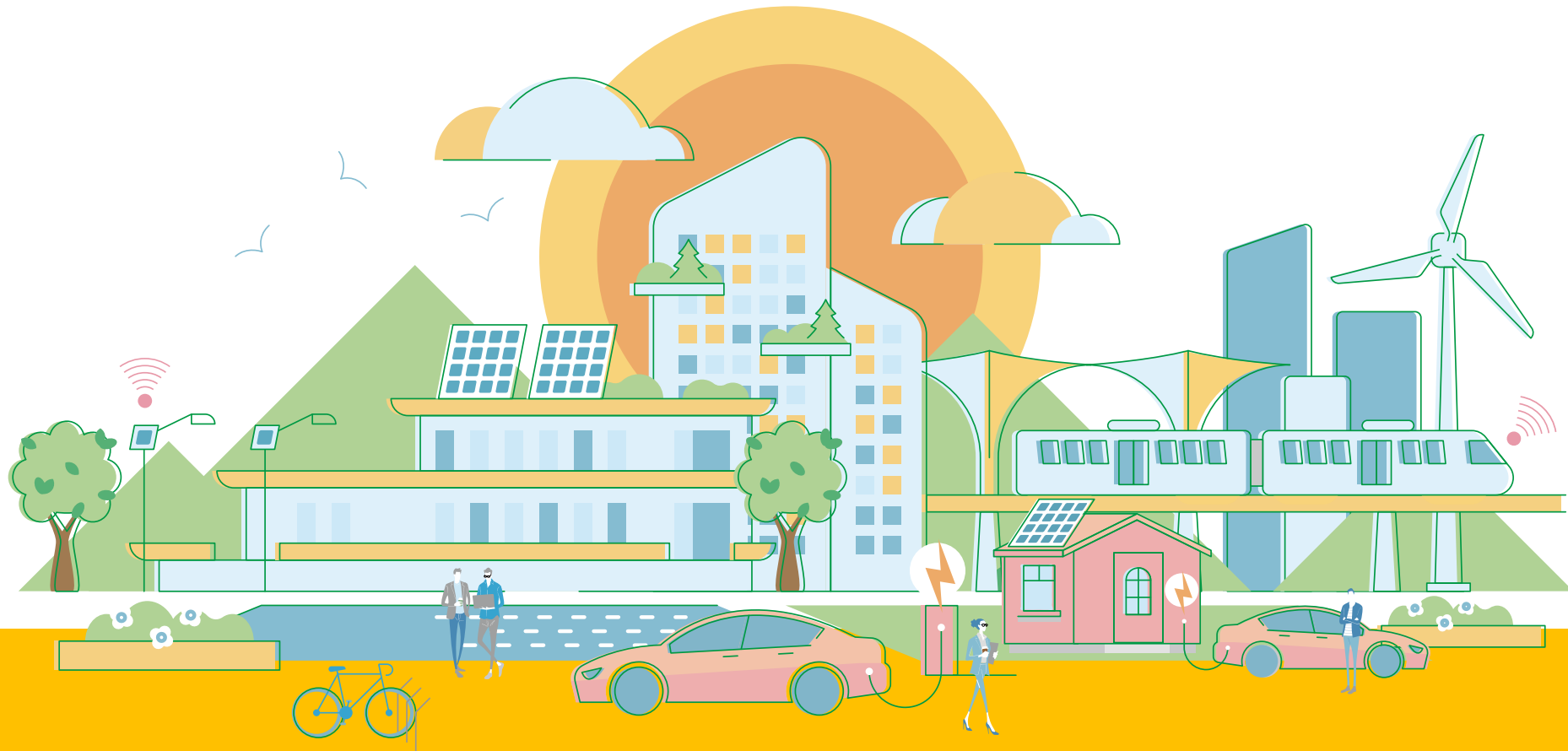




| The EU Office Report 2022

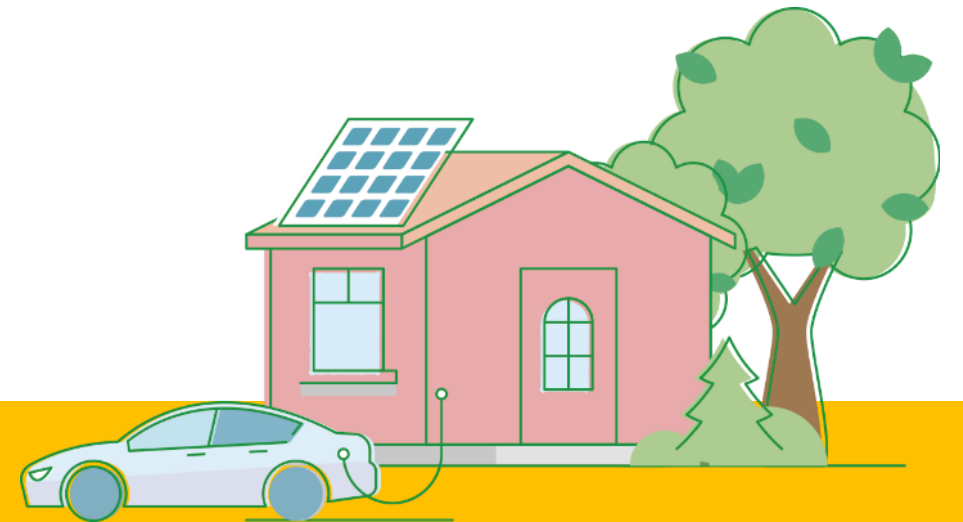
Berlin | 5 Oct 2022

Tomoko Blech & Mika Zaurin Casanova | CHAdemo EU

