



# Investor Presentation

March 2026

Fastned's flagship fully electric service area  
- Gentbrugge opened in July 2025



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# Investment Highlights

1

**European leader in public DC fast charging** with proven location strategy, targeting only high traffic locations

3

**Best-in-class and most recognisable charging concept** in the market, with key functions optimised in house

5

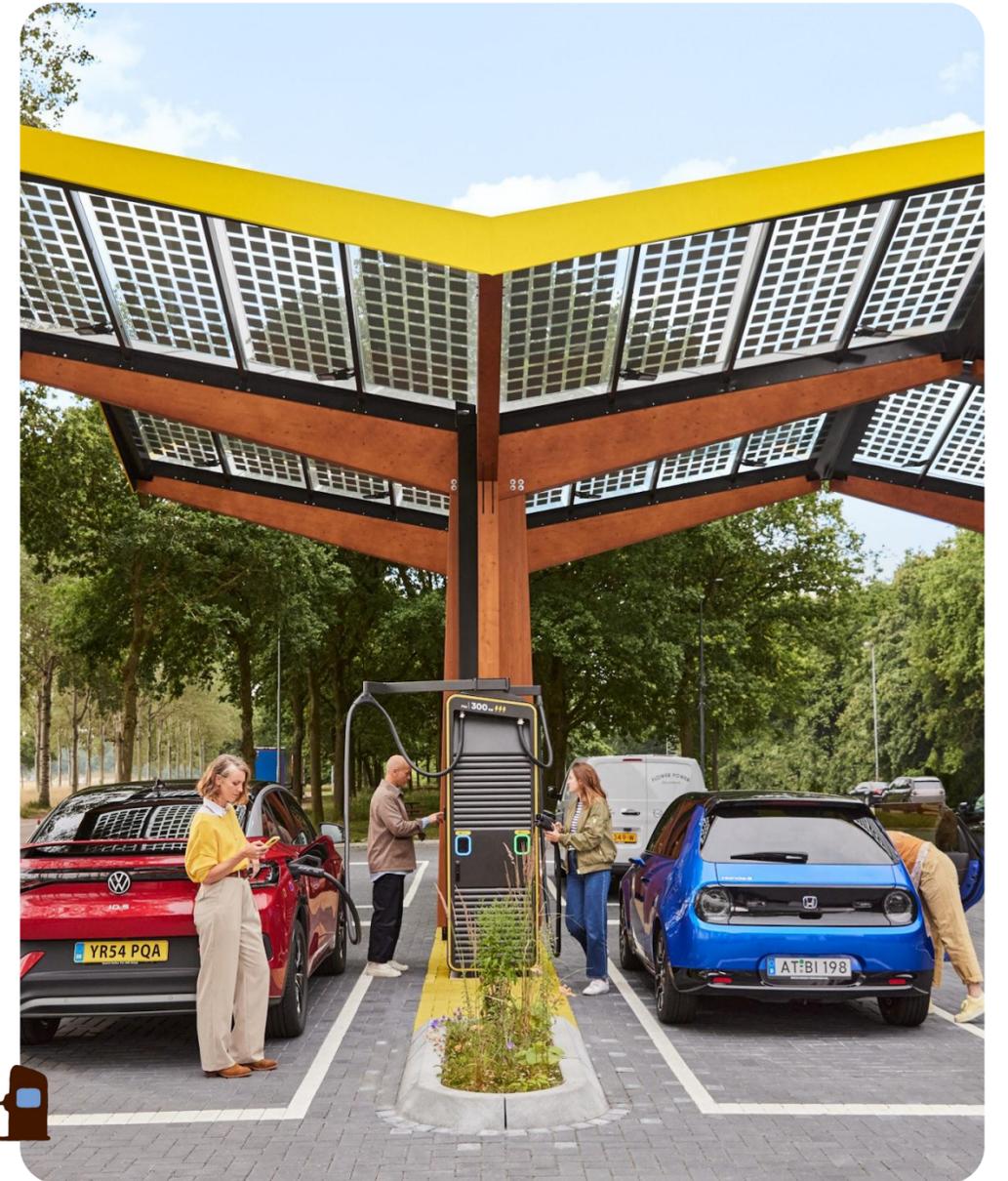
**Mission-driven company with ESG at the core of everything we do**

2

Best positioned to both **capture and enable the tailwind of BEV adoption** by improving access to charging infrastructure

4

**Market-leading station economics and business model** supported by high traffic levels and capex efficiency





# Fastned

## Our mission

To accelerate the transition to electric mobility

## Our goal

1,000 charging stations by 2030

## Our climate impact

With every kWh sold we displace fossil fuels burning into the atmosphere

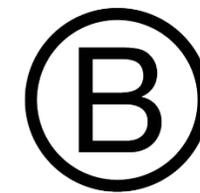


100% local sun, wind & hydro energy<sup>1</sup>

2025 CO<sub>2</sub>e avoided

**165,9**  
kilotonnes

Certified



Corporation

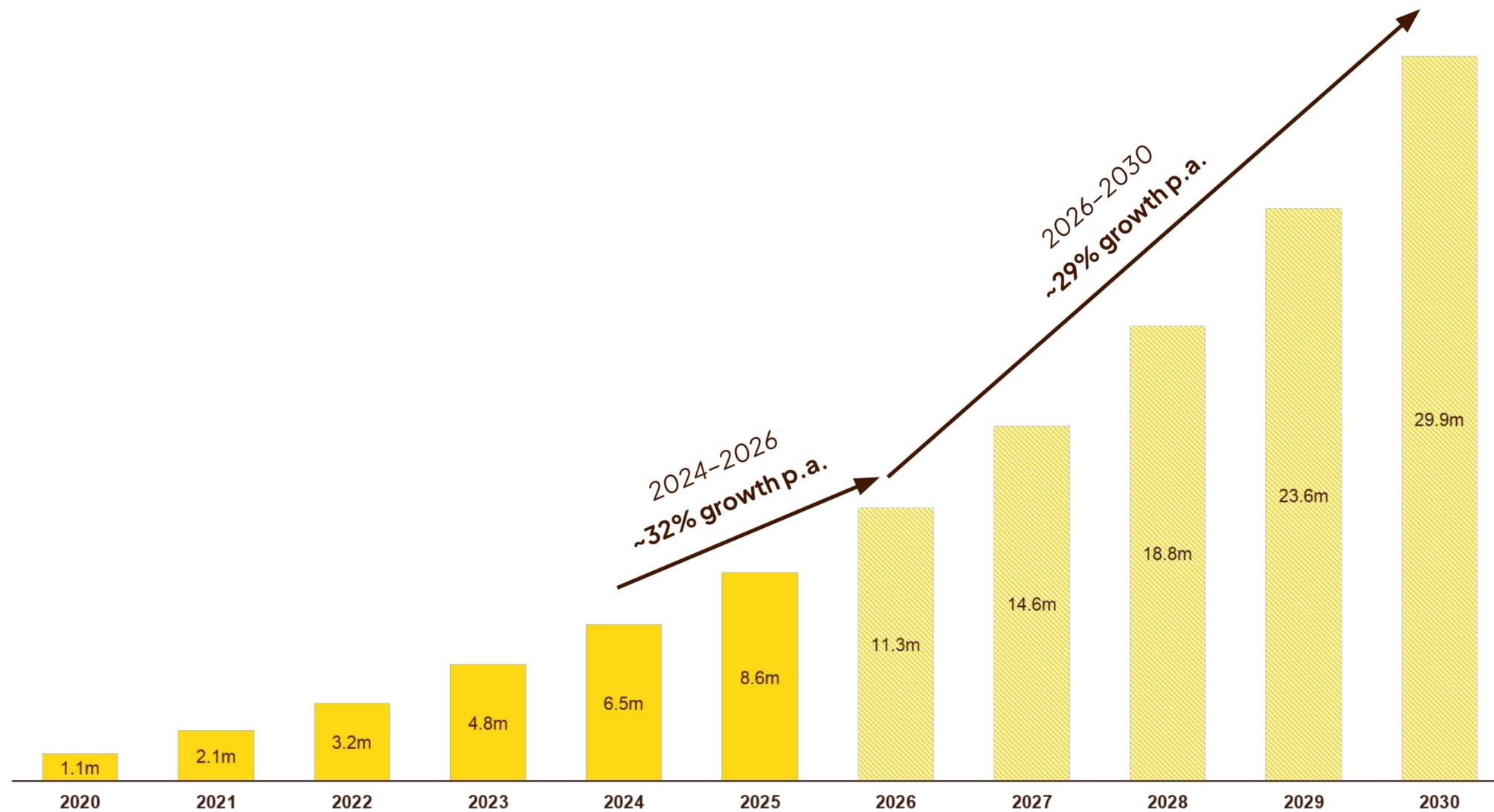
<sup>1</sup>) For every kWh sold through the grid we buy local (same or adjacent country) solar & wind guarantees of origin



# The BEV fleet is scaling: creating a large, high growth fast charging market

BEV fleet in Fastned's operating geographies<sup>1</sup>

2030 BEV Charging Market



>30 million electric vehicles

> 75 billion kWh / year  
recurring charging demand

> 30% public fast charging<sup>2</sup>

> € 10bn high growth fast charging market<sup>3</sup>

Notes: 1) Operating geographies include short and long term targets such as Ireland, Poland, Austria. Source: Schmidt Automotive Research November 2025. 2) BNEF Electric Vehicle Outlook 2024. 3) Fastned analysis



## Fastned ranks among the top three fast charging companies in Western Europe<sup>1</sup>

2024 energy volume sold<sup>1</sup>

	Type	Main location strategy
	Car manufacturer	Off highway (navigational pull)
	Utility	Destination charging
	<b>Pure play</b>	<b>High traffic roads</b>
	Car manufacturer	High traffic roads
	Pure play	Off highway
	Oil major	Adding chargers on petrol stations
	Oil major	Adding chargers on petrol stations
	Oil major	Adding chargers on petrol stations
	Location owner / operator	Destination charging
	Pure play	High traffic roads

Sources: 1–UK, Netherlands, Belgium, Germany, France, Switzerland Public data. Fastned analysis. Tesla data are estimates



# We have built the **best charging concept** in the market

1

## High traffic location strategy

High traffic business case supports the necessary investment to realise best charging concept



2

## Vertically integrated business model

Public affairs & network development



Construction & engineering



Station design



Operations & maintenance



Customer support

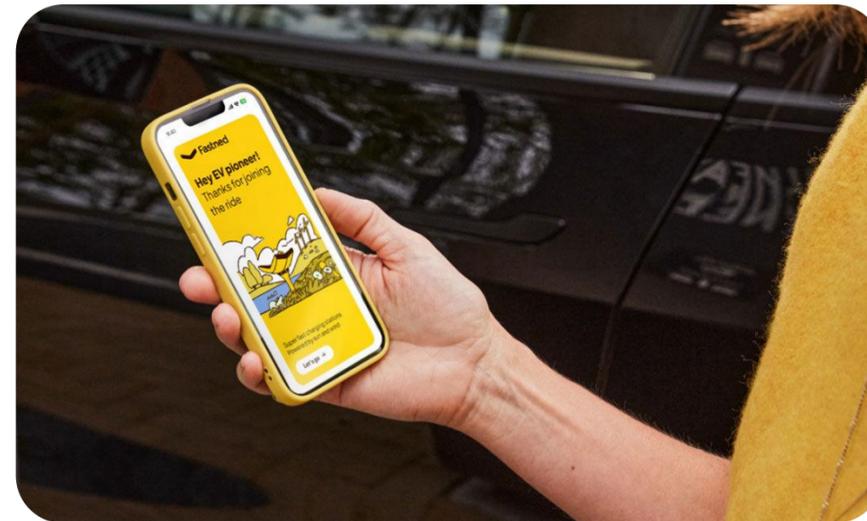


Software backbone & app



3

## Best customer experience



**99.9%**  
station uptime

**63**  
customer NPS



**4.3 / 5**  
Google location reviews



**#1**  
charging network



# Fastned is the top choice for EV drivers due to high quality and reliability

**AUTOBLOG.NL**



Favourite fast charging network survey<sup>1</sup>

% favourite

1	Fastned	43%
2		31%
3		15%
4	Other	4%
5		4%
6		1%
7		1%
8		
9		
10		



Best EV Charging Network 2025<sup>2</sup>

5-star rating

	4.8
	4.4
	4.3
Fastned	4.2
	3.9
	3.8
	3.8
	3.6
	3.6
	3.5

1) [Autoflow charging network survey 2024](#)  
 2) [Zapmap best charging networks of 2025](#)



