



Urban Bias and Policy Blindness: Decoding Public Sentiment on Indonesia's Electric Motorcycle Subsidies

Romeiza Syafriharti , Raufan Imanuddin Fawwaziyad,
Muhammad Ghani Irsyad, Muhammad Rafli Dwiputra Ramadhan,
Lidya Anjani Pramono Putri

Universitas Komputer Indonesia, Bandung, Indonesia
romeiza.syafriharti@email.unikom.ac.id

Abstract. The research investigates why Indonesian people developed divided opinions about the electric motorcycle subsidy program during the 2026 global energy crisis. The public's partial understanding of energy transition needs assessment brings danger that could lead to incorrect government energy transition decisions. The research used a mixed-methods explanatory sequential design to analyze YouTube comments through quantitative analysis and to perform thematic analysis through qualitative analysis. The study results show that public opposition stems from anti-oligarchic feelings, which create more spatial awareness than those who support policies show. The findings show that people chose private vehicles for instant security because they panicked about the energy crisis, which made them disregard the facility differences between rural and urban areas. Existing models of energy transition have solely concentrated on an individual's behavior in terms of energy use. Government is suggested by the research to revise the financing mechanism to the public transit system which would permit everyone involved in energy transition.

Keywords: Electric Motorcycle Subsidy, Policy Blindness, Sentiment Analysis, Spatial Mismatch, Transport Equity.

1 Introduction

The Indonesian government has established transportation electrification as a national strategic goal through its implementation of an electric motorcycle subsidy program [1]. The global crude oil market and maritime supply chain experienced severe disruptions because of the 2026 geopolitical crisis, which started with open warfare in the Middle East [2, 3]. Mahfud MD, who serves as a national figure, publicly warned about the upcoming fiscal deficit explosion because he recognized its danger to state budget operations [4]. The government needed to speed up its electric vehicle transition because this event served as a vital solution for its ongoing situation. The Indonesian Transportation Society (Masyarakat Transportasi Indonesia - MTI) opposed this urgent electrical transition because they believed that mass transportation should use electric power as a fairer way to handle the emergency [5]. The government plan, which MTI rejected, was shared on social media platforms and resulted in two distinct online

© The Author(s) 2026

L. Warlina and S. Luckyardi (eds.), *Proceedings of the 9th International Conference on Business, Economics, Social Sciences & Humanities – Humanities and Social Sciences Track (ICOBEST-HSS 2026)*, Advances in Social Science, Education and Humanities Research 1029,
https://doi.org/10.2991/978-2-38476-607-9_20

groups that showed opposite opinions. Public discussion about this topic occurs because of "urban bias", which creates an impression that policies benefit metropolitan areas more than other regions, and "policy blindness", which makes people respond to public emergencies without rational thinking. This study aims to investigate public opinion about subsidies, which lead to digital polarization, because policies that fail to consider spatial equity will increase socioeconomic disparities [6].

Skepticism and resistance toward private electric vehicle subsidies align with global literature, although previous research has tended to address these dimensions separately. First, regarding digital perceptions, public skepticism on social media has been shown to be largely driven by concerns about batteries and taxes [7]. In this regard, video platform discourse is often used to monitor general energy transition sentiment [8]. Second, regarding spatial infrastructure, the literature clearly highlights the spatial mismatch resulting from city-centric electric vehicle policies that marginalize rural realities [9]. Third, from a transport equity perspective, empirical studies demonstrate that private electric vehicle subsidies are often regressive [10], suggesting that state intervention should focus on inclusive mass public transportation [11]. Finally, behavioral literature on crisis management suggests that mass panic during external shocks often distorts rational decision-making [12, 13]. The risk of geopolitical conflict has been shown to have significant volatility spillovers on international oil and shipping markets [14]. This creates collective cognitive biases, as seen in the previous European energy crisis [15]. This study complements these various literatures by integrating previously separate domains to evaluate how the 2026 geopolitical shock triggered policy blindness and obscured the reality of urban bias in subsidy polarization at the grassroots level in Indonesia.

