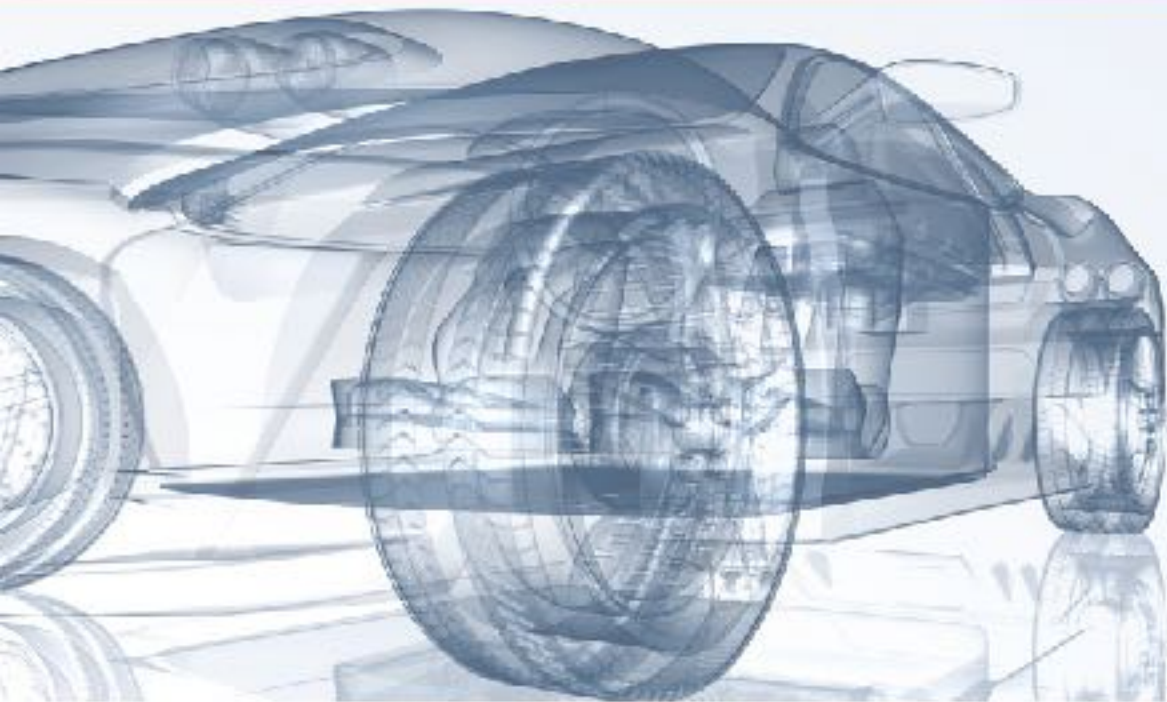


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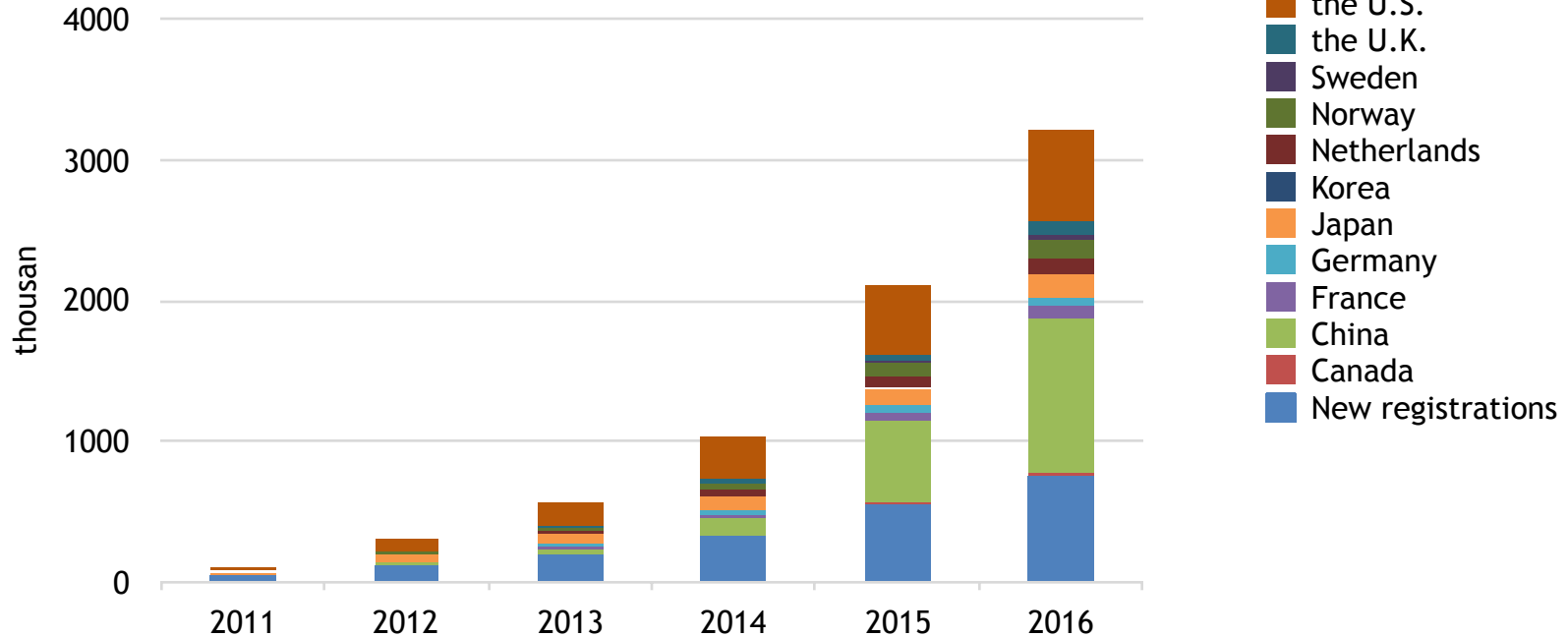
SWAROVSKI

Measuring Development of Charging Infrastructure in Selected Countries: Metrics and Comparison

