



Joeren Jonker  
Vice President Sales Europe

### **“DC Fast Charging: A pre-requisite for the mass transition to electric mobility”**

The market of EVs is accelerating at a high pace. After the initial EV market development by early adopters, buying premium EV's with limited range, more and more mid-market EV's have entered the market. Tesla Model3, VW ID3 and ID4, Skoda Enyaq, Renault e-Twingo, to name a few. The EV driver will increasingly encounter charge points that are occupied, even entire charge parks where drivers have to queue to charge. This is due to the explosion of EV's pouring onto the roads in the next 5 years and the sluggish growth of charging locations and charge points, as well as the low charging speed at many of these locations. The ratio charge points vs EV's is going to massively lag behind if we do not accelerate the roll out of many more charge parks providing more charge points with higher charging speeds. Considering Tesla's pool of EV's and its charging network, we see a large amount of charge parks with typically 10-40 chargers of 120-250kW speed, with the largest Tesla charge park boasting 72 chargers. And even then there is occasional queuing at busy corridors at peak traffic. Looking at Tesla is like looking into the future of universal charge parks. For all the non-Tesla EV's we need to build a similar global web of charge parks with speeds ranging from 150 to 350kW. To be able to do this affordably, operators should deploy DC High Power Charging Infrastructure that is scalable: Scale up (more power) as more EV's enter the market with higher charging speed capabilities and scale out (more charge points) as traffic and utilisation increases. And charging hardware that is compact, to minimise premium real estate occupation at strategic sites and to be able to fit as many charge point as possible.