# Fastned consistently ranks among the top, thanks to its **reliably strong charging experience**



Best charging networks 2026<sup>1</sup>

Country	Rank	Network	Country	Rank	Network	Country	Rank	Network	Country	Rank	Network
France	1	LE PLEIN	Belgium	1	ELECTRA	Germany	1	TESLA	Switzerland	1	ELECTRA
	2	MOBILIZE BEYOND AUTOMOTIVE		2	EnergyVision		2	Fastned		2	TESLA
	3	Fastned		3	Fastned		3	badenova		3	IONITY
	4	TESLA		4	TESLA		4	IONITY		4	Fastned
	5	ELECTRA		5	DATS 24		5	-chargepoint+		5	coop
	6	bp pulse		6	Allego		6	Allego		6	GOFAST
	7	R3		7	SPARKI CHARGE & GO		7	Aral pulse		7	swiss charge.ch
	8	atlante		8	IONITY		8	TANKE		8	MOVE
	9	zunder Charging Hero		9	E-Flux		9	EnBW		9	AGROLA
	10	Allego		10	powerdot		10	Shell Recharge		10	eCarUp

1) [Chargemap best charging network 2026](#)



# Fastned has a proven location strategy with top quality portfolio based on long-term vision...

## Fastned focuses on high-traffic A-locations

Location availability

100,000+ sites in Europe<sup>1</sup>

Portfolio ambition

majority of locations on/near the **high traffic roads**

Fastned



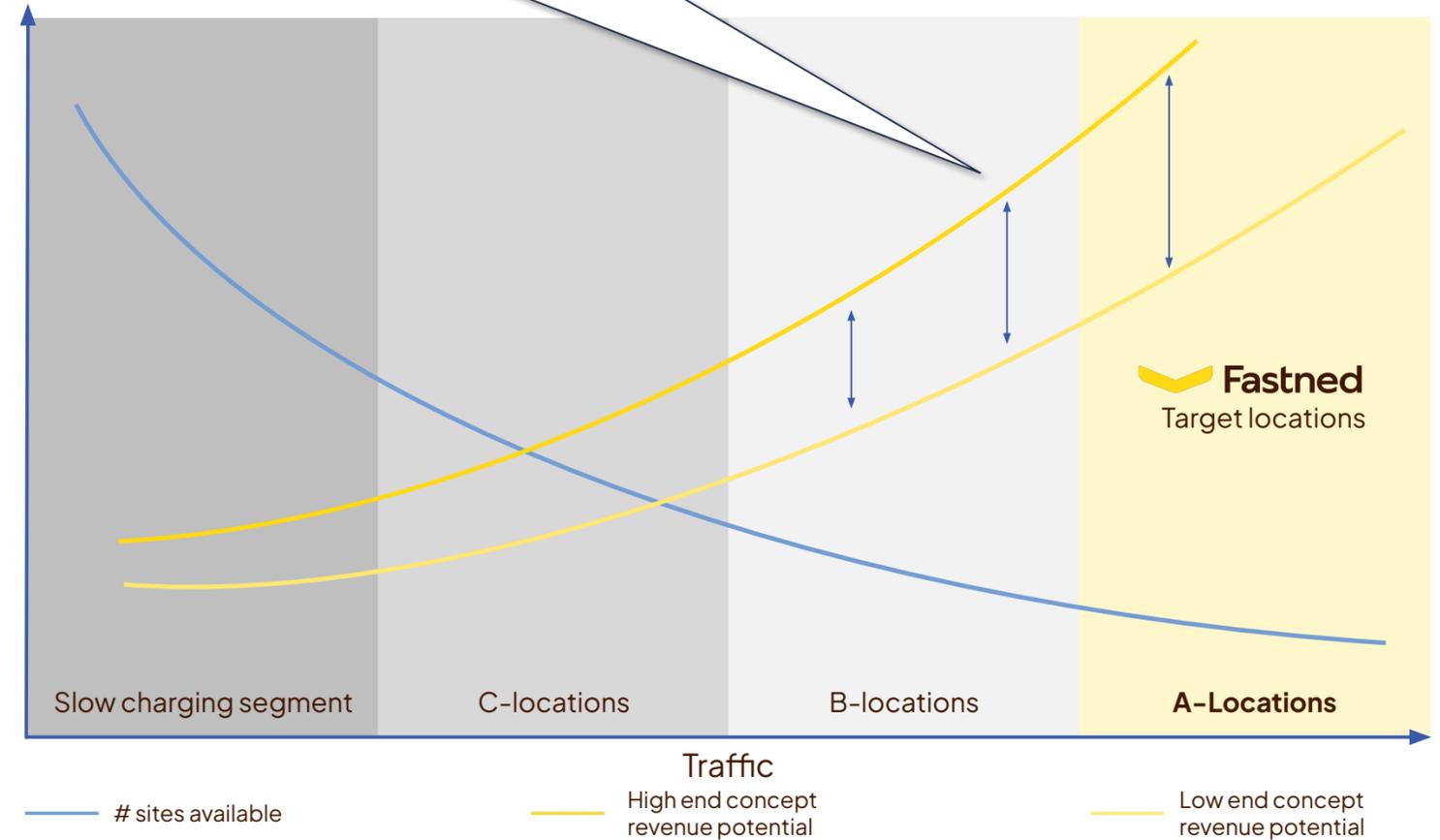
Fastned strengthens its strategic position by:

- Targeting high-traffic A-locations with strong visibility and revenue potential, based on the strong belief that having the best locations drives energy sales, not the # of Charge Points
- Being HPC focused and characterized by limited competition ensuring high usage rate and long lease duration
- Having a top-quality portfolio with a proven site identification approach, based on long-term vision

Note: 1. 10,000+ with a great business case

## Location strategy leads to highest revenue potential

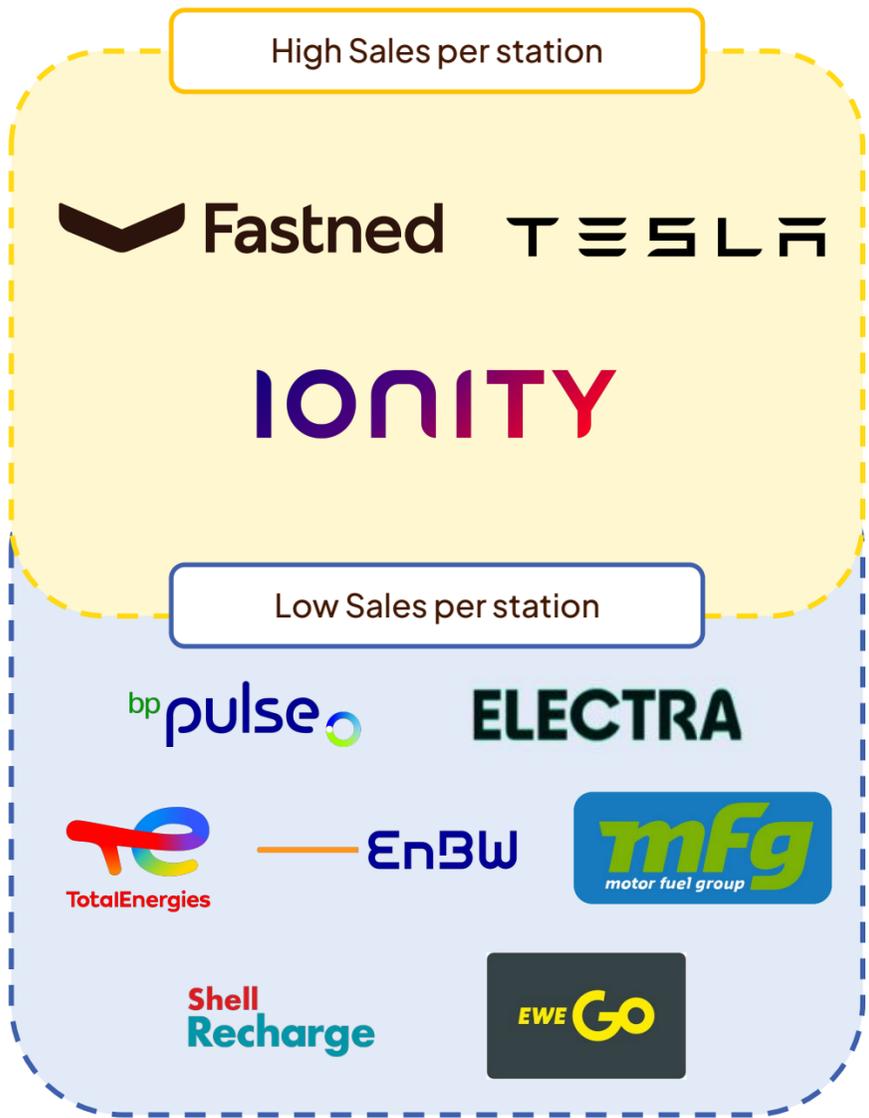
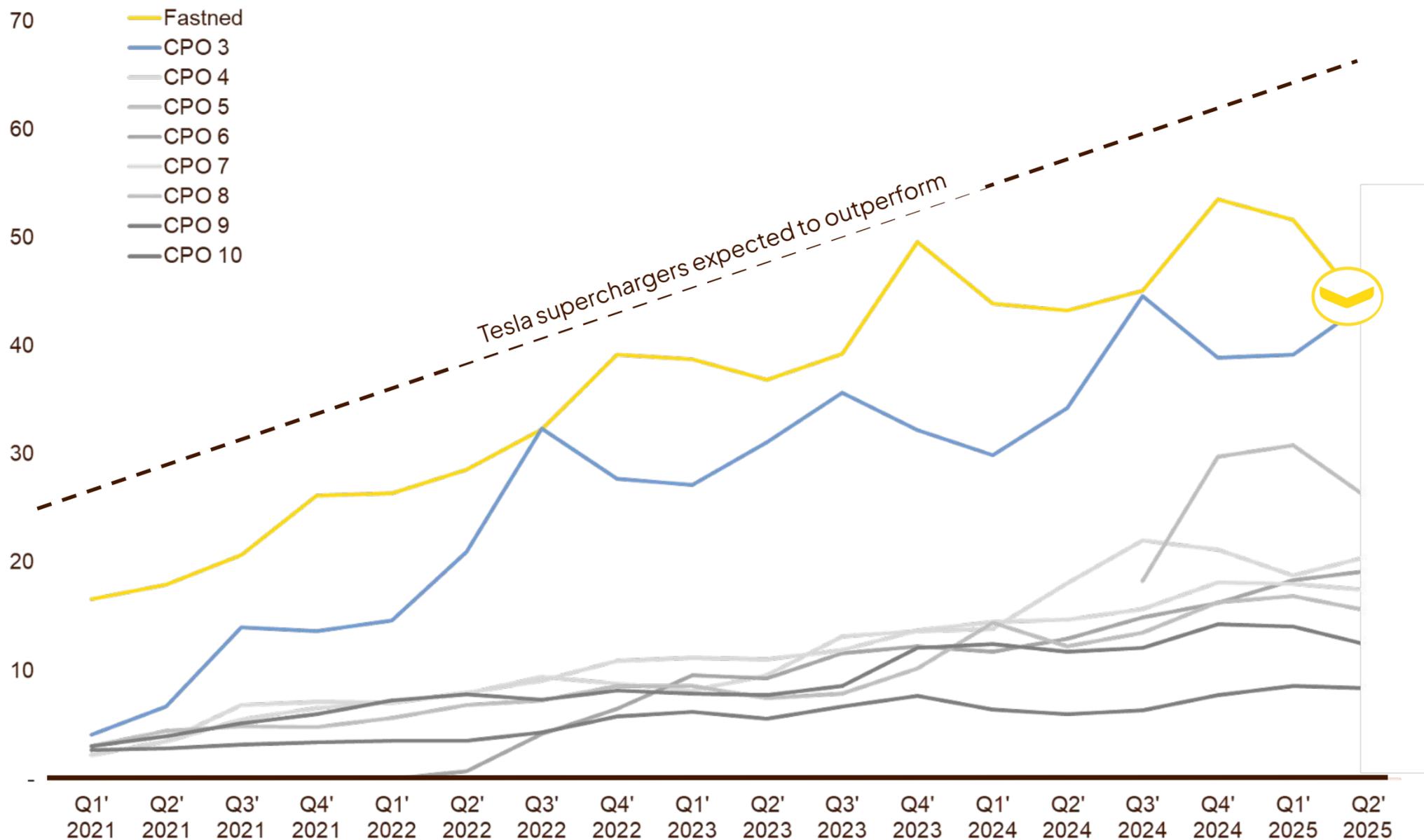
Strong concept drives revenue outperformance, with even greater uplift at premium locations





# A high traffic location strategy and best-in-class charging concept leads to outsized sessions per station

## Daily sessions per station<sup>1</sup>



1) Source: Charge Radar, excludes Tesla. Fastned's operating geography - Netherlands, Belgium, Germany, UK, France, Switzerland. Note competitor group excludes Gridserve due to data availability.