To achieve these objectives, this study employed an exploratory sequential mixed-methods design [16]. The first stage quantitatively mapped the distribution of public sentiment based on YouTube comments regarding the electric motorcycle conversion subsidy policy debate [5]. Next, a qualitative thematic analysis [17] focused on positive and negative opinions to explore the roots of the arguments. This integrated approach enabled the study to go beyond simply measuring opinions numerically to uncover the reasons behind public polarization through the theoretical lenses of spatial inequality, transportation equity, and policy blindness.

2 Literature Review

EV transition for the sake of sustainable mobility comprises many dimensional issues beyond technical ones, encompassing spatial justice, economic justice and geopolitical situation. The existing literature has persistently alerted the discourse of urban bias in EV transition. Sustainable mobility policies implemented in large cities, such as in Jakarta, disproportionately impact marginalized populations. Wealthy and upper-middle-class groups largely benefit from such subsidies, and negative externalities such as the emissions from power plants are simply relocated to the [6]. Spatial inequity is a common issue that extends beyond Jakarta; extreme inequality between urban centers and peripheries generated by the trend of the implementation of charging infrastructure for

electric vehicles [18]. This phenomenon results in a spatial mismatch that overlooks the real-world infrastructure of the countryside including the low capacity of household electricity and that this particular vehicle type is not compatible for agricultural activities.

Seen from a transport equity perspective, the most critical aspect of EV adoption in developing countries is the lack of integration of policies with low-income transport needs. Besides the spatial inequalities, EV financial incentives for private owners are implemented in regressive ways, reinforcing inequality [19]. While redirecting subsidies from fossil fuels towards EV schemes would theoretically reduce day-to-day GHG emissions, recent work indicates that the state's policy intervention should focus on electric mass public transport and car sharing rather than on privately owned cars, the subsidy schemes of which have been widely demonstrated in various policy precedents to be regressive and middle-upper class biased in terms of their capacity to decrease urban externality problems [10, 20, 21].

Furthermore, these structural barriers in this transition are compounded by public perceptions in the age of digital networks, whereby instead of structured public deliberation as we may find in legacy media coverage of EV policy, "YouTube-driven policy discourse may be subject to a fragmented, echo chamber-like landscape of misinformation" [22]. Moreover, public responses to energy transitions at local level, ranging from irrational resistance to unquestioning support, may be co-opted into narratives involving geopolitical power struggles, right-wing populism and energy nationalism [23]. Thus, it is common that public opinion suffers from "policy blindness"-which is driven conceptually by motivated reasoning [24] whereby critical policy discussions on subsidy fairness and transportation space planning is overwhelmed by sentiments associated with energy security and reactionary anti-fossil imports nationalism resulting from crises [15, 25].

3 Methodology

This research utilised a mixed-methods approach via an explanatory sequential design, amalgamating sentiment quantification with qualitative analysis [16]. This study's data comes from a text of public opinion from news comments section in Youtube official channel of CNN Indonesia entitled "MTI reject electric motorcycle conversion" on Youtube published March 10, 2026. The broadcast was selected as a discourse stimulus because it comprehensively presented MTI's objections to the government's plan to subsidize 120 million private motorcycles. On the CNN channel, MTI also recommended shifting focus toward electrifying public transportation in response to the geopolitical energy crisis.

The use of YouTube was determined because of the current academic studies demonstrating that social media comment sections can be used as a source of grass-roots debate on the energy transition [8]. To extract comments on broadcast. A purposive sampling had been selected. After text preprocessing that has excluded links, symbols and spam / bots comment, 144 comment is obtained as the data to be analyzed (clean data).

