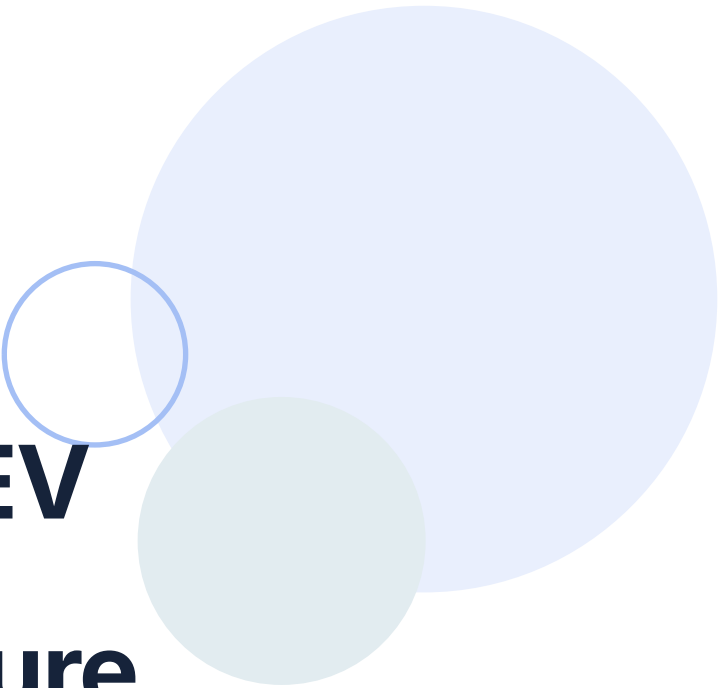




SAMPLE DOCUMENT

European EV Charging Infrastructure

2026 Market Report — Networks,
Utilization & Investment Outlook
— Prepared for executive, board-
ready decision making

Prepared for: Example Gallery

Date: July 2026

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Table of Contents

What that means in practice 4

The network grew 31% to 1.21M points; DC fast charging led at 44% 6

The top five operators now control 41% of DC capacity 8

Site economics hinge on dwell time: retail-anchored hubs beat highway-only sites on margin 10

Three moves capture the utilization shift before it is fully priced in 12



European public charging crossed 1.2M points, but utilization — not coverage — now decides who profits supports an executive decision

Situation: Europe's public EV charging network reached 1.21M charge points in Q1 2026, up 31% year over year. DC fast charging grew fastest at 44%, and the EV parc passed 24M vehicles across the EU + UK.

Challenge: Coverage is no longer the constraint — economics are. Average utilization sits at 14%, below the ~20% DC-site breakeven, and grid connection queues stretch 18-36 months in key metros.

Resolution: Winners over the next 24 months will concentrate on high-dwell retail and fleet sites, monetize the energy layer, and lock in grid capacity through pre-emptive connection agreements.

PUBLIC
CHARGE
POINTS

1.21M

↑ +31% YoY

DC FAST
SHARE

19%

↑ +4pp YoY

AVG.
UTILIZATION

14%

↑ +2pp YoY

2025
INVESTMENT

€6.8B

↑ +22%
YoY

What that means in practice

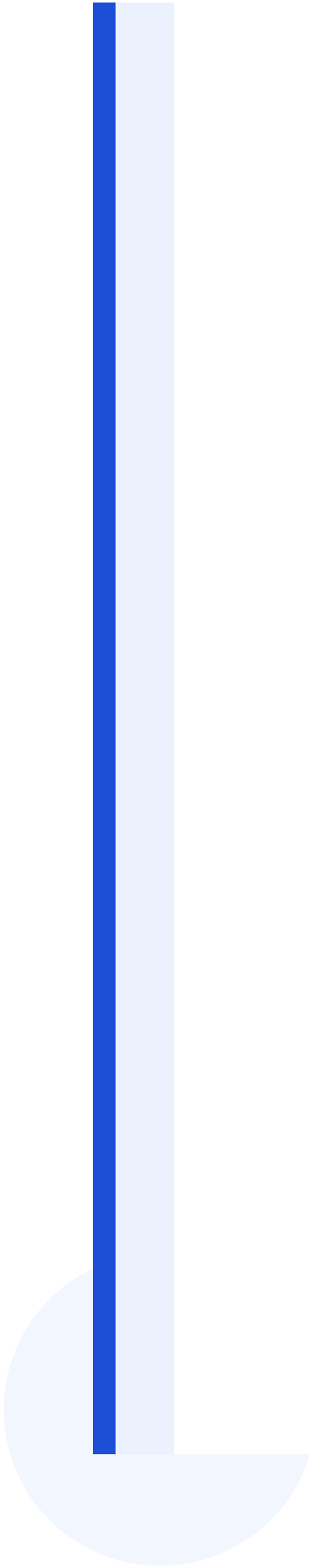
The installed base will reach 3.4M public points by 2030, but capital is rotating from coverage to utilization.