# Station economics

€k	Average station Q4 2019	Average station Q4 2025	Average station 2030
Average daily traffic	~30k	~30k	~30k
<b>1</b> BEV fleet penetration	~0.9% <sup>1</sup>	~6.0% <sup>1</sup>	~15-20% <sup>1</sup>
<b>2</b> Sessions per day	14	57	
<b>Average MWh (Annualised)</b>	<b>105 MWh</b>	<b>552 MWh</b>	<b>1,500-2,000 MWh</b>
Annualised revenue / station	61 <sup>2</sup>	385 <sup>2</sup>	>1,000 <sup>2</sup>
<b>3</b> Gross margin	51 (€0.49/kWh)	300 (€0.54/kWh)	
Operating costs per station	31	142 <sup>4</sup>	
<b>Operational EBITDA (B)</b>	<b>20 (33%)</b>	<b>158 (42%)</b>	<b>&gt;400 (40%)</b>
<b>4</b> Initial investment (A) <sup>4</sup>	307	892	
<b>ROIC (= B / A)</b>	<b>7%</b>	<b>18%</b>	
Utilisation rate <sup>5</sup>	9.9%	14.6%	
ROIC at 30% utilisation, current charge speed	>40%	>40%	

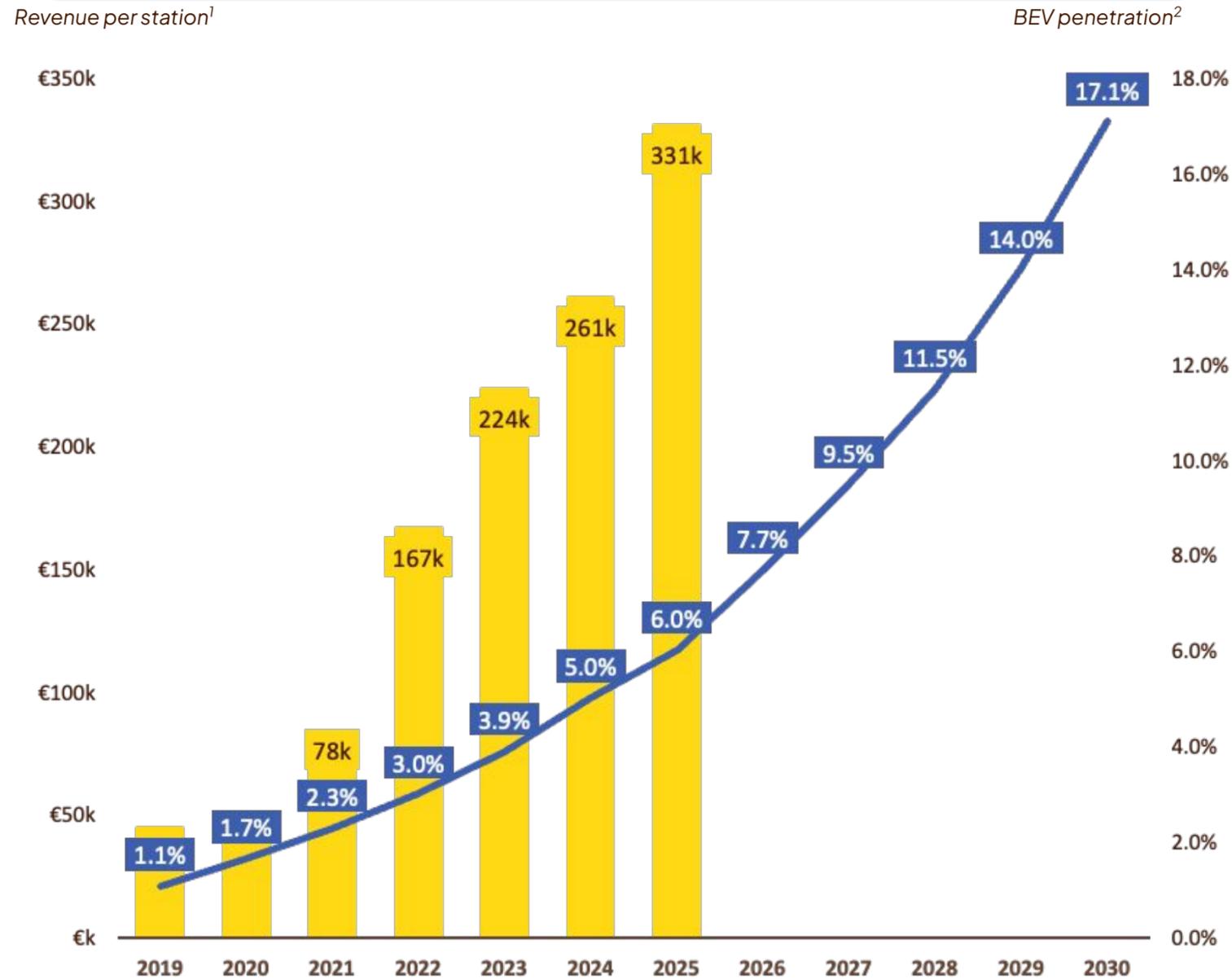
- 1** Top line growth is directly linked to BEV adoption – large revenue tailwinds
- 2** Best-in-class charging concept captures more traffic resulting in higher number of sessions vs peers
- 3** Outsized session numbers lead to a superior business case which allows price flexibility
- 4** Fully wrapped construction capability delivers high quality and capex efficient infrastructure

Note: Q4 figures are unaudited and may be subject to change 1) Average across Fastned countries, weighted by the number of stations in each country, 2) Annualised revenue related to charging for the period, 3) based on €18.9k per charger for 2024, 3) based on €22.2k per charger for H125. 4) Non-depreciated PP&E relating to charging stations, including Right of Use assets. 5) Time-based utilisation calculated as = (average session duration (hrs) \* average sessions per day) / (number of chargers \* 24 hours).

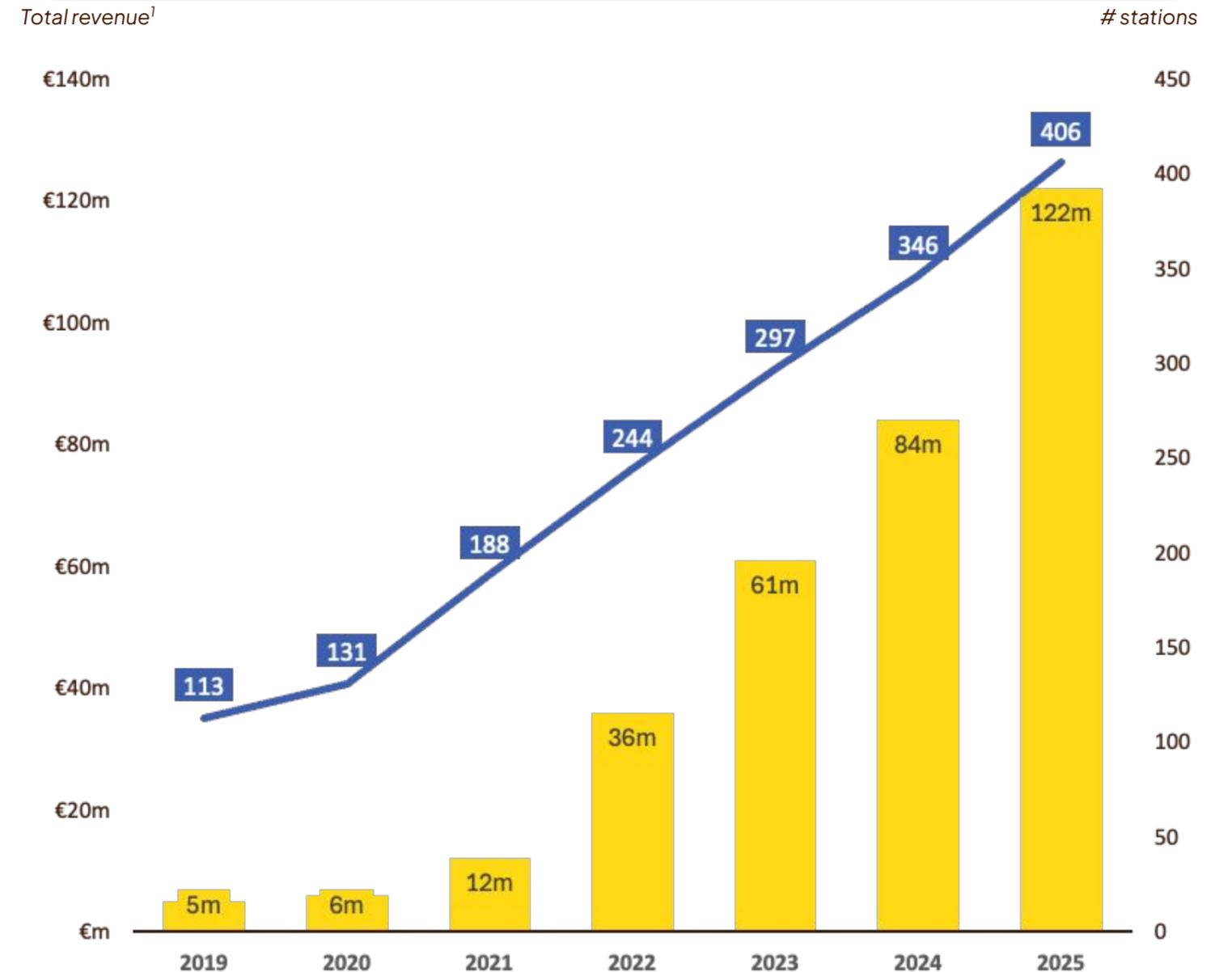


# Fastned's top line has grown considerably - driven organically by BEV adoption and inorganically by building new stations

## Organic growth through high traffic locations & BEV penetration growth



## Additional (inorganic) growth by adding new stations to the charging network



1) Only includes revenue relating to charging. 2020-2022 revenues impacted by reduced mobility due to Covid 2) Station-weighted BEV penetration.