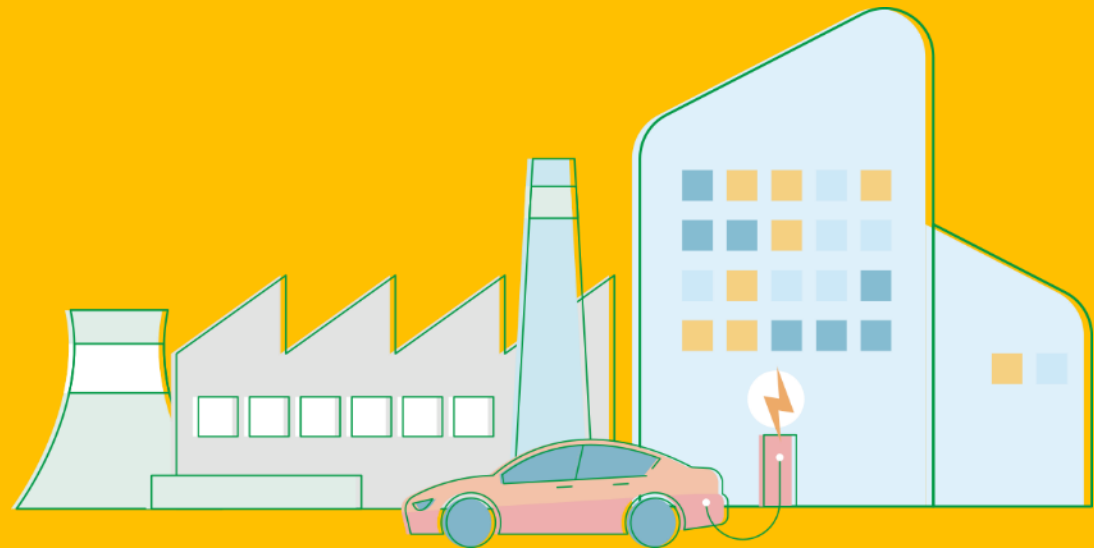


| Content

- CHAdeMO stats
- European office updates



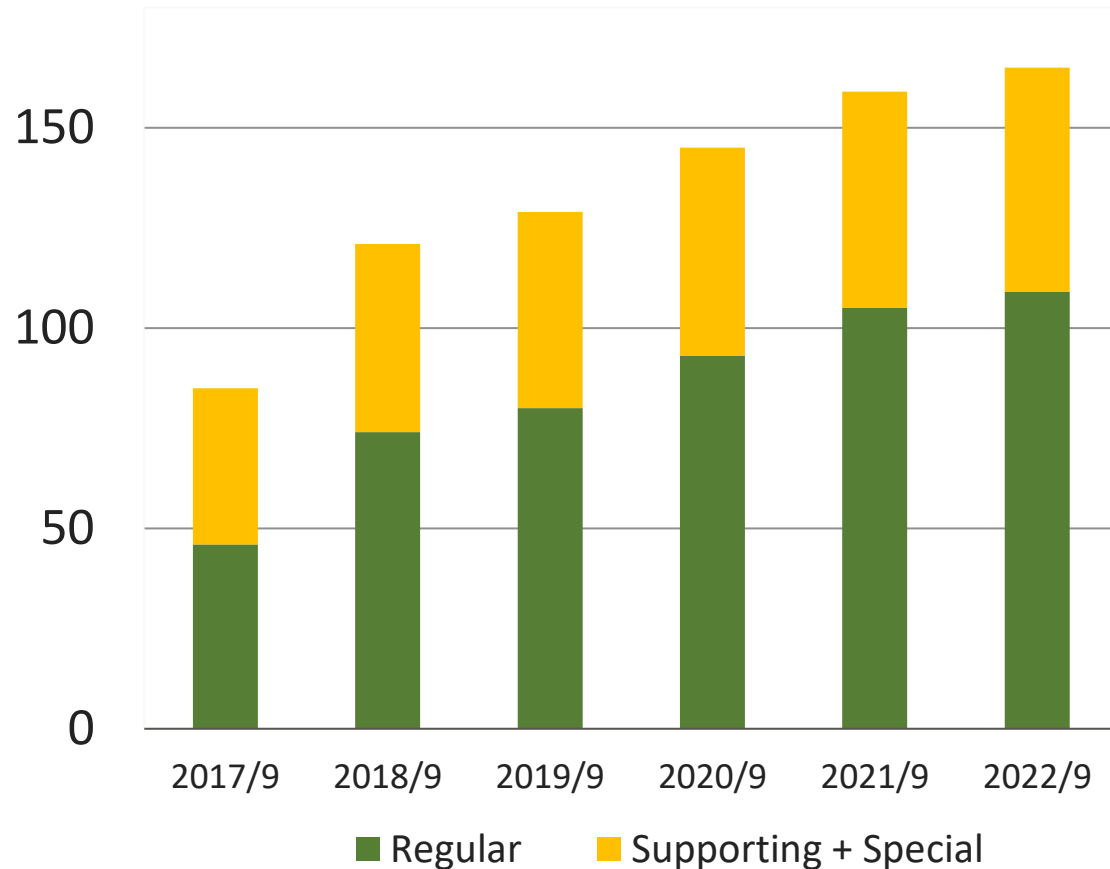
CHAdeMO stats



CHAdeMO EU members

of member companies