- ◆ AFIR minimums are already met on 78% of TEN-T corridor segments — regulatory build-out pressure is easing
- ◆ Investor focus shifted: 2025 funding rounds priced on kWh delivered, not points deployed

Utilization is bifurcating: top-quartile sites run 28%+, bottom quartile under 6%.

- ◆ Retail-anchored hubs (grocery, QSR) outperform highway-only sites on margin per bay
- ◆ Winter reliability gaps still cost networks an estimated 9% of potential sessions

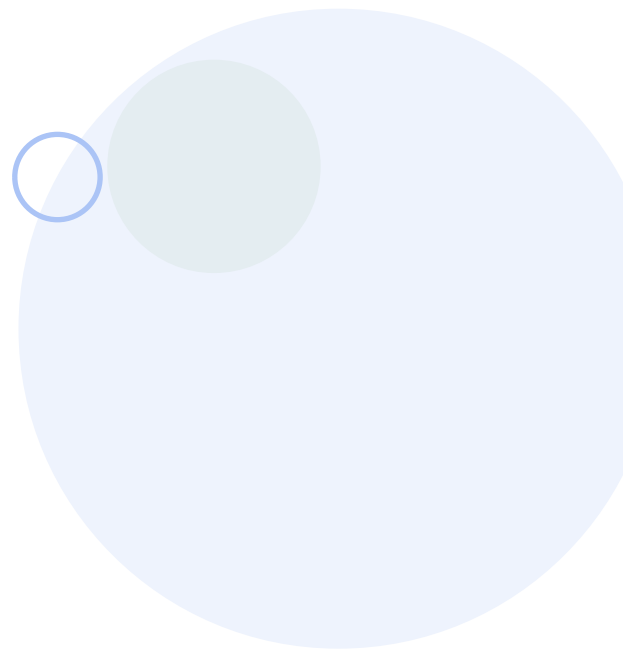




1

Market Overview

Installed base, growth,
and country mix

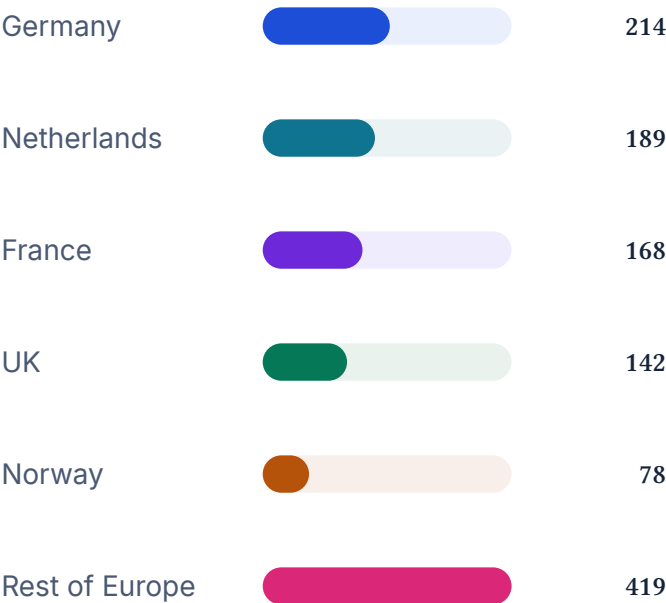


The network grew 31% to 1.21M points; DC fast charging led at 44%

Six markets account for 74% of the installed base. The Netherlands retains the densest network per capita, while Germany leads in absolute DC capacity.