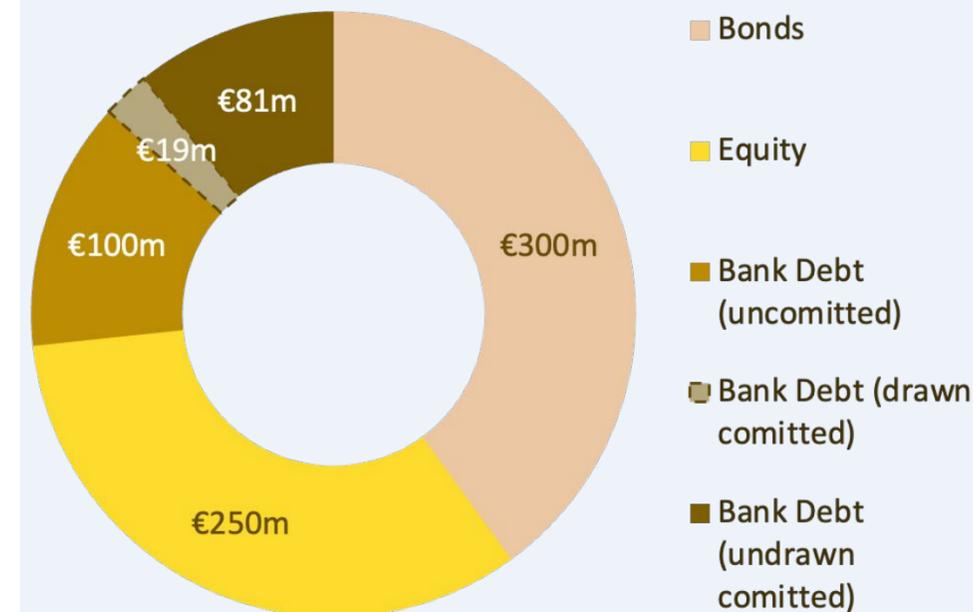


# We expect the retail bond and bank financing platforms to fund the 2026 rollout

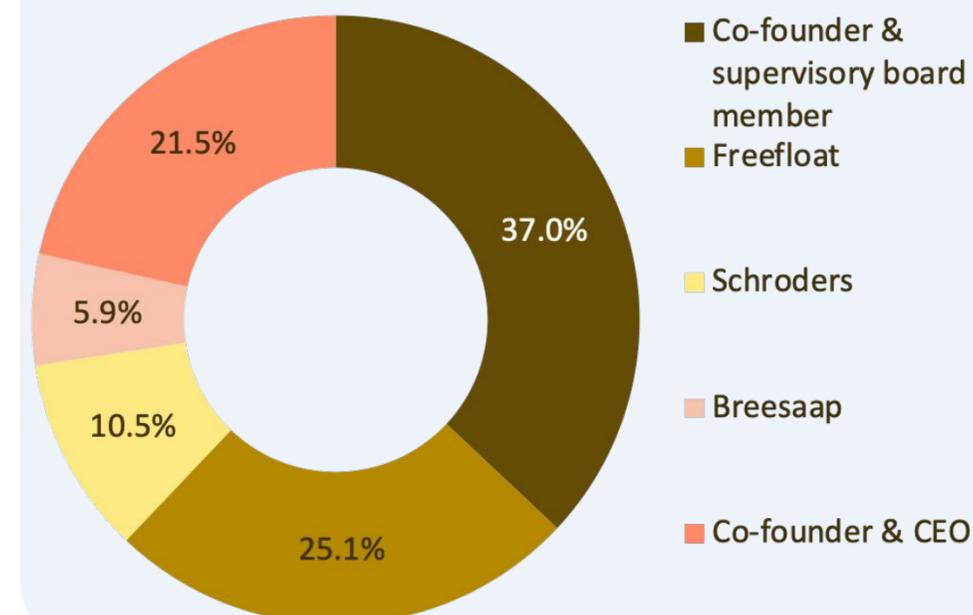
## Funding to date:

- ✓ **Equity platform:** ~€ 250 million in equity funding, through a combination of private placements, an accelerated bookbuild and founders investments  
In Q4 2022, Schrodgers' infrastructure fund invested €75m in equity, became a board member, and long-term partner in our target of 1,000 stations by 2030
- ✓ **Retail bond platform:** >€ 300 million in retail bond funding
- ✓ **Cash level:** Current cash level of €70m (December 2025)
- ✓ **Bank Financing:** €200m in limited recourse debt for Belgium and Switzerland (€100m committed + €100m uncommitted accordion). ~€19 million has been drawn to date.

## Current funding



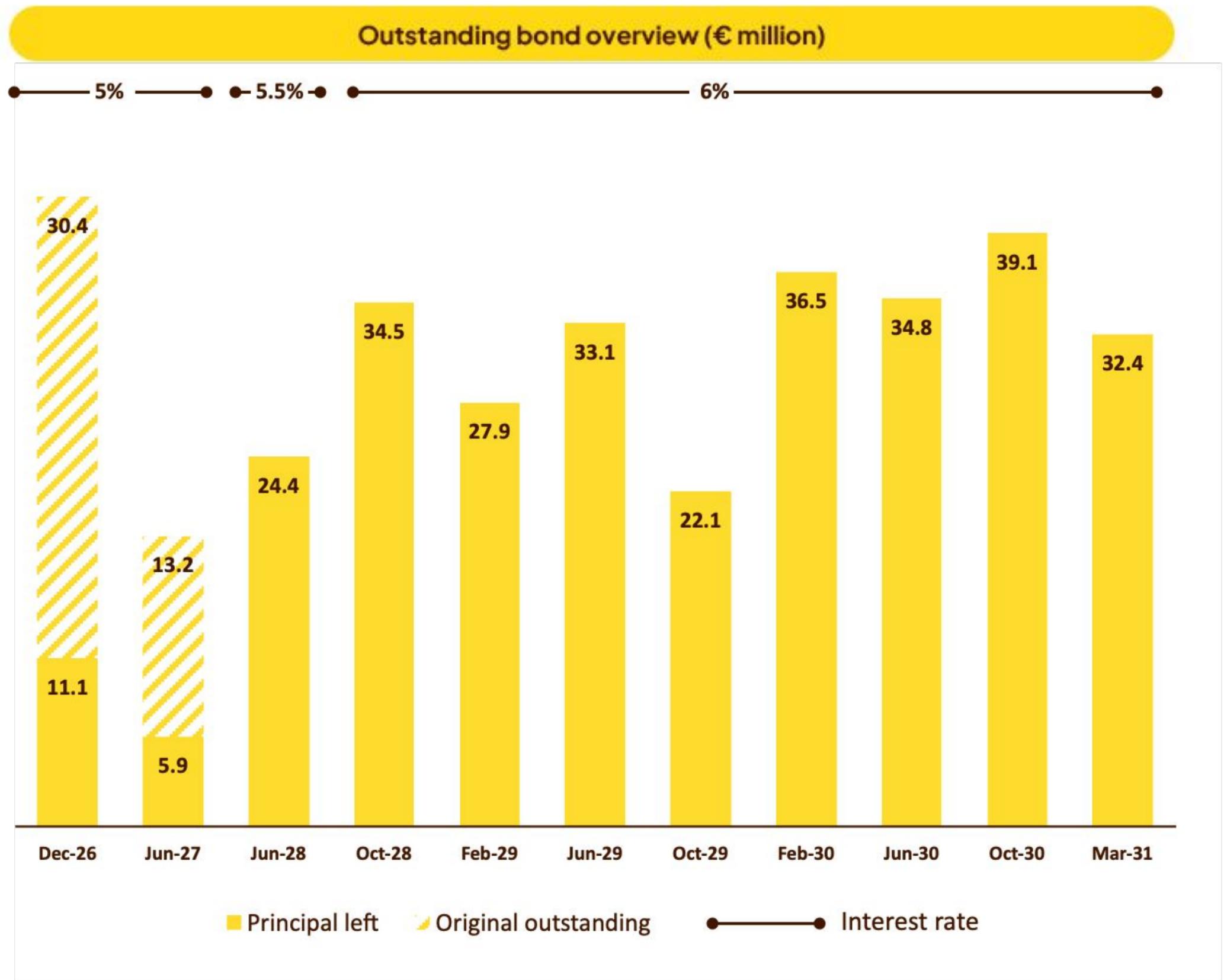
## Shareholding structure





# Outstanding bonds overview

- 1 Since 2017, Fastned has issued 20 tranches of senior unsecured bonds
- 2 Allowing for funding without financial covenants
- 3 Fastned issues 2–3 tranches per year, raising EUR 82m in 2024 and 110m in 2025
- 4 11,000+ bond investors currently, adding on average ~800 new investors per new issue
- 5 >50% of maturities are extended on average





# Project Tico: adding another funding pillar for Belgium & Switzerland to support growth in 2026 and beyond

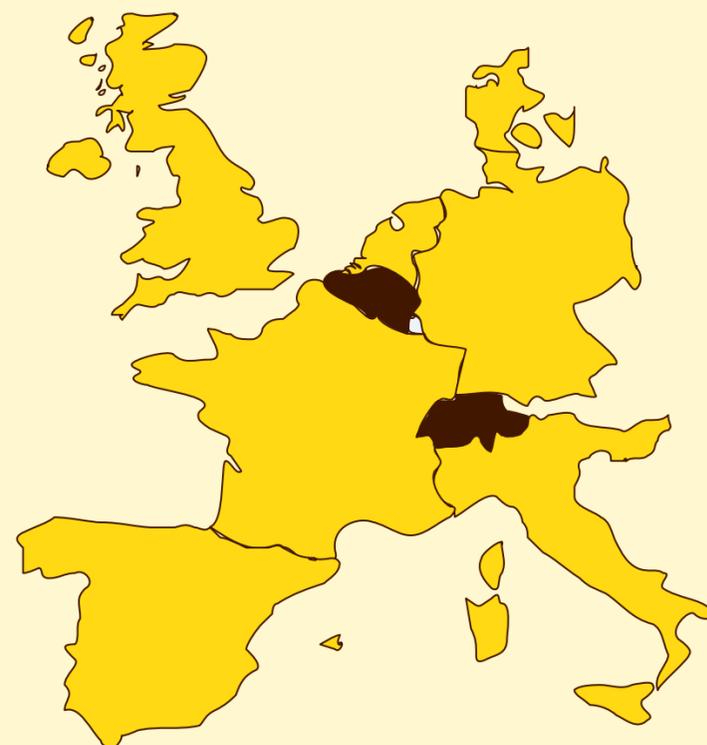
## Facility



In January 2026 Fastned closed a €200m limited recourse, green loan facility, **adding first institutional debt to the funding mix.**

- ✓ €100m committed + €100m uncommitted accordion facility for expansion in other markets
- ✓ All-in rate lower than the retail bonds
- ✓ 3 year availability period
- ✓ Bank financing of this nature has become available to CPOs who have a strong business case and competitive positioning in the market
- ✓ The rigorous diligence process required and confidence of infrastructure lenders is a stamp of approval on Fastned's future growth

■ Tico perimeter ■ Other active markets



## Syndicate





## Guidance & outlook

2025

### Network

- 406 stations by year end (60 new stations), within guidance of 400 - 425

### Financial

- Revenues per station of €335k, meeting guidance of >€325k in 2025
- Operational EBITDA margin 35–40% confirmed at 36%

2026

### Network

- 70–100 new stations in 2026 (476 to 506 stations operational)
- Target of 1,000 stations before 2030

### Financial

- Revenue / station >€350–400k in 2026
- Operational EBITDA margin 35% - 40% in 2026<sup>2</sup>

1) Final Operational EBITDA figures to be confirmed in 2025 Annual Report 2) Before (positive) EBITDA impact from the German highway tender

A photograph of a wind farm at sunset. The sky is a mix of purple, pink, and orange. Several wind turbines are visible, with their blades blurred from motion. A large yellow chevron points downwards in the center of the image. The text "Business update" is overlaid in white, bold, sans-serif font.

# Business update

## Q4 2025 Highlights

+44% YoY

**€38.1m**

Revenues related to charging

+29% YoY

**54.8GWh**

Energy Delivered

+25% YoY

**2.1m**

Sessions handled

+24% YoY

**50.0kt**

CO<sub>2</sub>e<sup>2</sup> avoided

+44% YoY

**€29.7m**

(€0.54/kWh)

Gross profit

**406**

Operational stations

**+44**

High traffic locations signed<sup>1</sup>

**€69.9m**

Cash position

Note: All Q4 figures are unaudited and may be subject to change. 1) 5 location contracts were discontinued in Q4 2025. 2) CO2 equivalent.