CHAdeMO EU members



Total EU CHAdeMO:

165

(as of Sep 2022)

Regular 109

Supporting & Special 56

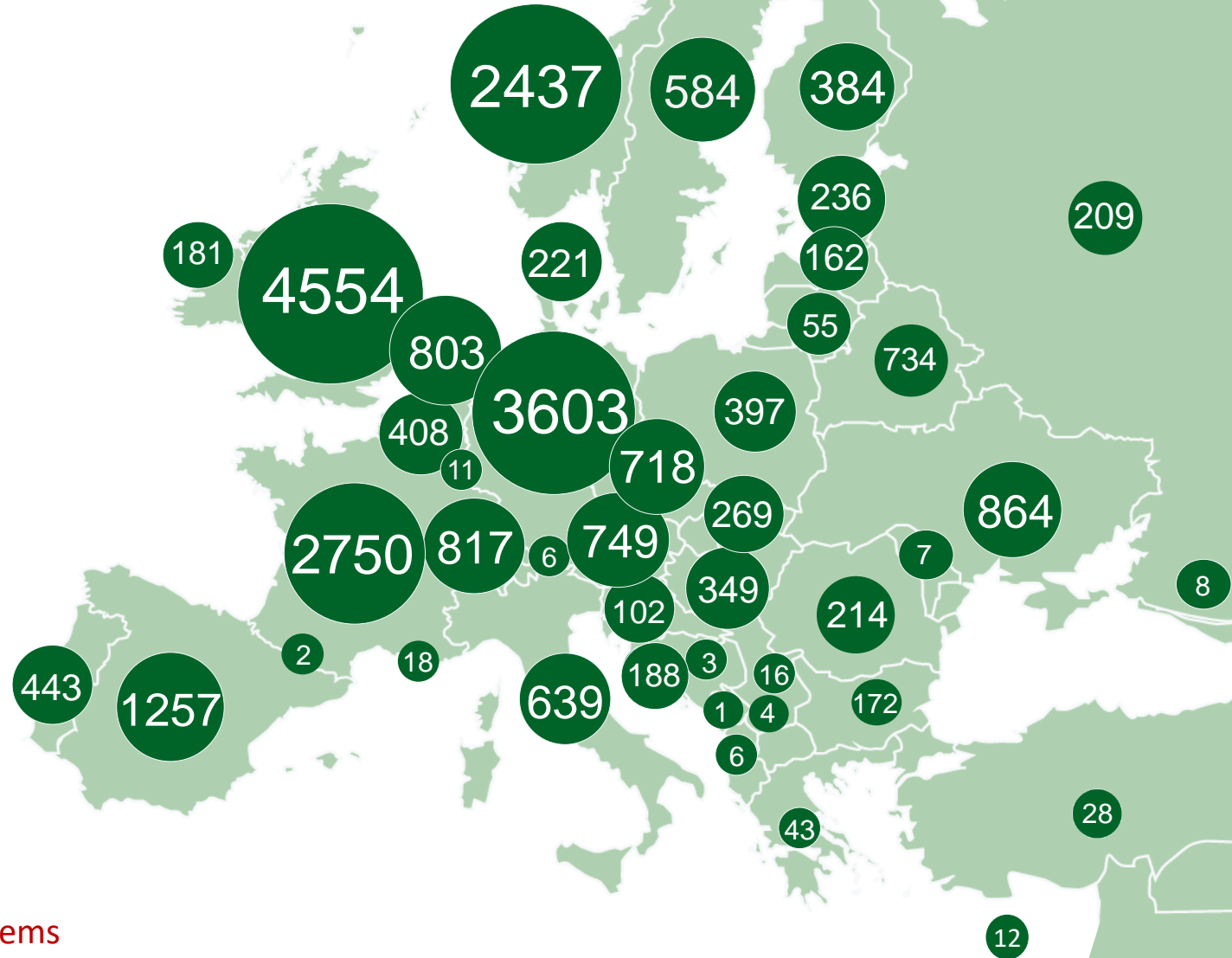
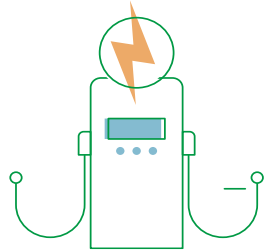
IN (since Sep 2021)