- ◆ Netherlands — 189K points, 1 per 7 EVs (densest in Europe)
- ◆ Germany — 214K points, 38% of new DC capacity in 2025

Public Charge Points by Country (Q1 2026, thousands)



Source: EAFO; Ark analysis

KEY TAKEAWAY

Growth is now demand-led rather than mandate-led.

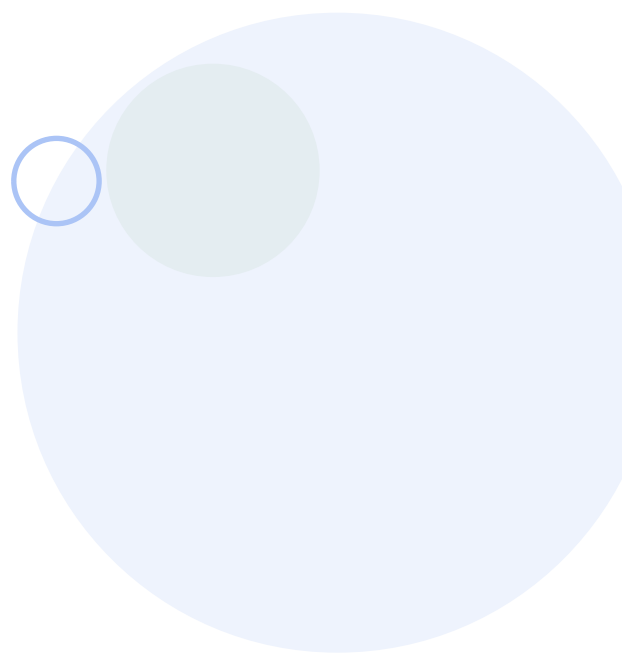
Source: EAFO, national registries; Ark analysis, Q1 2026

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2

Competitive Landscape

Operators, roaming, and
consolidation

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The top five operators now control 41% of DC capacity

Leading DC Fast-Charging Operators (Q1 2026)

Operator	DC Points	Markets	Utilization	Model	Status
Ionity	5,900	24	22%	Highway JV	On Track
Tesla (open)	14,200	19	31%	Vertical	On Track
Fastned	3,400	9	26%	Destination hub	On Track
Allego	4,100	16	17%	Mixed estate	At Risk

Source: Operator disclosures; Ark estimates where unreported

KEY TAKEAWAY

Scale matters most in energy procurement and grid access.

Source: Operator disclosures; Ark competitive tracking

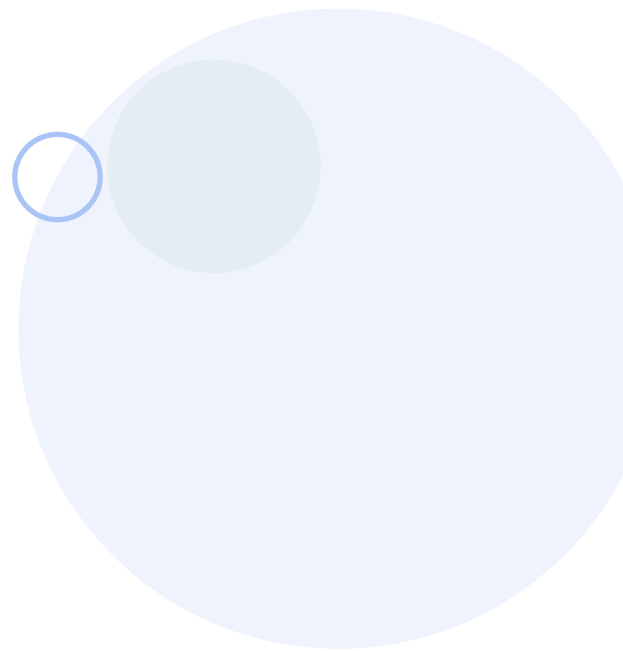




3

Economics & Signals

Unit economics, energy
layer, and regulation



Site economics hinge on dwell time: retail-anchored hubs beat highway-only sites on margin