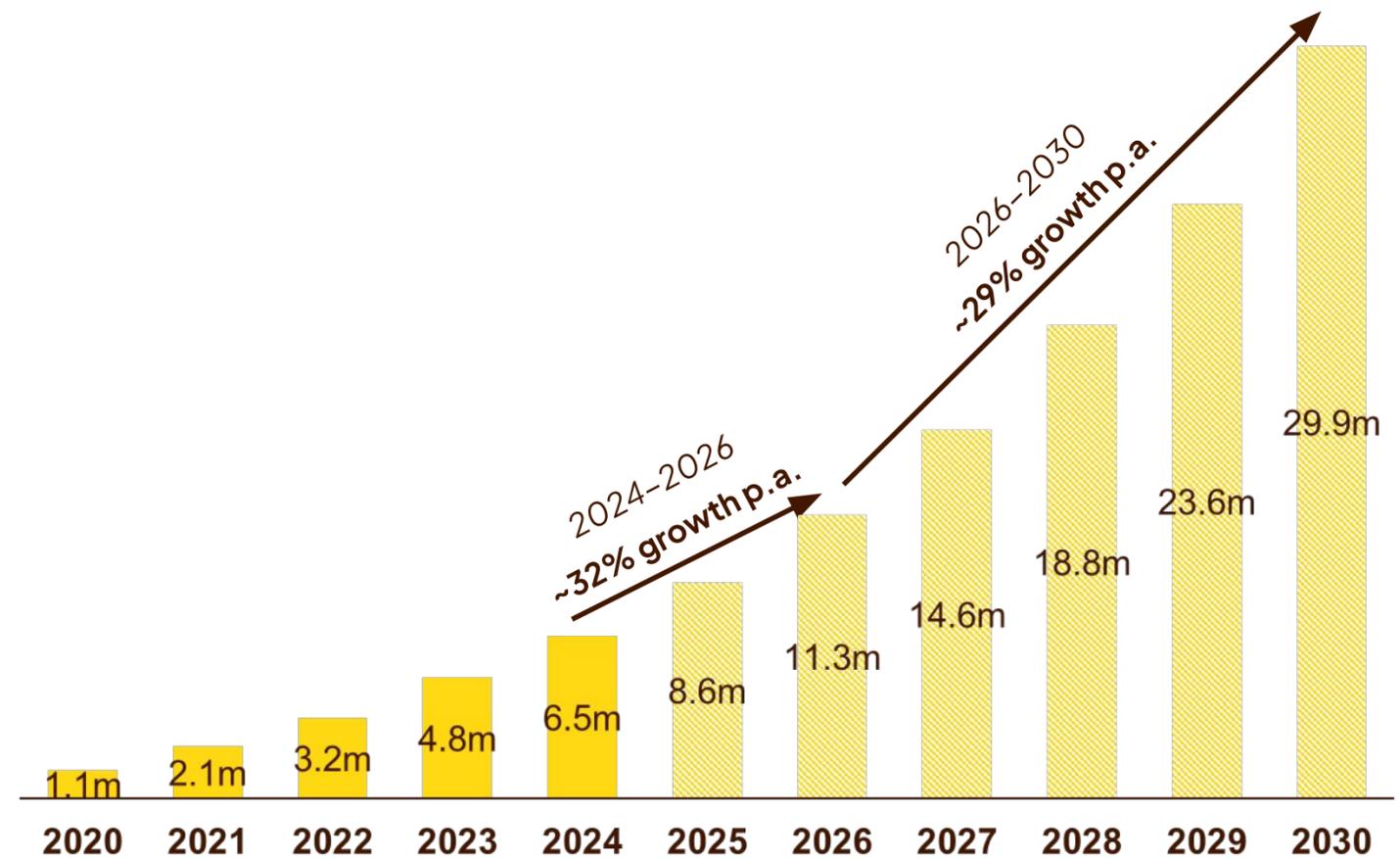
# 2035 Automotive Package - confirms the future is electric

## Main elements of the European Commission's Automotive Package

- 1 **A 10% conditional emission allowance in 2035: low carbon steel (7%) and bio- and e-fuels (3%).**  
90% CO2 tailpipe emissions reduction target.
- 2 **A reduction from 50% to 40% of the vans emissions target for 2030.**
- 3 **Greening Corporate Fleets**  
Mandatory targets on zero and low emissions vehicles for big European companies (+250 employees).
- 4 **Battery Industry support of €1.8 billion** through interest-free loans.
- 5 **Small affordable European Cars Initiative.**
- 6 **Banking and borrowing:**  
OEMs may miss annual CO2 reduction targets in one year if fully compensated by over-compliance in another year within 2030-2032.

The EC's automotive package has been effective in supporting the early adoption of BEVs...

## BEV fleet<sup>1</sup>



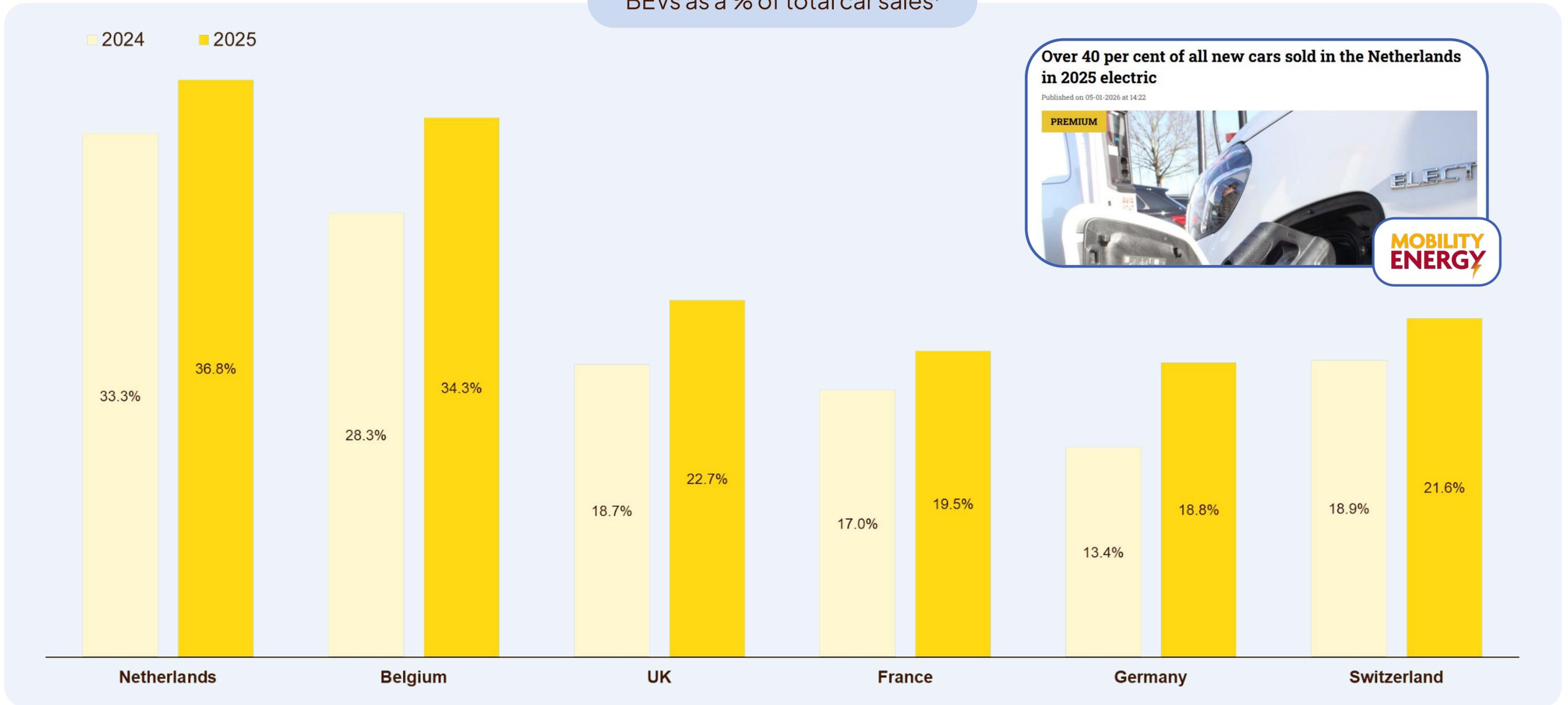
... but demand is sustained by market dynamics in the long run.

Notes: 1) Figures in millions of passenger cars. Includes Fastned's operating geographies with short and long term targets such as Ireland, Poland, Austria. Source: Schmidt Automotive Research November 2025.



# BEV sales in Fastned's key markets continue to grow

BEVs as a % of total car sales<sup>1</sup>



**Over 40 per cent of all new cars sold in the Netherlands in 2025 electric**  
Published on 05-01-2026 at 14:22

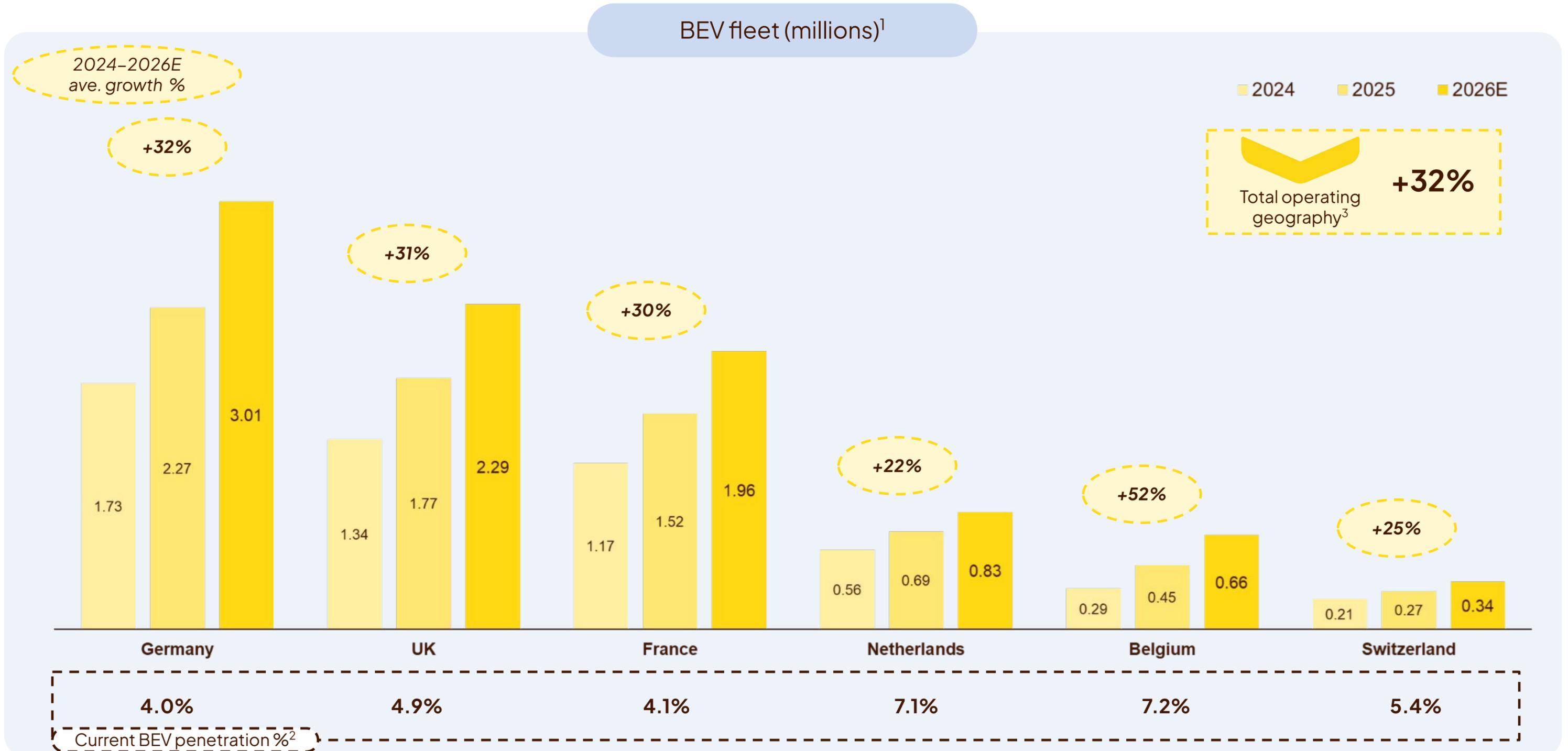
PREMIUM

**MOBILITY ENERGY**

1) Source: ACEA, Jan-Nov data, [MobilityEnergy](#)



# Leading to considerable increases in BEV fleet across our key markets



1) Source: Schmidt Automotive Research. 2) ACEA data as at November 2025. 3) Includes short and long term targets such as Poland, Austria & Ireland.

## Key Q4 Business highlights



50 station milestone in BE & DE



Retail bond programme raised €110m in 2025

“Fastned raises €39m in third bond issue of the year to surpass €110m in funding in 2025”

*Fastned Press Release, 3rd November 2025*



‘Aire de saint Yvi’ France tender win



New 1000kW charger installed in the field





## Station sales continue to grow

€k	Average station Q4 2024	Average station Q4 2025
Average daily traffic	~30k	~30k
BEV fleet penetration	~5.0% <sup>1</sup>	~6.0% <sup>1</sup>
Average # of chargers	6.1	6.4
Sessions per day	53	57
<b>Average MWh (Annualised)</b>	<b>504 MWh</b>	<b>552 MWh</b>
Annualised revenue / station	315 <sup>2</sup>	385 <sup>2</sup>
Gross margin	244 (€0.48/kWh)	300 (€0.54/kWh)
Operating costs per station	115 <sup>3</sup>	142 <sup>4</sup>
<b>Operational EBITDA (B)</b>	<b>129 (41%)</b>	<b>158 (42%)</b>
Initial investment (A) <sup>5</sup>	754	892
<b>ROIC (= B / A)</b>	<b>17%</b>	<b>18%</b>
Time-based utilisation rate <sup>5</sup>	14.9%	14.6%
ROIC at 30% utilisation, current charge speed	>40%	>40%

### Results

Station sales continued to grow with energy delivered per average station increasing by 10% YoY

Organic sales growth (excl. new stations that are in ramp up) was 18%, comparing to BEV fleet penetration growth of 20%

Building more stations in less mature markets (per the previous slide) has a dampening effect on sales per station growth. We estimate this effect at -2% in 2025 and -4% in 2026

Gross margin per station increased by 21%, due to a price increase and lower energy costs

Note: Q4 figures are unaudited and may be subject to change 1) Average across Fastned countries, weighted by the number of stations in each country, 2) Annualised revenue related to charging for the period, 3) based on €18.9k per charger for 2024, 4) based on €22.2k per charger for H125 Time-based utilisation calculated as = (average session duration (hrs) \* average sessions per day) / (number of chargers \* 24 hours). 5) Non-depreciated PP&E relating to charging stations, including Right of Use assets.