Authors: Feiqi Liu, Zongwei Liu, Fuquan Zhao, Han Hao

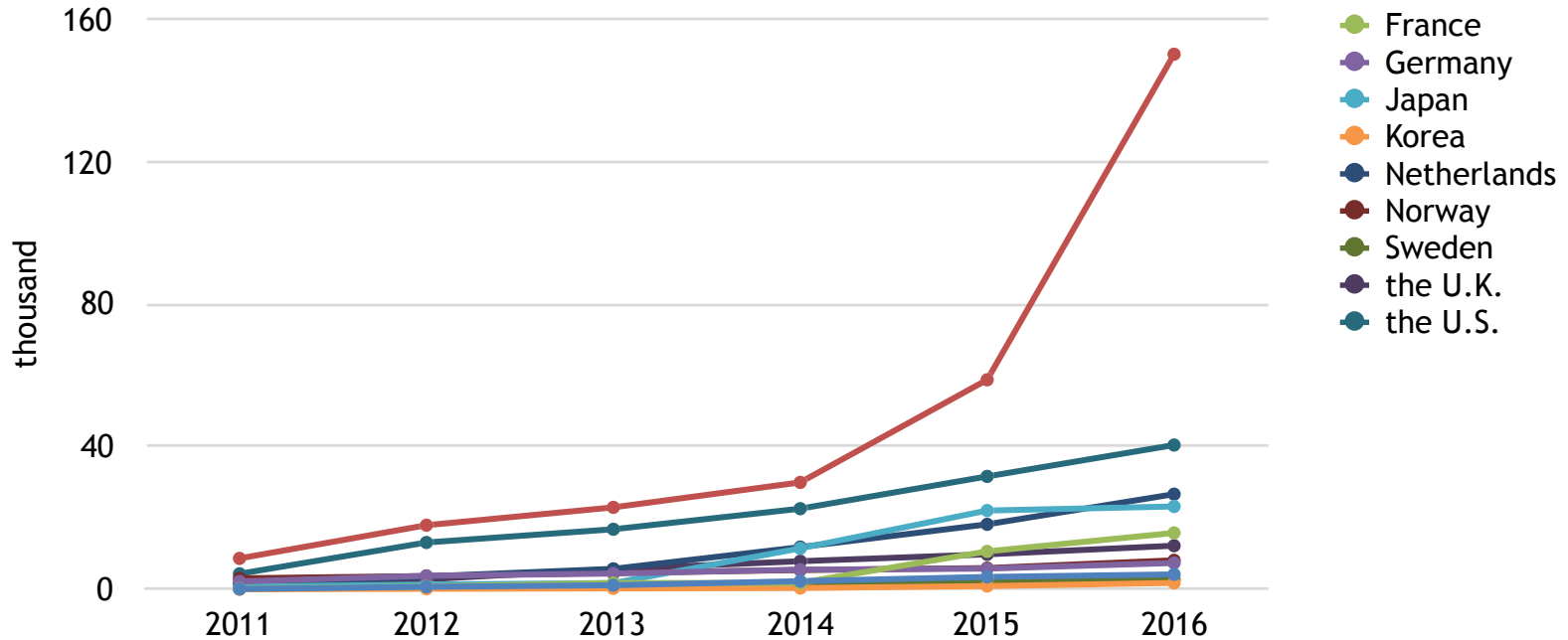
- p Background
- p Charging Infrastructure Development: Metrics and Comparison
- p How about China?
- p Policy Implications and Conclusion