3.1 Quantitative Analysis (Sentiment Distribution Mapping)

The quantitative phase was conducted first to measure and map the escalation of public polarization at the macro level. At this stage, labeling the sentiment of the 144 comments relied on human coding which categorized the comments into three polarity types: (1) Positive Sentiment: statements supporting the government's decision to grant a subsidy for electric motorcycles and/or blaming critics of MTI, (2) Negative Sentiment: comments supporting the critics of MTI and stating that private vehicle subsidies should not be given but public transport should be improved, (3) Neutral Sentiment: statements that either had vague meaning, asked a question, wanted to wait and see or contained no clearly defined stand on the issue. This quantitative analysis was conducted mainly in order to show how the debate was being conducted online in a proper proportional manner.

3.2 Qualitative Analysis (Deepening of Public Rationality)

Following on from the first mapping developed in Phase 1, a qualitative evaluation was undertaken to find out why the public felt the way they did. This deepening stage was executed using qualitative thematic analysis [17] to uncover the roots of the rationality of these textual arguments. Methodologically, the extraction of themes in this phase focused in depth on texts from the positive and negative sentiment groups, considering that the neutral group generally does not have substantive argumentative content. Texts from these two conflicting polarities were dissected, contextualized, and coded into three main analytical frameworks that resonate with the discipline of Regional and Urban Planning, namely (1) evaluation of rural-urban infrastructure inequality (spatial mismatch), (2) demands for transportation equity, and (3) the influence of misinformation and geopolitical narratives of national energy security on public rationality.

4 Discussion

4.1 Validation of MTI's Argument Rationality from a Global Literature Perspective

Before introducing MTI's standing as stimulus for the major debate, as well as outlining how public feelings changed over time, it's important to mention the magnitude of MTI. In its official statement, MTI rejected the government's plan to convert 120 million gasoline-powered motorcycles into electric motorcycles, proposing instead that the focus be shifted toward accelerating the electrification of mass transportation, such as buses and Public Passenger Vehicles [5]. This rejection by MTI is underpinned by three main rationales: (1) spatial economic inclusivity to serve both urban and rural areas equitably, (2) massive-scale mobility management, such as anticipating the annual homecoming (*mudik*) flow, and (3) a tactical response to the disruption of the global oil supply chain in the Strait of Hormuz caused by the geopolitical escalation of the US and Israel against Iran.

Juxtaposed against recent spatial and transport literature in spatial and transportation literature, these three foundational arguments of MTI possess highly solid scientific justification. First, MTI's demand for more inclusive public transport electrification is consistent with recent literature indicating that an equitable energy transition relies on strengthening shared mobility services, rather than providing subsidies for private vehicle ownership [20, 21]. Second, MTI's rejection of private vehicle subsidies is supported by empirical critiques demonstrating that fiscal injections for private electric vehicle incentives are inherently regressive, disproportionately favor the middle class, and lead to budget misallocations [10]. Third, MTI's claim that government should not fall to the populism of private motorcycle subsidies during the crisis of Strait of Hormuz for 2026 crisis is consistent with urban spatial resilience concept. Ultimately, the logic presented by MTI mirrors the global paradigm: true decarbonization is measured not by how many motorcycles are electrified, but by how effectively the state shifts private vehicle users to clean-powered public transportation.

4.2 Quantitative Analysis: Mapping Public Sentiment Distribution

In this first phase of study, we analyzed the distribution of sentiment polarity in 144 clear comments on CNN Indonesia broadcast in YouTube. Quantitative results show that public sentiment towards MTI's criticism to the policy of speed up of electric motorcycle subsidies is very sharp and there is predominance of public doubts and denial. Among 144 comments that we measured, most of the comments fall into the Negative Sentiment (82 comments: 56.9%), meaning that most public agree with MTI that the trillions of Rupiah electric motorcycle subsidies is a wrong policy and asked the government to Electrify the public transport.