- ARCELIK GLOBAL, Turkey
- Control Technologies UK LTD, UK
- Williams Advanced Engineering LTD, UK
- Mittelhof Gessin e.V, Germany
- Stohl Group GmbH, Austria
- Solar Generation Kft., Hungary
- ODU Automotive GmbH, Germany
- FUNDACIÓN CIRCE - CENTRO DE INVESTIGACIÓN DE RECURSOS Y CONSUMOS ENERGÉTICOS, Spain
- Zakład Automatyki i Urządzeń Pomiarowych AREX sp. z o.o., Poland
- Southco Manufacturing Ltd., UK
- AVL List GmbH, Austria
- Bugatti Rimac, Croatia
- GULPLUG, France

CHAdeMO charge points

133

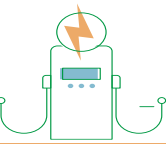
Total EU
CHAdeMO 24 780



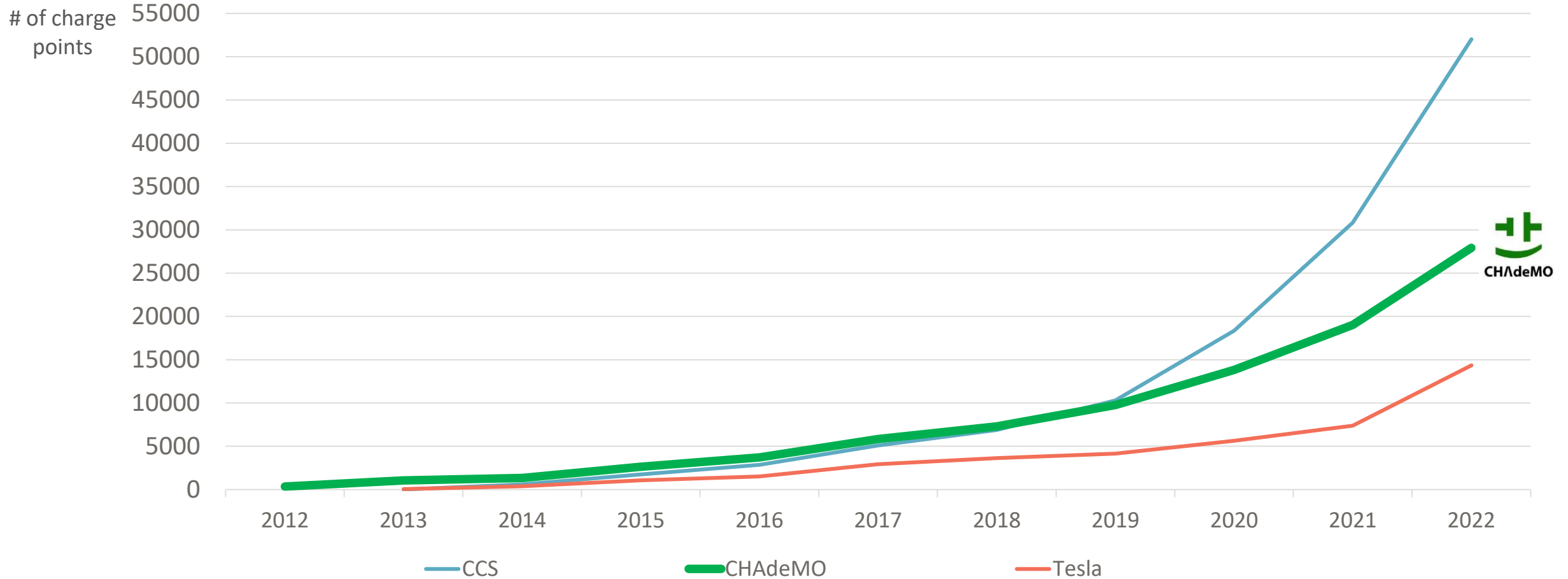
Note: as of May 2022; not exhaustive; **not including V2H systems**