Electric Vehicle Stock (BEV and PHEV) 2011-2016



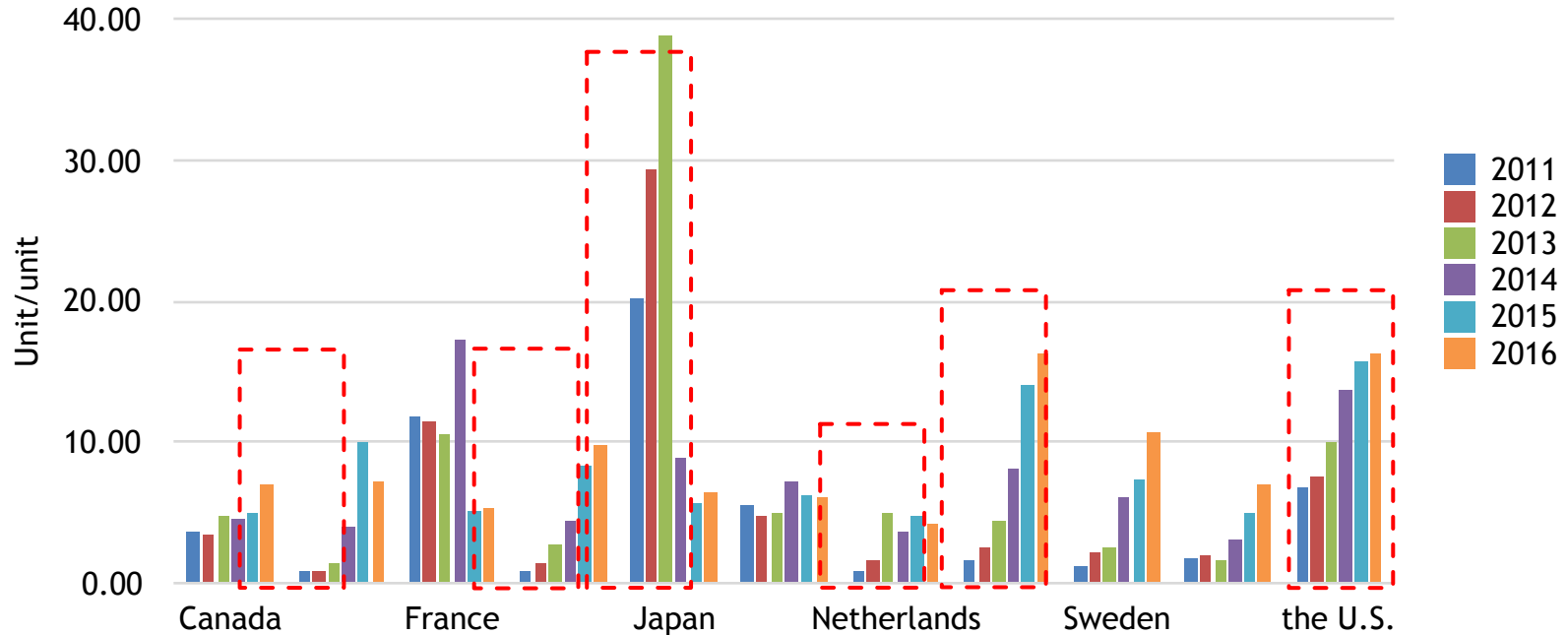
Charging Infrastructure Development: Metrics and Comparison