Three forces are reshaping operator P&Ls in 2026:

- ◆ Energy procurement spread: operators with PPAs save 22-30% versus spot-exposed rivals
- ◆ AFIR price transparency: ad-hoc pricing now visible per kWh, compressing outlier margins

The energy layer is turning from cost center to revenue line:

- ◆ Smart-charging fleets cut effective energy cost 18-26% via off-peak shifting
- ◆ V2G pilots in NL and DK produced €140/vehicle/year in grid services revenue

Site Margin by Location Type (EBITDA per bay, € thousands/yr)



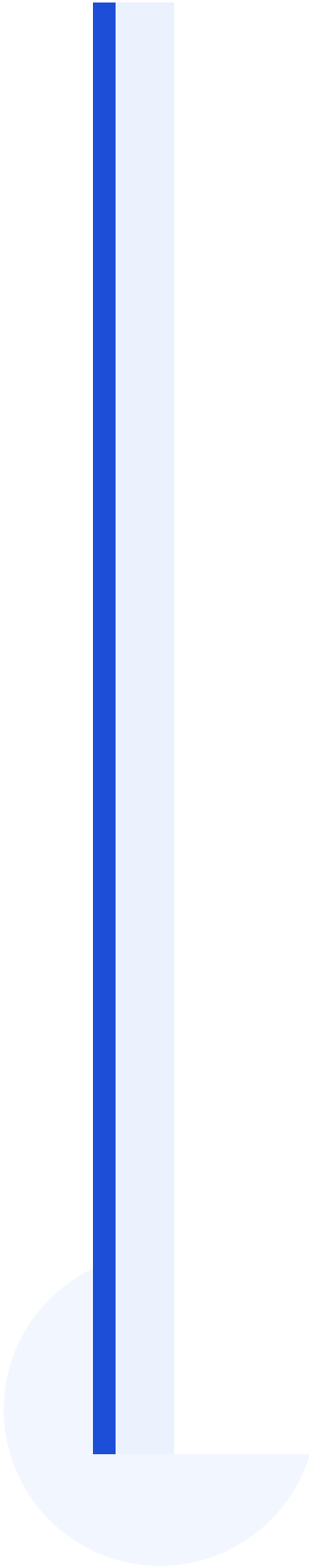
Source: Ark site-level model, 2026

KEY TAKEAWAY

The best predictor of site profitability is what drivers do during the charge — not peak charger power.

Source: Ark site-level P&L model; operator interviews, n=22

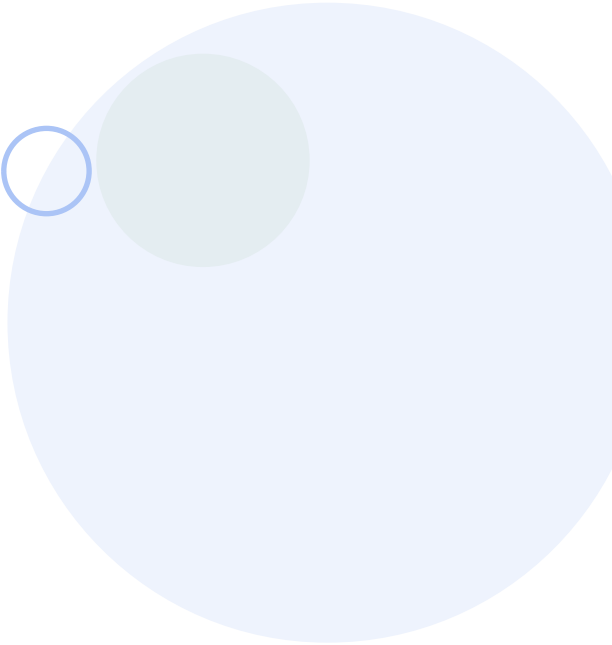


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4

Strategic Recommendations

Where to deploy the next
euro

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Three moves capture the utilization shift before it is fully priced in

