

## **Spatial dimension of car market (r)evolution in Poland**

Poland seems to be an interesting 'laboratory' for a study of factors underlying the evolution of the car market. This is largely due to historical factors: in West European and North American states the development of motorisation followed a completely different course than in Poland (and other countries of Central and Eastern Europe). A 'motorisation revolution' started here much later (in the early 1990s) and was highly dynamic (between 1990 and 2014 the number of cars registered in Poland almost quadrupled). The systemic transformation made it possible for the country's economy to join globalising and integrating processes, which also greatly influenced its market. In a relatively short time the car market experienced three critical moments (the systemic transformation, Poland's accession to the EU, and the world crisis of 2008-10), each fundamentally changing its situation (see Fig. 1). All those elements have made the Polish car market unique and interesting not only in a national perspective.

The chief scientific goal of the project is to analyse, in a spatial approach, changes that have occurred on the car market in Poland since 1990 (i.e. since the start of the systemic transformation) under the influence of global, national, regional and local factors. It will focus primarily on the cognitive aspect of the problem (including the theoretical-explanatory one) and will involve the identification and analysis of factors (social, demographic, economic and infrastructural) controlling the demand for cars in a spatial approach. In particular, an attempt will be made to determine similarities and differences between urban and rural areas, historical-cultural regions, and administrative units. There will also be a methodological goal, namely to test the usefulness of various methods of spatial analysis in a study of differences in the car market and its transformation. It is assumed that in effect of the verification of the hypothetic model, a final model of the car market will be formulated in a spatial approach.

It seems, that the project will be the first attempt at an integrated approach to the transformation of the car market in the conditions of a free-market (post-1990) economy. It will primarily allow enriching the current body of knowledge with factors determining the demand for cars and expanding it to include a spatial approach. Thus, on the one hand, its results will contribute to the development of theory, and on the other, they will provide new empirical material that can be used in practice: the attainment of the research goal will allow an explanation of changes taking place on the car market and will facilitate predicting those changes in the future. This, in turn, can be significant not only from the point of view of motorisation firms, but also in terms of the economic policy conducted (e.g. concerning the labour market or transport infrastructure).