# Appendix A **Management & Leadership**



Highly motivated,  
mission driven team -  
led by an experienced  
Executive Team



More than 400 people driving Fastned's  
mission across 9 countries



**Michiel Langezaal**

CEO & Founder

Previously: AT Kearney, Epyon power, ABB



**Caroline Hoefsloot**

Director Marketing & Communications

Previously: Proctor & Gamble



**Victor van Dijk**

CFO

Previously: ING



**Georg Schmidt-Holtmann**

Director Construction Management

Previously: AGCO



**Françoise Poggi**

COO

Previously: Tesla



**Caro de Brouwer**

Director Network Development

Previously: Roland Berger, Orsted, Bekaert



**Maria Garcia**

Director Location Design

Previously: Van der Goes Architecten



**Robin Wouters**

Director Product and Engineering

Previously: Philips, Swapfiets, Sanoma



**Matt Ersin**

Director Government & Public Affairs

Previously: Euromed



**Albert den Boogert**

Director of Growth

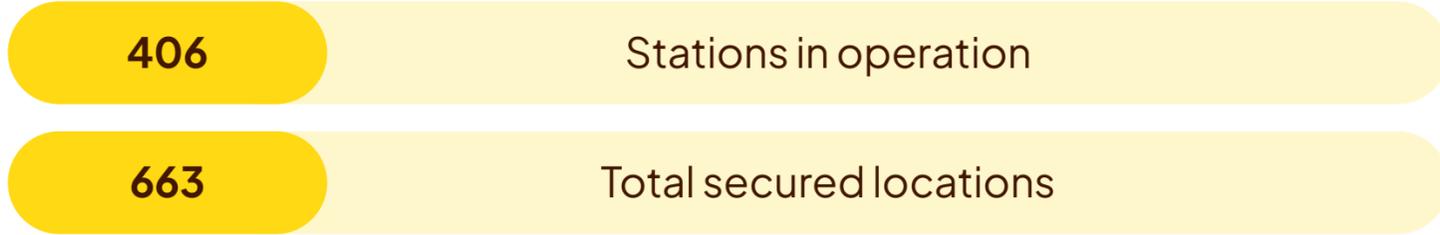
Previously: BCG

A photograph of several wind turbines at sunset or sunrise. The sky is a mix of purple, pink, and orange. The turbines are silhouetted against the bright sky. A large yellow chevron points downwards towards the text.

# Appendix B Network & Pipeline

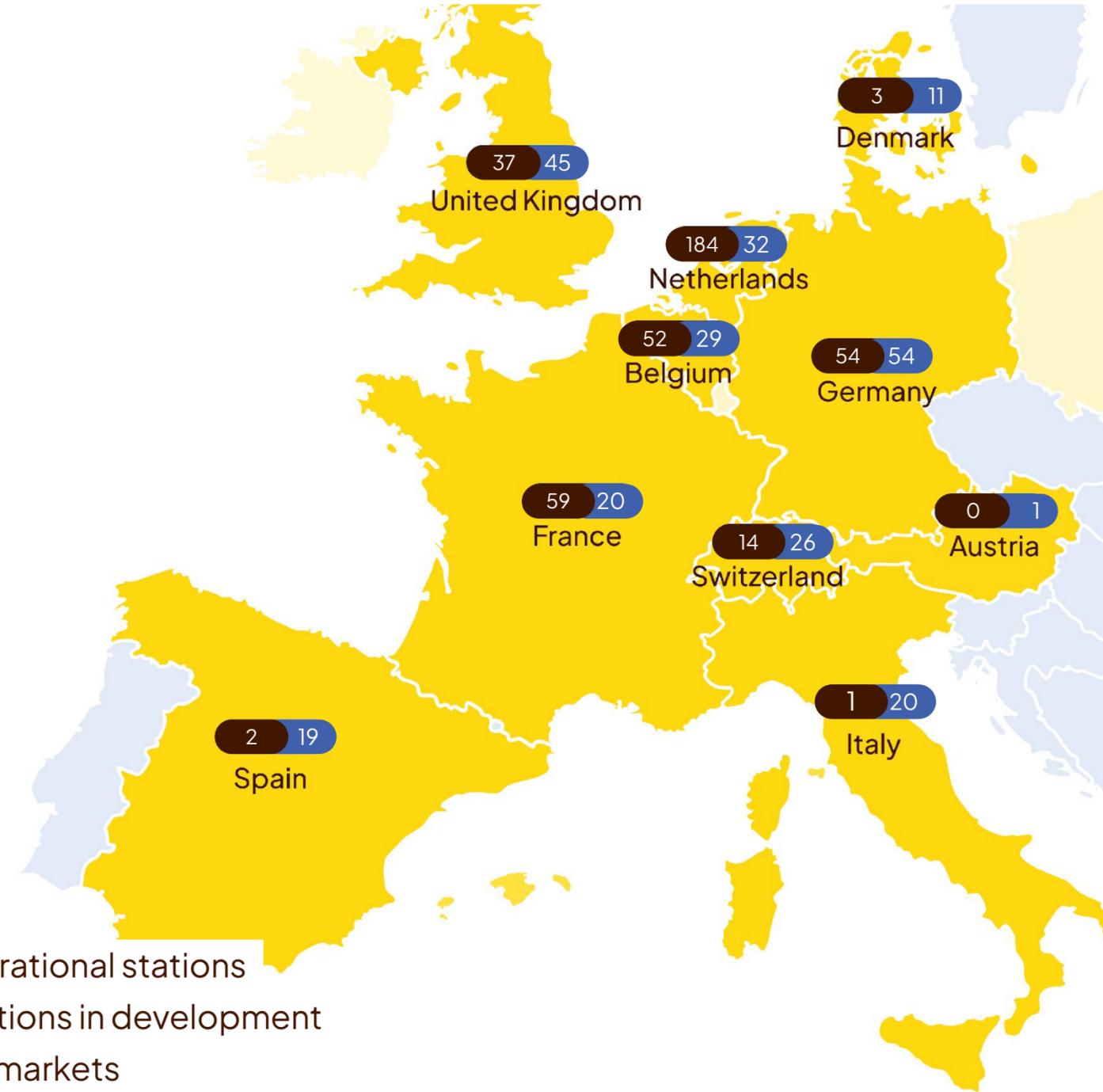
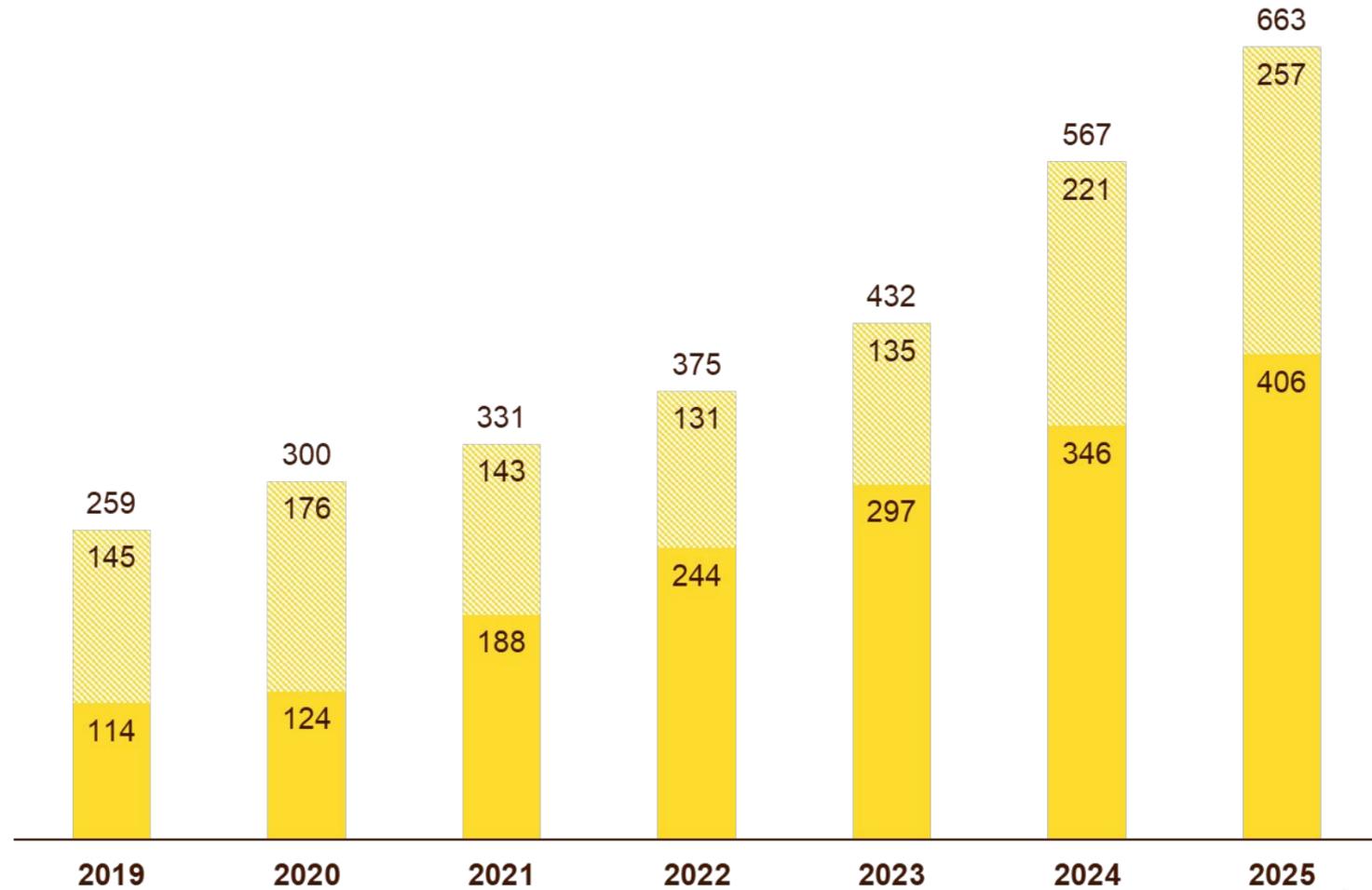