Source: ChargeMap, PlugShare, EAFO, Zap-Map, NOBIL, Girève, GoingElectric, ChargeHub

Charge point evolution by plug type in Europe



EU DC fast charging points by type

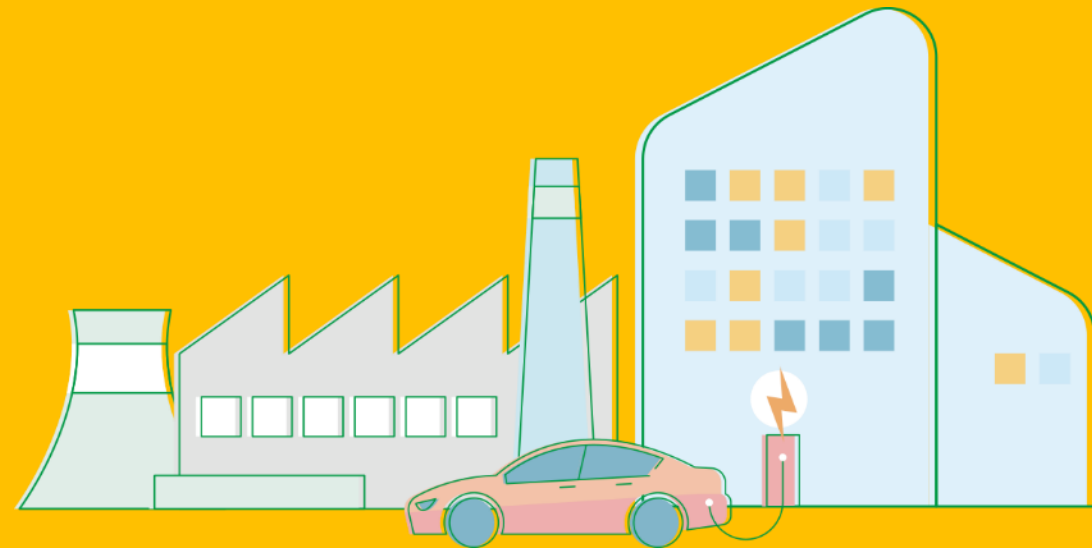


Source: European Alternative Fuels Observatory (EAFO.org) (2022 YTD), EU + UK + EFTA + Turkey