On the other hand, Positive Sentiment came in second with a big share, getting 45 comments (31.3%). This group quickly dismissed MTI's criticism and fully supported the government's plan to electrify the country. There was a strong link between this high level of support and the public's panic over the rising prices of crude oil and the global energy crisis in early 2026. This panic made people want to "survive" and made it impossible for them to think logically about space. However Neutral Sentiment comprised the smallest proportion with just 17 comments (11.8%). Figure 1 gives a graphic overview of the three different sentiments and highlights just how deeply the population is split.

Since that the percentage of positive and negative emotions towards the electric motorcycle subsidy is over 88%, it demonstrates that the issue of electric motorcycle subsidy is more than simply a technological issue. It involves a large part of ideological struggle online. To comprehend the fundamental rationale, geopolitical narrative, and the origins of the contentions propelling both the negative hegemony and the responsive opposition of the affirmative faction, this sequential analysis was subsequently developed into a qualitative thematic investigation.

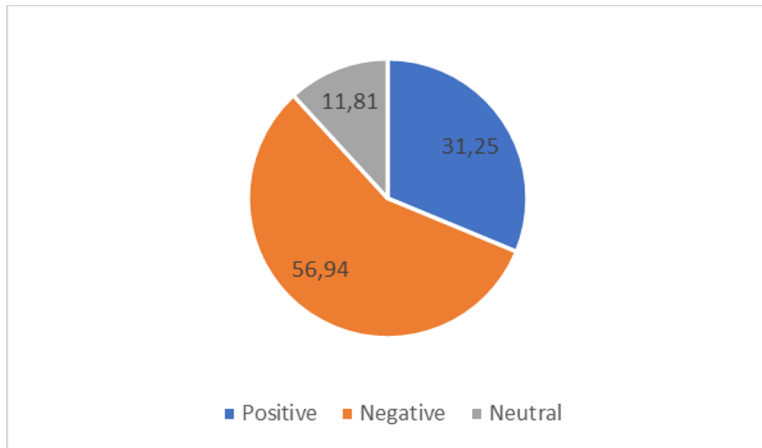


Fig. 1. Percentage distribution of public sentiment towards the electric motorcycle subsidy policy.

4.3 Qualitative Analysis: Decoding the Rationality Behind Sentiment Polarization

From the quantitative data, thematic qualitative analysis was conducted to investigate the rhetoric embedded within the 127 polarized comments (82 negative and 45 positive). The key finding in this stage was that negative views on government policy were highly divided; that the vast bulk of rejection was fueled by economic-populist arguments, with only a tiny fraction aware that they agreed with the factual points raised by MTI. In the light of this evidence, the rationale of the two polarized poles were then investigated, across the following three lines of analysis:

Dimension 1: Spatial Infrastructure Inequality (Spatial Mismatch). First, what spatial inequality of electric motorcycle subsidy policy are concerned. It is observable from the texts in the negative sentiment group that public know about spatial difference between urban and rural area to a certain extent [9]. Only minority of the public who accept MTI's reasons clearly object on the unbalanced distribution of essential infrastructure facilities and believe that policy itself is too metro-central. The reasons were given as: electrifying personal motorbikes is not consistent with spatial reality on area with volatile grid and less facilities. This sentiment is powerfully reflected in the following excerpts:

"Ratakan dulu fasilitasnya, baru konversi, klo ujug2 konversi tapi fasilitasnya ya ga rata, ya ga bisa lah." > [Equalize the facilities first, then convert. If you suddenly implement the conversion but the facilities are uneven, it just won't work.] (Comment 6)

"d jakarta fasilitas pendukungnya banyak, lh yg tinggal d plosok??? sedangkan di kampung masih banyak yg mnggunakan KWH berdaya 450watt." > [In Jakarta, there

are plenty of supporting facilities, but what about those living in remote areas??? Meanwhile, in the villages, many are still using 450-watt household electricity capacity.] (Comment 123)

Such utterances are testimonies of spatial mismatch and the respondents understand these "primitives of the system" – charging stations availability, 450 VA ceiling in rural domestic electrification – as structural constraints. Thus, it is natural that popular perception acknowledges these constraints, that policy seems so "urban-centered that it is simply unviable in any universal way, save for in cities"; this also vindicates global academic research showing how the current state of EV infrastructure provision sidelines rural contexts and widen the gap between economic centers and peripheries, drastically [9, 18].