Public Charging Outlets 2011-2016



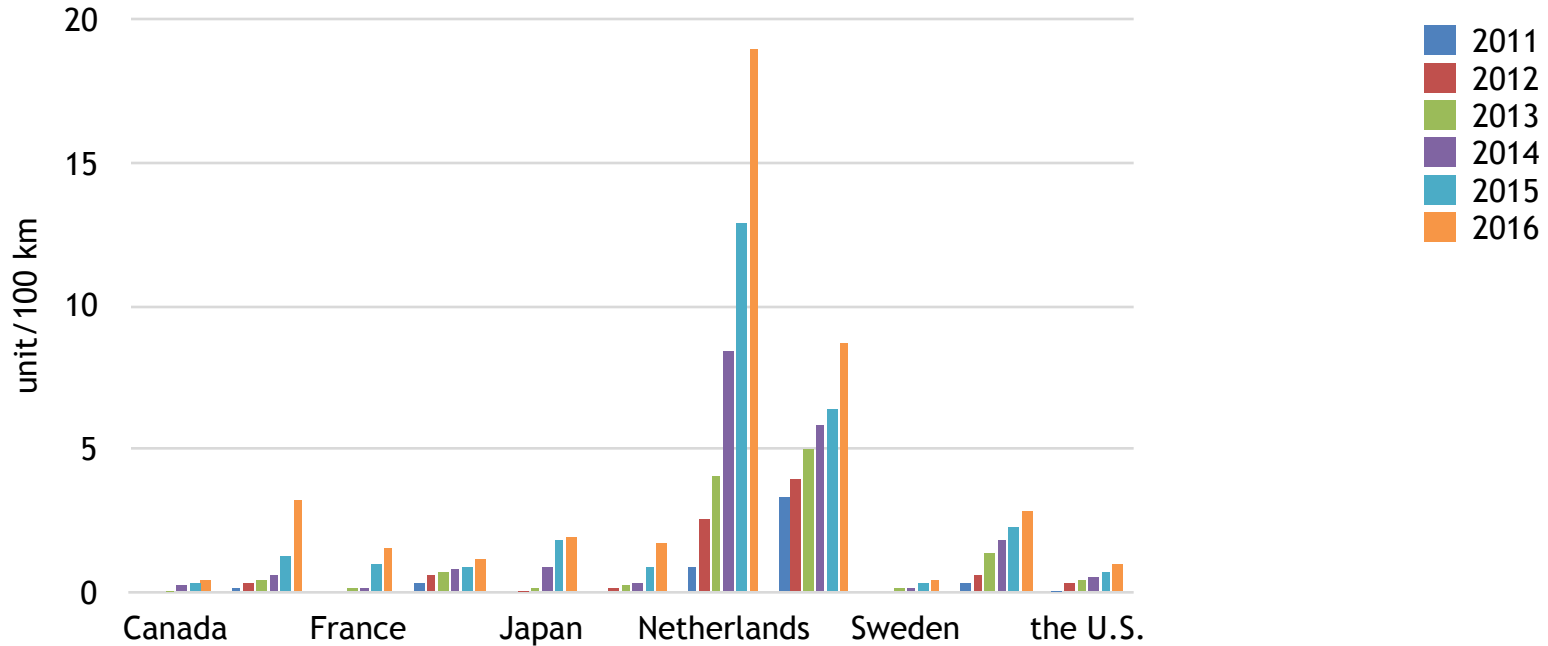
Charging Infrastructure Development: Metrics and Comparison