1. Rebalance portfolios toward high-dwell retail and fleet sites.

- ◆ Retail-anchored hubs deliver 60%+ higher EBITDA per bay than corridor-only sites
- ◆ Fleet depot contracts bring predictable utilization from day one

2. Build the energy layer now: PPAs, load management, and battery buffering.

- ◆ Energy spread is the single largest controllable P&L lever (22-30% cost delta)
- ◆ Battery-buffered sites sidestep the 18-36 month grid connection queue in constrained metros

3. Pre-empt grid scarcity with early connection agreements in target metros.

- ◆ Connection queues in Amsterdam, Munich, and London already exceed 24 months
- ◆ Secured capacity is transferable value in M&A — several 2025 deals priced it explicitly

**RISK NOTE:**

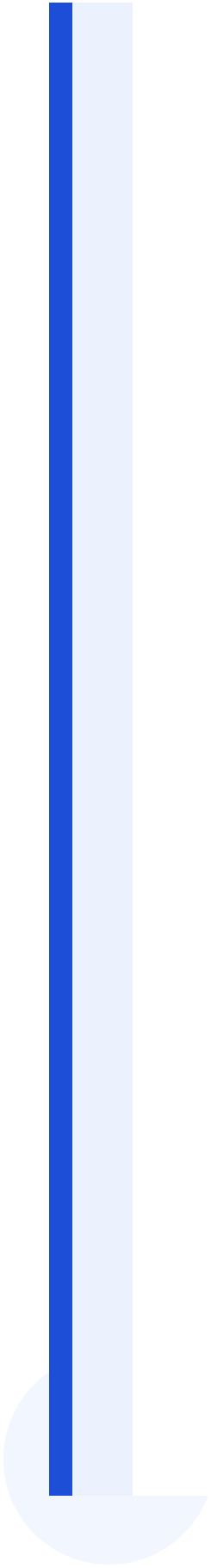
The window is narrow: grid connection queues will not get shorter, and utilization-era valuations are already appearing in 2026 deal terms.

KEY TAKEAWAY

Grid capacity secured today is the scarcest asset of 2028 — connection queues will not get shorter.

Source: Ark Intelligence strategic analysis

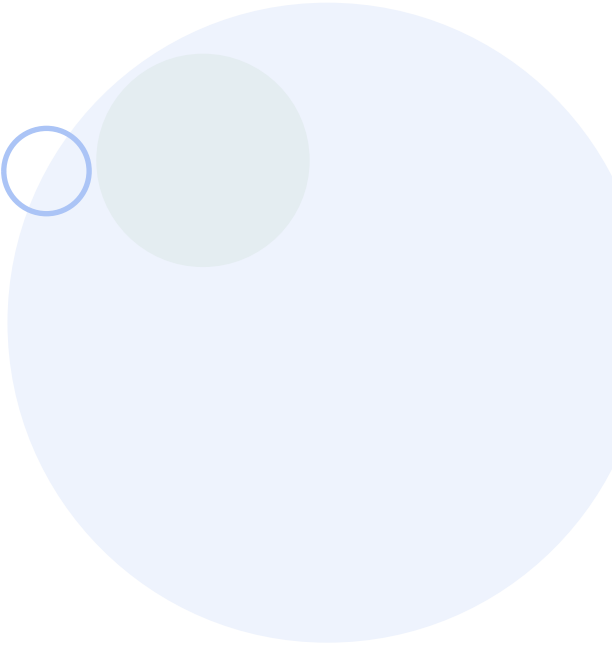




A

Methodology

Sources and definitions



Methodology



Research period: April - June 2026.

Sources: EAFO registry data; national charge-point registries (DE, NL, FR, UK, NO); operator disclosures and interviews (n=22); Ark site-level economics model.

Definitions: Utilization = charging minutes / available minutes per bay, trailing 90 days. DC fast = dispensers rated 50kW and above.

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