Dimension 2: Demands for Transport Equity and Partial Agreement. The one odd finding is in distributive justice. It seemed the vast majority of negative comments were against state funding, and it was not because they worried about the promotion of public transport (like MTI would say). They were almost completely against these state subsidies because they saw it as an oligarchical stance, and that it is extremely regressive. This means the state is giving money to the middle classes and the companies and blaming the lower classes for the energy crisis, and indeed evidence is found elsewhere about inefficient allocation of funds for the electricity sector [10]. These are some words on what the discontent of these groups are:

"Sepeda motor isi bensin itu GK seberapa..mobil mewah mewah itu low yg ngabisin sumber energi bikin BBM jadi langka .coba di jalan.mobil satu isinya cuma 1 orang...bagaimana negara GK kelangkaan BBM kalau rakyatnya model kayak gini.miris" > [Motorcycles filling up on gas is nothing... those luxury cars are the ones exhausting energy resources and causing fuel scarcity. Just look at the roads, one car only carries 1 person... how could the country NOT experience a fuel shortage if the people behave like this? It's pathetic.](Comment 114)

In contrast, only a few of the negative group strongly agreed with the advice of MTI to favor mass transit. Their comments are interesting because they argue that increasing private vehicles, even electric ones, will fail to address the root causes of the problem. Therefore, government investment should be redirected to commuter mass transit. This spatial awareness is reflected in quotes such as:

"Kereta aja banyakin LRT, MRT, SKYTRAIN. dari dulu gk kelar2. Bangun di tempat yg blm terhubung. Jgn bangun di tempat yg uda bnyk transportasi umumnya.." > [Just build more trains like LRT, MRT, and SKYTRAIN. They've been unfinished for ages. Build them in areas that aren't connected yet. Don't build them in places that already have plenty of public transport.](Comment 45)

However, an interesting finding from the analysis of these texts is that the minority support for MTI is essentially partial (selective approval). Commenters only responded to and validated MTI's arguments related to solving the daily problems of urban commuters (such as LRT and MRT). In contrast, not a single comment discussed or responded to MTI's proposal regarding the urgency of electrifying intercity buses to facilitate the massive annual exodus (mudik) flow. The complete absence of discussion on this exodus issue indicates that the public's spatial rationality horizon is still very

narrow. The energy transition is largely perceived only as a solution for daily personal mobility, and fails to encompass the urgency of a national-scale transportation system at the macro level.

Public disillusionment with transport equity is almost unanimous in its claims to academic warnings. This grass root perspective is totally in sync with empirical criticisms worldwide. Financial support schemes for personal electric vehicles are regressive; widening rather than decreasing social inequality and predominantly favoring the middle class [10, 19]. Also, despite a small proportion supporting the MTI on urban commute (Comment 45), a full exclusion of macro-mobility debate on annual *Mudik* or hometown traveling demonstrates massive spatial myopia. Based on analysis results, peoples reasoning is still restricted to daily individual mobility and not able to understand of the switch towards exclusive and share mobility recommended by empirical analyses worldwide [20, 21].

Dimension 3: Policy Blindness and Energy Nationalism. Third-dimension analysis assessed why those 45 positive comments provided unwavering support for government's policy and vigorously denouncing MTI's proposal. Analysis identified that it was the collective hysteria triggered by the 2026 early-year geodramatic crisis over Hormuz strait that caused public to support the policy and rebut MTI, rather than environmental knowledge or knowledge of spatial sustainability. It caused an "policy blindness" effect triggered by fear of escalating fuel price [15] which makes public to irrationally dismiss MTI's spatial criticism that it can exacerbate congestion too, believing a temporary solution like having personal electric motorbikes provides immediate energy security.