EV/EVSE ratio 2011-2016



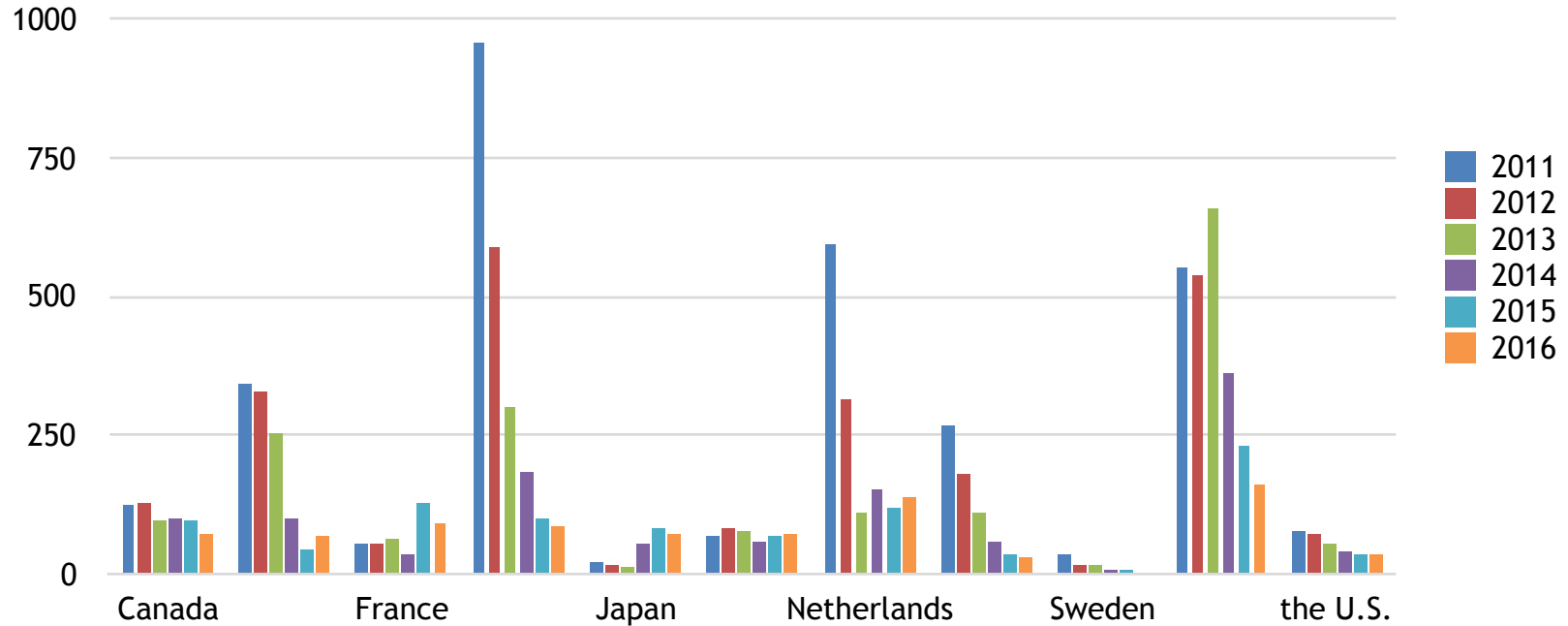
Charging Infrastructure Development: Metrics and Comparison

Charging Outlets Distribution Density 2011-2016



Charging Infrastructure Development: Metrics and Comparison

the Ratio of EVSE/EV to Gas Station/Conventional Vehicle 2011-2016



How about China?



- p The sales of EV are concentrated in first tier cities, especially in Beijing and Shanghai
- p The charging outlets distribution is uneven
- p Are the charging outlets really in use?
- p Public charging outlets and private charging outlets

- p All countries need to promote the development of charging outlets to develop EV
- p The distribution of Charging outlets is as essential as the quantity
- p The fast development of EV in China is a chance for Chinese OEM
- p The development of NEV is an inexorable trend, and at least in the medium term, policy support will remain indispensable

Thank You

Welcome to China