transport (Measure 43 in NECP): Investment in intermodal transport, particularly rail transport allows to build network chains, where cargo is moved primarily through electrified or energy-efficient means, such as rail, maritime transport and inland waterways, while the road transport of cargo is limited to the "last mile" from the nearest intermodal terminal to the end client.
4. Electrification of road transport – Transport, Spedition and Logistics (Measure 44 in NECP): Electrification of heavy road transport allows to close the loop and decarbonise the "last mile" deliveries as well as provide an electrified alternative to diesel trucks without altering the existing logistic operations.
5. Alternative fuels in seaports (Measure 45 in NECP): All major seaports in Poland invest in alternative fuels infrastructure, including electric connections for using onshore power at berth. All major seaports provide LNG as a lower-emission alternative to standard marine fuels. The sulphur content in the bunker fuel is reduced as well, according to international regulations. All these actions aim to reduce emissions from one of the hardest-to-decarbonise sectors – international marine transportation. In the future, electricity-derived sustainable fuels, including hydrogen will also be available in Polish seaports.

NDC implementation in the transport sector requires several policies, measures and actions to reduce GHG emissions. The largest contribution will be made from those policies and measures, which limit the demand for road transport or allow for the decarbonisation of road transport, particularly through electrification. For several of these actions, the reduction effect has been calculated in the Biennial Transparency Report. Most of the effects are calculated *ex post* but precise *ex ante* estimation of GHG emission reductions is difficult due to the lack of the necessary data and an appropriate methodology.

Title: The Role of CCS in the transition away from coal-fired power generation

Question From Party: Japan

Question raised on: 08.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Although the BTR1 does not appear to mention any policies and measures regarding CCS, the WAM scenario assumes that the cement industry will begin using CCS from 2030 onwards. How does Poland view the use of CCS in advancing the transition away from coal-fired power generation?

Answer:

Response:

The average share of alternative fuels used in Polish cement industry is growing rapidly. Estimations given by the Polish Cement Association indicated that the share was about 70%. Current, cautiously estimated, share of alternative fuels used in Polish cement industry is approximately 80%. These alternative fuels, used instead of coal, are mainly RDF (Refuse-Derived Fuel) worn off tyres, and plastics (including rubber). However alternative fuels are used, CO_2 produced from the combustion of fossil share of RDF is still accounted for the carbon balance. The CCS installations are intended for reduction of remaining CO_2 process emissions.

In the updated National Energy and Climate Plan (2026) there are enumerated particular policies dedicated to the development of CCS and CCU technologies not only in cement industry, but in broader perspective, in branches of energy-intensive industry (e.g. cement production, chemical production, metallurgy, and coke production). The objective of policies given in the updated NECP is creating necessary infrastructure dedicated for transport and storage of CO_2, introduction of legislation, development of industrial clusters, carrying out of research and development, and
launching of a national public awareness campaign regarding CCS technology development, aimed at increasing public awareness of the safety of onshore CO_2 storage.

Title: EV chargers in public buildings

Question From Party: Australia

Question raised on: 09.09.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Poland had a target for 2025 that each public building should be equipped with at least one publicly accessible electric vehicle charging point having a charging capacity of no less than 3.7 kW. Could Poland provide an update on the installation of charging points in public buildings?

Answer:

Response:

The Polish Act of 2 December 2021[1], which implemented Article 8 of the revised Energy Performance of Buildings Directive (EPBD), requires owners or managers of existing non-residential buildings with more than 20 parking spaces to install at least one electric vehicle charging point by 1 January 2025 and to provide cabling infrastructure enabling the future installation of charging points for at least one in every five parking spaces. The obligation applies to both public and private non-residential buildings, such as offices, hospitals, hotels, shopping centres, and public administration facilities, while small and medium-sized enterprises (SMEs) are exempt from this requirement.

The law is applicable to both public and commercial buildings, however, it does not require to provide any publicly accessible charging point. The law is applicable to parking spaces inside the building or located next to the building, however those parking spaces can be reserved for the clients or employees. There is no single registry of charging points operated by public institutions or commercial entities.

Publicly accessible charging points are mapped at the website[2] of the Office of Technical Inspection, which controls and certifies both publicly accessible and private charging points, but does not provide updates on charging points in public buildings or on all charging points.

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[1] Act of 2 December 2021 amending the Act on Electromobility and Alternative Fuels and certain other Acts (Journal of Laws of 2021, item 2269)

[2] https://eipa.udt.gov.pl/