Such panic lead to reactive energy nationalism and threats against alternative policy idea. The public aggressively labeled parties opposing the subsidy—in this case, MTI—as threats to the state's progress, as sharply captured in the following excerpts:

"lembaga penghianat bangsa di tampilkan oleh media penghianat bangsa juga, berharap Indonesian bakal rusuh lagi karna keterbatasan BBM...kalo motor bensin gak di ubah ke motor listrik masyarakat bakalan demo sialan" > [A traitorous institution is being showcased by a traitorous media as well, hoping that Indonesia will riot again due to fuel shortages.... if gas motorcycles aren't converted to electric motorcycles, the people are going to protest, damn it.] (Comment 138)

"Dunia sudah berubah. Krisis energi sudah di depan mata. Ada solusi yg efisien dgn beralih ke kendaraan listrik, malah ditolak. Jelas ini ANTEK ASING! Pemerintah harus terus mendorong konversi ini agar semakin banyak masyarakat yg beralih." > [The world has changed. The energy crisis is right before our eyes. There is an efficient solution by switching to electric vehicles, yet it gets rejected. Clearly, these are FOREIGN PUPPETS! The government must keep pushing this conversion so more people will make the switch.] (Comment 19)

These accusations of being 'traitors' or 'foreign puppets' clearly show how grassroots discourse on the energy transition has been distorted into hyper-nationalist sentiment. The demands of the general public are that the government must get out of importing crude oil by all and every available means. Panic due to lack of fuel has eroded public

rationality. People would forgo long-term basic spatial planning issues to guarantee their mobility in the fear of energy scarcity.

The public seems to be suffering from policy blindness as is visible from the onset of reactive nationalist discourse. Because the public feels psychological pressure from the outer crisis [12, 13], their views from below (largely shaped by an awareness of energy security, geostrategy etc. [23] are the ultimate cause of motivated or biased reasoning [24]. The objective critique of spatial planning and the threat of congestion is disregarded in favor of the comforting perception of immediate energy security on an electric motorcycle owned by each citizen [15, 25].

5 Conclusion and Recommendation

The plan to speed up subsidies for electric motorcycle conversions has caused very extreme public reactions. However, public opposition to this policy does not seem to be based on any integrated understanding of spatial planning. The dominant public objection is related to populism with themes of distributive justice and anti-oligarchy. There has been no thorough understanding of the spatial arguments of the MTI. The awareness of public space is limited to issues that focus on daily commuting problems. Discussions on macro-mobility such as the flow of *mudik* (seasonal exodus) are totally unheard of. Similarly, responsive advocates in support of the government verify the existence of policy blindness phenomenon. People are willing to overlook the real threat of inequalities of regional infrastructure and urban traffic congestion crisis for the utopia of fast energy security through private-ownership of battery-based transportation. These clearly confirm that the discourse on the energy transition in Indonesia is confined to individual technology consumption rather than to real problems of equitably transforming mobility as a collective action.

Based on the result analysis above, we recommend the following two policy actions. Policy Action 1: Policymakers need to reconsider current policy measures of electric vehicle incentives. The huge flow of state fiscal revenue does not represent that the policy measures are regressive. It would be better for governments to redistribute the financial budget to establish a system and electrify a mass transit ecosystem by purchasing electric public transit. This one has been shown to reduce the difference of transit accessibility between urban and rural through the experiment.

Secondly, the essential interventions for public communications are essential. The state and stakeholders, with MTI included, must rebuild the narrative of how the energy crisis can be addressed. Education to the public should concentrate on 'spatial myopia'. What is essential should be highlighted. The real answer to the geostrategic energy crisis is not to move the CO₂ into new traffic jams with e-motorbikes but a sound, democratic and resilient public transport.