# 400+ operational stations across 9 geographies



## Historical station pipeline

Operational Secured



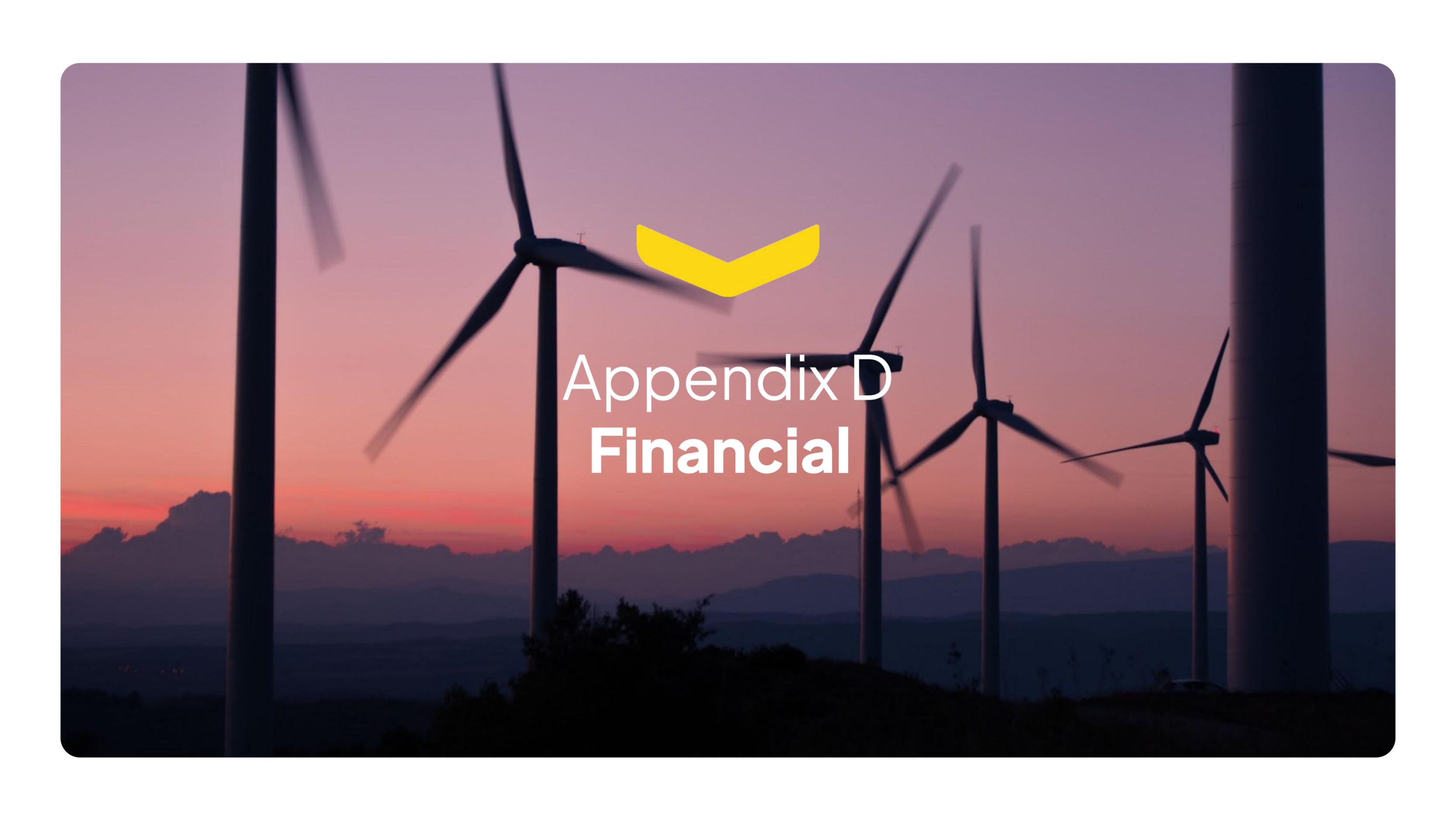
- 406 operational stations
- 257 locations in development
- 2 target markets



## Pioneering the way with **2,421 chargers** across our scalable network

	300-400kW	150-200kW	50kW	Total
	904	206	26	1,136
	241	24	-	265
	308	4	4	316
	401	-	-	401
	174	13	20	207
	48	-	-	48
	24	-	-	24
	8	-	-	8
	16	-	-	16
<b>Total</b>	<b>88%</b>	<b>10%</b>	<b>2%</b>	<b>100%</b>





# Appendix D **Financial**



## Fastned revenue potential



BEV stock growth x Fast charging growth  
x Right location growth

- ✓ Fast charging demand accelerating- 1.5-3x more BEVs- 3-5x more fast charging

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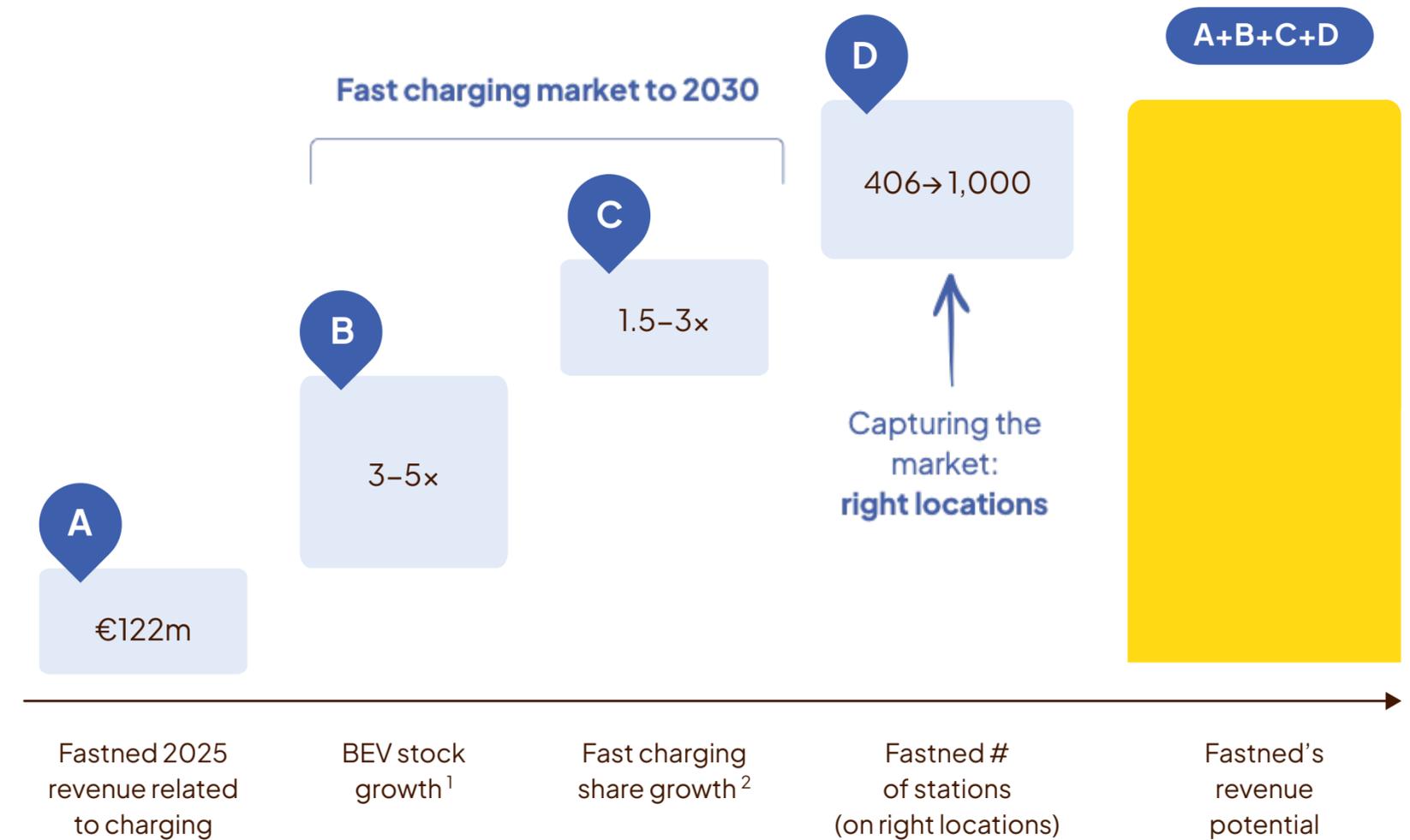
- ✓ High traffic locations are paramount to capture this market

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- ✓ Fastned # locations to grow 2.5x

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- ✓ Revenue potential growing accordingly



Sources: 1-Derived from Schmidt Automotive research forecasts | 2-Derived from company analysis.



# 2025 financials: strong revenue growth, network expansion continues

€ million	YoY %	2025	2024 <sup>1</sup>	2023
<b>1 Revenues related to charging</b>	47%	122.4	83.4	60.5
<b>Gross profit related to charging</b>	40%	96.2	68.5	44.9
<i>Gross profit per kWh (€)</i>		0.53	0.49	0.45
Network operation costs	47%	(52.5)	(35.8)	(21.1)
<i>Network operation costs per charger (€k)</i>		22.6	18.9	14.0
<b>2 Operational EBITDA</b>	34%	43.7	32.6	23.8
<i>Operational EBITDA margin</i>		36%	39%	39%
Network expansion costs	48%	(34.3)	(23.2)	(15.2)
<b>3 Underlying company EBITDA</b>		8.3	8.7	7.8
<b>4 Exceptional items</b>		6.5	(1.3)	(3.2)
<b>EBITDA</b>		14.8	7.4	4.6
Share of results of associates and joint ventures		(0.2)	-	-
D&A and provisions		(28.4)	(23.4)	(16.7)
Finance income / (cost)		(16.4)	(10.9)	(6.8)
<b>Underlying net profit</b>		(36.7)	(25.3)	(16.0)
<b>Net profit</b>		(30.2)	(26.6)	(19.3)

## 1 Strong organic and inorganic revenue growth

Fastned has two big revenue growth drivers:

- **Organic volume growth, at +18.7% YoY** in 2025, at the 297 stations operational at 1 January 2024.
- **Inorganic volume growth through new station openings, at +11.4% YoY** in 2025, with 109 stations opened since 1 January 2024.

## 2 Expansion of Operational EBITDA

Due to gross margin expansion, despite Network operating cost growth

Main drivers of Network operation cost growth are expanding operations teams in the various markets and increased grid fees

## 3 Positive Underlying EBITDA

Network expansion costs continue to grow, mainly location design and construction management in various markets, to increase construction pace to > 100 stations annually

Marketing campaigns also have an impact on EBITDA

## 4 German highway tender temporarily boosting EBITDA

As the German Highway tender stations are owned and to a large extent funded by the government they appear in our P&L as construction revenues and profit.