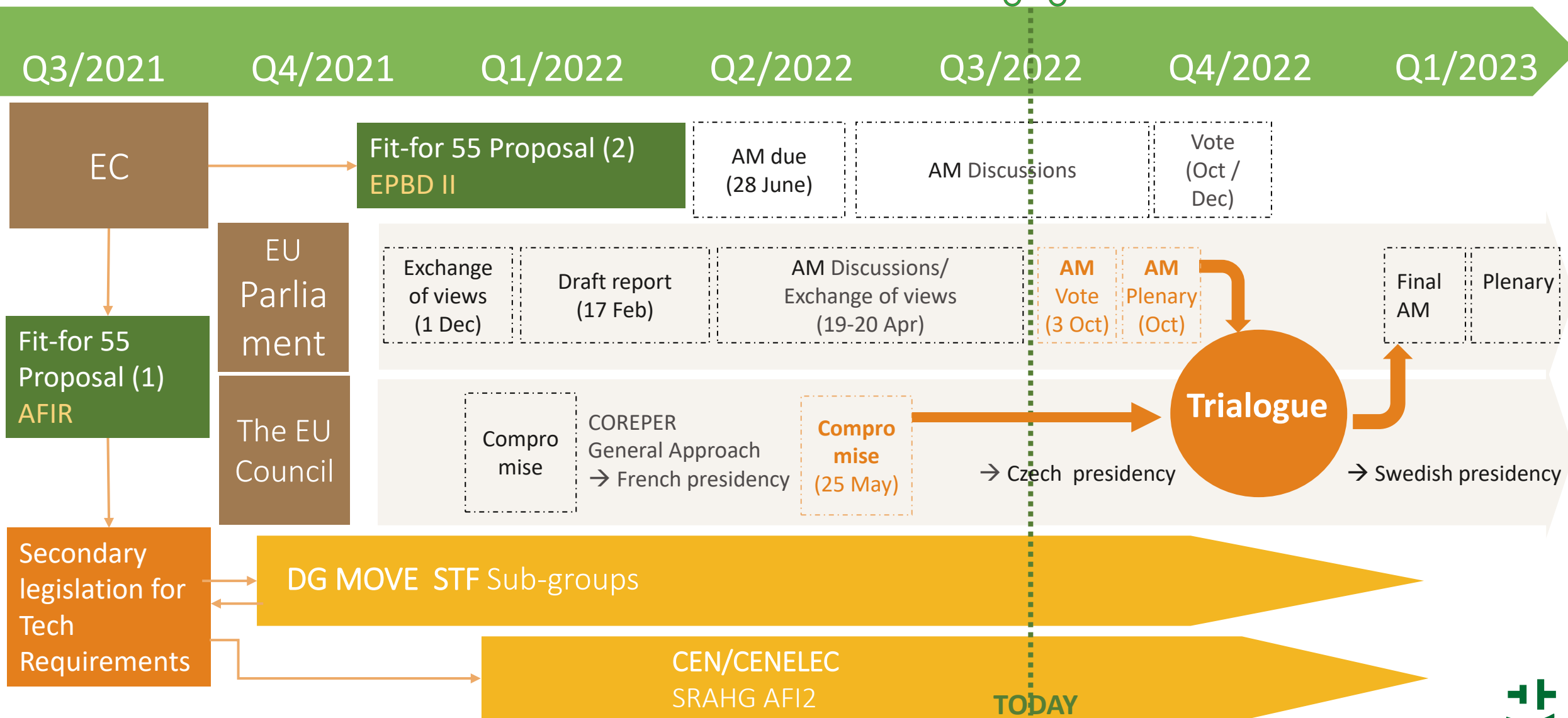
*AFID = Alternative Fuels Infrastructure Directive



CHAdeMO Europe office activities



Fit-for-55: status and schedule



AFIR = Alternative Fuels Infrastructure Regulation

AFIR: our key points for the upcoming Trialogues

EP supports consumer protection

■ Problems

- Declining shares of EV/chargers in EU
- Consumers' convenience at stake, risk of a vicious cycle penalising users

■ Approach

- Advocate for and request minimum deployment of 'multistandard' chargers

(30 a) To ensure that recharging infrastructure is used efficiently and improves reliability and consumer confidence in e-mobility, it is essential to ensure that the use of publicly accessible recharging stations are accessible to all users, regardless of the automobile brand, in a user friendly and non-discriminatory way, and whether or not they are part of a contract-based payment scheme or any other condition.

MS propose 'at least CCS2' for DC normal chargers

■ Problems :

- CCS2 is proposed to be minimum required for DC normal power recharging point*
- CHAdeMO V2G chargers may face difficulties

■ Options

- Exclude V2G chargers from newly proposed requirement for DC normal power recharging point
- Exclude V2G chargers from the definition of normal power recharging point
- Exclude V2G in the private domain from the newly proposed requirement for DC normal power recharging point (*but this would be a different law!*)

*DC normal power recharging point = <22KW



EVS35@Oslo



World Renewable Energy Technology Congress 2022 @New Delhi



P2D@Munich

2022 Events

- 2022 Key topic: V2G
- What next?
 - V2G
 - E-Bike, 2/3 wheelers
 - Cross-sector trade fair participation (e-mobility, renewable energy integration, smart city/home, etc.)



UK EV Symposium @London



Eurobike @Frankfurt

Thank you

For more information:
info@chademo.eu