It must be recognized that despite providing a mapping of public arguments, the study was based on limited data. Since the analysis was based on a single platform (YouTube), the sample size of 144 comments made the study biased to demographic representation. In conclusion it is proposed that further research should be conducted, where, through the data mining aspect, multiple online sources should be exploited

along with a combination of surveys which are location dependent in order to sufficiently support the concepts of policy blindness and spatial mismatch.

References

1. Kementerian Perindustrian RI: Peraturan Menteri Perindustrian Republik Indonesia Nomor 6 Tahun 2023 tentang Pedoman Pemberian Bantuan Pemerintah untuk Pembelian Kendaraan Bermotor Listrik Berbasis Baterai Roda Dua. Kementerian Perindustrian Republik Indonesia, Jakarta (2023)
2. BBC News: Oil price passes \$100 a barrel for first time since 2022 amid US-Israel war with Iran (2026). <https://www.youtube.com/watch?v=NKliN5SBKCE>
3. Newman, P., Wills, R.: Oil shocks and crashes: Where are we headed with the 2026 crisis? The Jakarta Post (2026)
4. Mahmodin, M.M.: Iran vs. US-Israel war: Mahfud warns oil price spike will place a heavy burden on the state. BITV (2026). <https://www.youtube.com/watch?v=3gpYnDWi3Rk>
5. Masyarakat Transportasi Indonesia: MTI tolak rencana konversi motor listrik. CNN Indonesia (2026). <https://www.youtube.com/watch?v=2LZEXdBw-nk>
6. Hidayati, I., Tan, W.: Assessing justice in sustainable mobility transitions: Narratives from transport policies in Jakarta. *Journal of Environmental Policy & Planning*, 1–13 (2025). <https://doi.org/10.1080/1523908X.2025.2452923>
7. Wibowo, A.H., Wirjodirdjo, B., Singgih, M.L.: Analyzing public sentiment on electric vehicles in Indonesia: Key insights and trends. In: 2024 7th International Seminar on Research of Information Technology and Intelligent Systems (ISRITI), pp. 409–414 (2024). <https://doi.org/10.1109/ISRITI64779.2024.10963484>
8. Li, F., Ullah, A.: Social media discourse as a window into energy transition: Analyzing public perception of electric vehicles on YouTube. *Energy Research & Social Science* 129, 104402 (2025). <https://doi.org/10.1016/j.erss.2025.104402>
9. Bwire, D., Sakaza, T., Sando, T., Kidando, E.: Disparities in electric vehicle charging stations in rural and urban areas: Analyzing accessibility and socio-demographic influence. *Journal of Transport Geography* 131, 104567 (2026). <https://doi.org/10.1016/j.jtrangeo.2026.104567>
10. Ku, A.L., Graham, J.D.: Is California's electric vehicle rebate regressive? A distributional analysis. *Journal of Benefit-Cost Analysis* 13(1), 1–19 (2022). <https://doi.org/10.1017/bca.2022.2>
11. Sun, J., Hu, G., Zhou, W., Sun, L., Feng, K.: Unequal air quality benefits from EV adoption in California, the world's EV leader. *Global Environmental Change* 97, 103126 (2026). <https://doi.org/10.1016/j.gloenvcha.2026.103126>
12. Bavel, J.J.V., Baicker, K., Boggio, P.S., Capraro, V., Cichocka, A., Cikara, M., Crockett, M.J., Crum, A.J., Douglas, K.M., Druckman, J.N., Drury, J., Dube, O., Ellemers, N., Finkel, E.J., Fowler, J.H., Gelfand, M., Han, S., Haslam, S.A., Jetten, J., Willer, R.: Using social and behavioural science to support COVID-19 pandemic response. *Nature Human Behaviour* 4(5), 460–471 (2020). <https://doi.org/10.1038/s41562-020-0884-z>
13. Boin, A., Hart, P.'t., Stern, E., Sundelius, B.: The politics of crisis management: Public leadership under pressure, 2nd edn. Cambridge University Press, Cambridge (2017)
14. Chi, X., Zheng, R., Chen, Y., Xiao, G.: Research on the volatility spillover effects of geopolitical conflict risks on international shipping and crude oil markets. *Frontiers in Marine Science* 12, 1647599 (2025). <https://doi.org/10.3389/fmars.2025.1647599>

15. Kuzemko, C., Blondeel, M., Dupont, C., Brisbois, M.C.: Russia's war on Ukraine, European energy policy responses & implications for sustainable transformations. *Energy Research & Social Science* 93, 102842 (2022). <https://doi.org/10.1016/j.erss.2022.102842>
16. Creswell, J.W., Plano Clark, V.L.: *Designing and conducting mixed methods research*, 3rd edn. SAGE Publications, Thousand Oaks (2018)
17. Braun, V., Clarke, V.: Using thematic analysis in psychology. *Qualitative Research in Psychology* 3(2), 77–101 (2006). <https://doi.org/10.1191/1478088706qp063oa>
18. Gao, X., Wang, H., Zhang, Y., Zhai, K., Wu, M.: Spatial accessibility to public electric vehicle charging infrastructure and multi-mechanism process of regional inequity in Greater Bay Area, China. *Journal of Transport Geography* 129, 104455 (2025). <https://doi.org/10.1016/j.jtrangeo.2025.104455>
19. Alshahaby, H., Bozeman, J.F., Carley, S., Nock, D., Matisoff, D.: Modern challenges facing electric vehicle adoption: A review of barriers to adoption, supply chain challenges, and equity. *Environmental Research Letters* 20(2), 023002 (2025). <https://doi.org/10.1088/1748-9326/ada6de>
20. Martinez, L.M., Pritchard, J.P., Crist, P.: Shared mobility's role in sustainable mobility: Past, present, and future. *Annual Review of Environment and Resources* 49(1), 191–222 (2024). <https://doi.org/10.1146/annurev-environ-121522-041916>
21. Payakkamas, P., De Kraker, J., Dijk, M.: From ownership to equitable access: Shared electric mobility as an alternative to private electric vehicles. *Future Transportation* 6(1), 25 (2026). <https://doi.org/10.3390/futuretransp6010025>
22. Bretter, C., Pearson, S., Hornsey, M.J., MacInnes, S., Sassenberg, K., Wade, B., Winter, K.: Mapping, understanding and reducing belief in misinformation about electric vehicles. *Nature Energy* 10(7), 869–879 (2025). <https://doi.org/10.1038/s41560-025-01790-0>
23. Radtke, J., Löw-Beer, D.: Unpacking local energy conflicts: Drivers, narratives, and dynamics of right-wing populism and local resistance to energy transitions in Germany. *Energy Strategy Reviews* 61, 101844 (2025). <https://doi.org/10.1016/j.esr.2025.101844>
24. Wolf, I., Schröder, T.: The critical role of emotional communication for motivated reasoning. *Scientific Reports* 14(1), 31681 (2024). <https://doi.org/10.1038/s41598-024-81605-6>
25. Panchendrarajan, R., Popova, G., Russell-Rose, T.: Crisis talk: Analysis of the public debate around the energy crisis and cost of living. *Social Network Analysis and Mining* 14(1), 74 (2024). <https://doi.org/10.1007/s13278-024-01233-w>

Open Access This chapter is licensed under the terms of the Creative Commons Attribution-NonCommercial 4.0 International License (<http://creativecommons.org/licenses/by-nc/4.0/>), which permits any noncommercial use, sharing, adaptation, distribution and reproduction in any medium or format, as long as you give appropriate credit to the original author(s) and the source, provide a link to the Creative Commons license and indicate if changes were made.

The images or other third party material in this chapter are included in the chapter's Creative Commons license, unless indicated otherwise in a credit line to the material. If material is not included in the chapter's Creative Commons license and your intended use is not permitted by statutory regulation or exceeds the permitted use, you will need to obtain permission directly from the copyright holder.