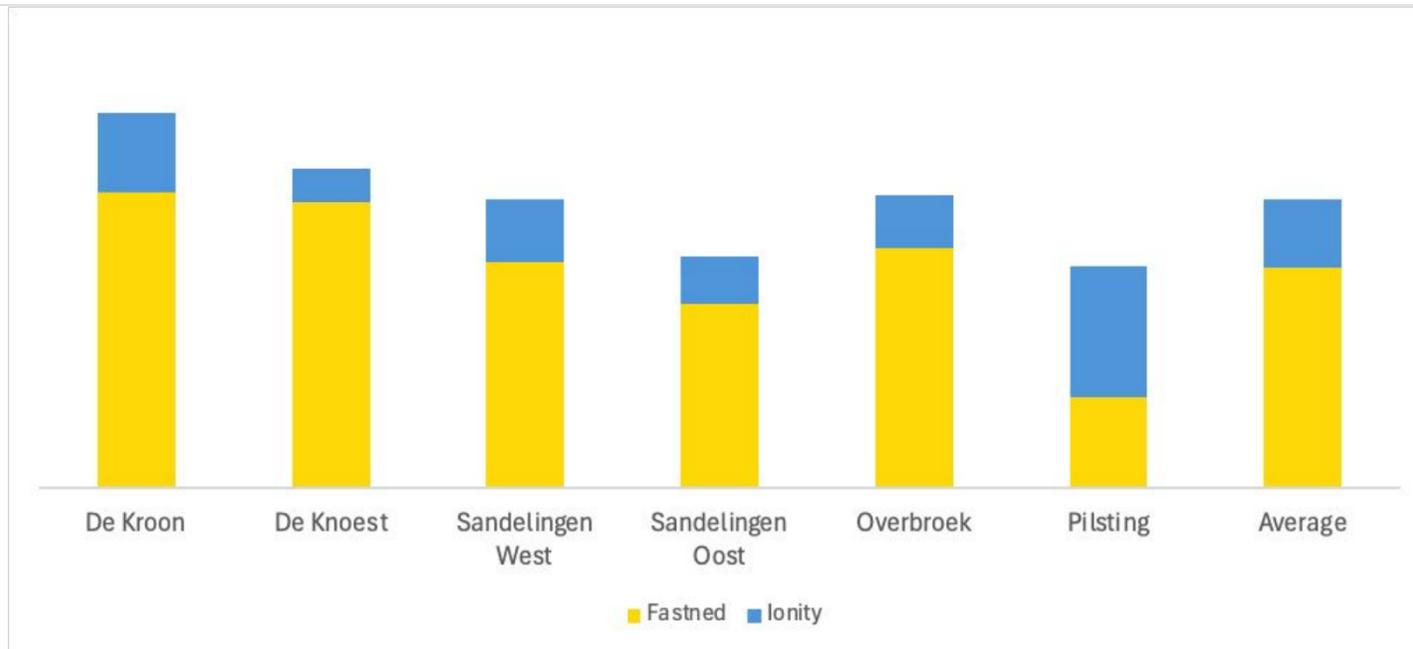
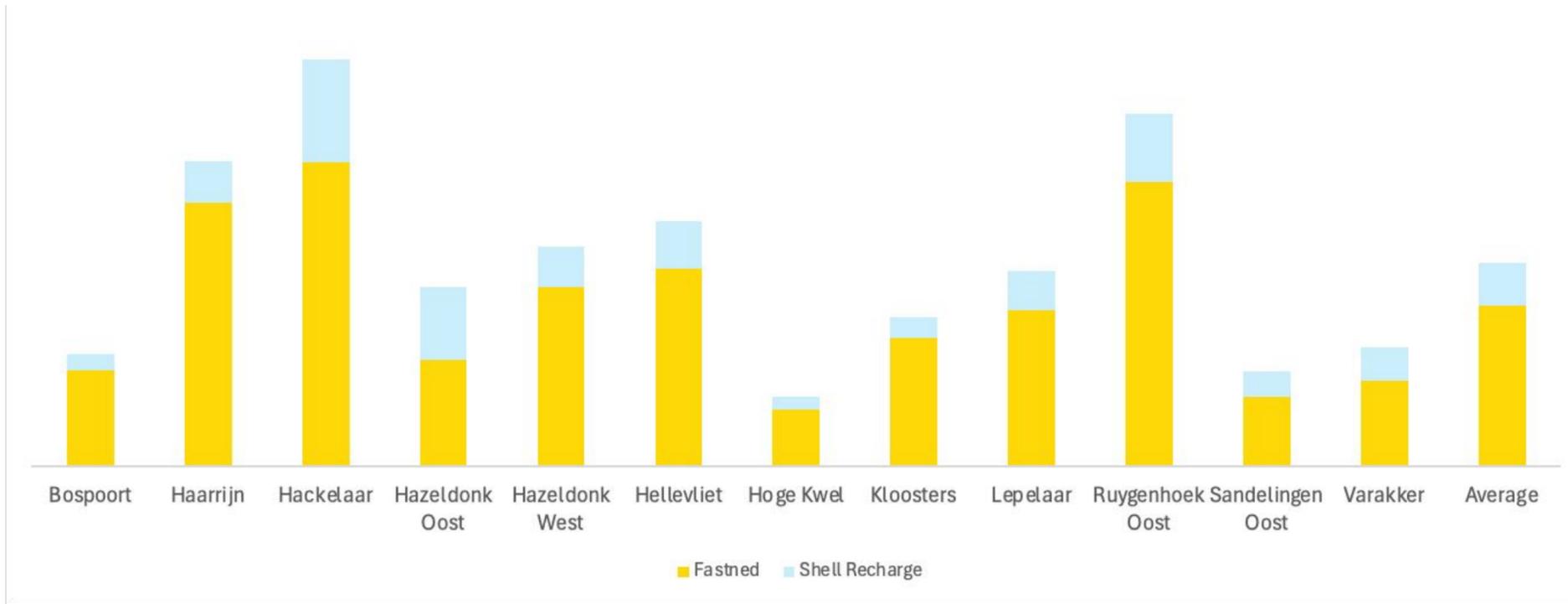
1. 2024 figures are restated. Refer to Note 2 of the 2025 Annual Report for further details.

A photograph of several wind turbines at sunset or sunrise, with a yellow chevron pointing downwards. The sky is a mix of purple, pink, and orange, and the turbines are silhouetted against it. The text "Appendix E Competition" is overlaid in white.

# Appendix E Competition



# Outperforming competitors at co-locations<sup>1</sup>

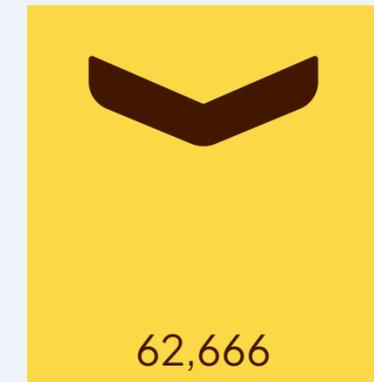


**Case Study:** 3x charging volumes at co-located Hackelaar stations with equal number of charging points

Total number of sessions in 2025



Shell



Fastned



1) Charging Radar

# Outperforming competitor at Baraque de Fraiture co-location<sup>1</sup>



**Case Study:** 2.5x charging volumes at co-located station Baraque de Fraiture

Total number of sessions in 2025

**IONITY**  
14,414

**Ionity**

**Fastned**  
37,348

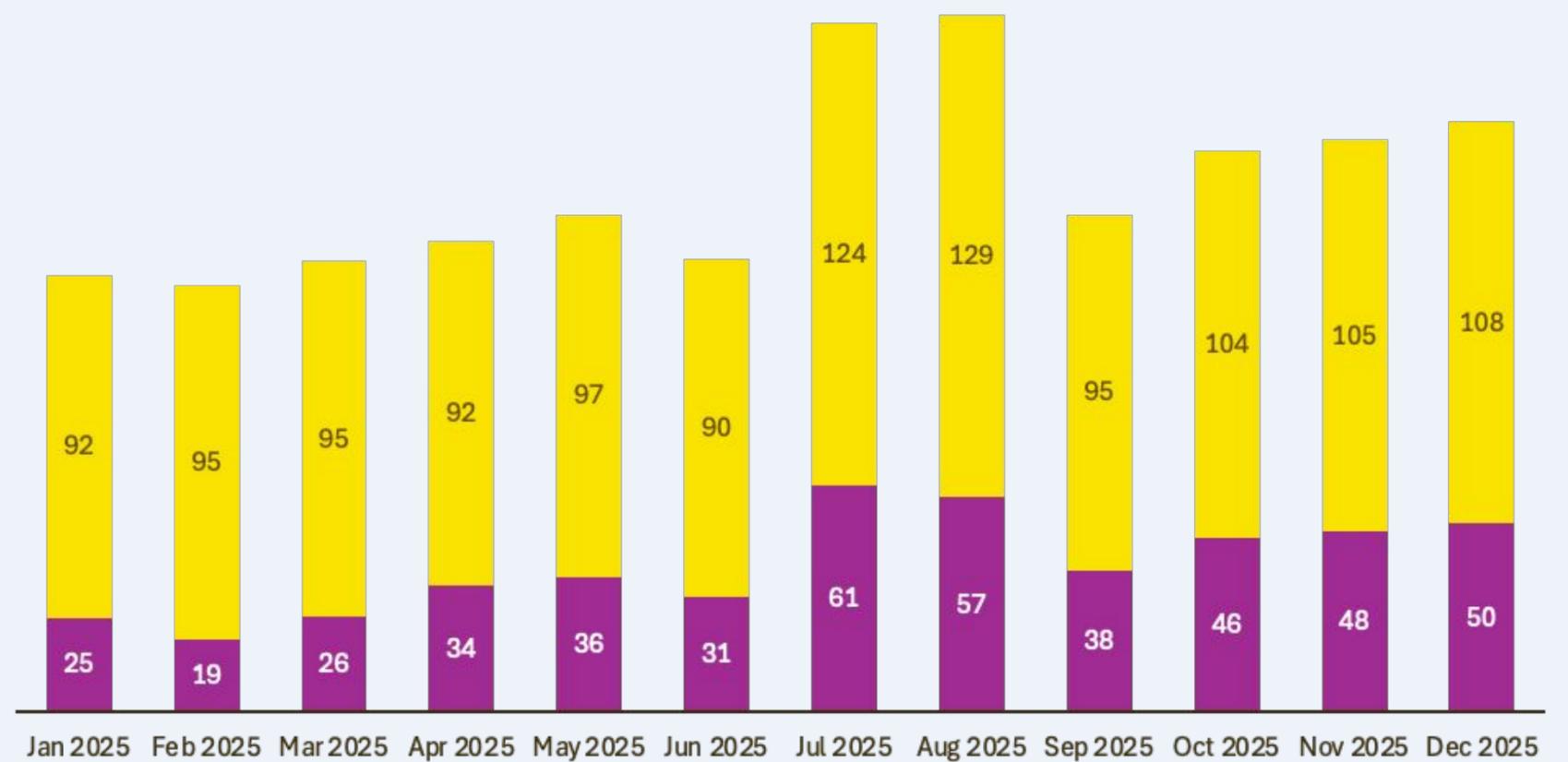
**Fastned**



## Sessions per station per day (2025)

**IONITY**  
**12**  
chargepoints

**Fastned**  
**8**  
chargepoints



1) Charging Radar



## Charging at motor service areas has as superior business case vs. location charging

Stations on MSAs benefit from a naturally higher demand due to positioning on high traffic roads – resulting in ~3–4x more sessions per day

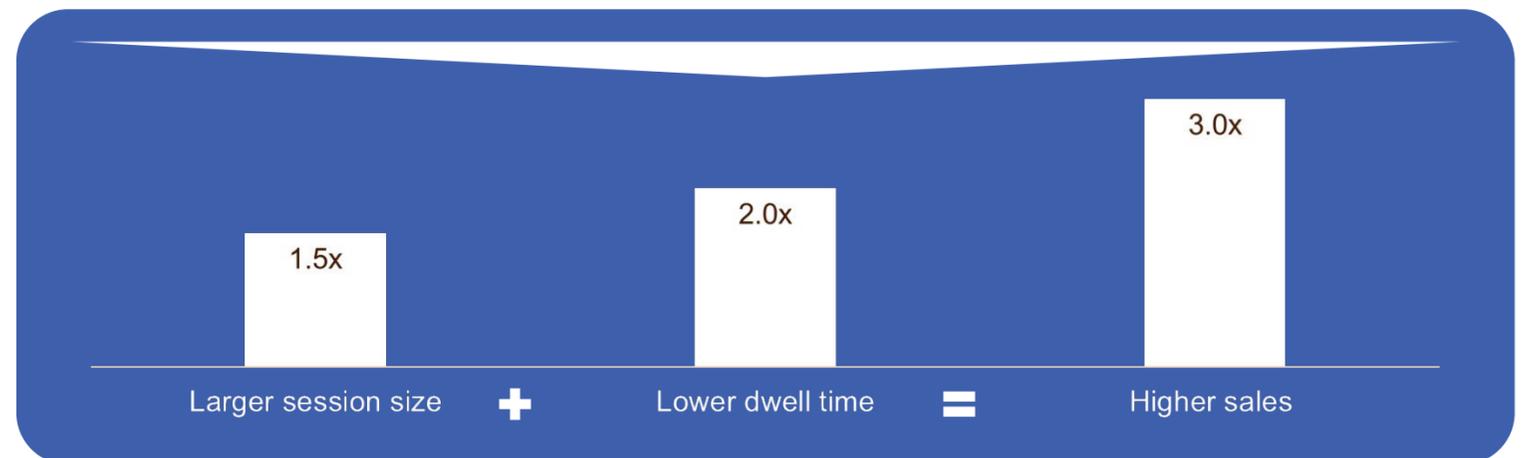
Because people will charge at MSAs when their battery is low, rather than their fridge being empty, State of Charge (SoC) is expected to be lower, increasing maximum potential session sizes

Dwell time behaviour is determined by the location of the charging station

- **Supermarkets** – drivers will occupy a charger until they finish their shopping, regardless of SoC
- **MSAs** – drivers will charge until they reach a sufficient SoC

Notes: 1) Source: Wood Mackenzie. 2) Source: Eurostat, *How much time do we spend shopping?* Min value of Germany, Netherlands, Belgium and United Kingdom. 3) Assuming revenue of €0.50/kWh.

2030 business case comparison	MSAs	Supermarket
Daily traffic	30,000	1,000
BEV penetration	~20%	~20%
Daily BEV traffic	6,000	200
Capture rate	2.5%	20%
<b>Sessions / station / day</b>	<b>150</b>	<b>40</b>
State of Charge	25%	50%
Battery size	69 kWh <sup>1</sup>	69kWh <sup>1</sup>
<b>Maximum session size</b>	<b>52 kWh</b>	<b>35kWh</b>
Dwell time	15 min	30 min <sup>2</sup>
<b>Maximum session charge speed</b>	<b>207 kW</b>	<b>69 kW</b>
Utilisation rate	25%	25%
Max. annual per charger throughput	453 MWh	151 MWh
<b>Max. annual per charger revenue</b>	<b>€227k</b>	<b>€76k</b>
<b>Max. annual per station revenue</b>	<b>€1,417k</b>	<b>€252k</b>





Appendix F  
**BEV Market**

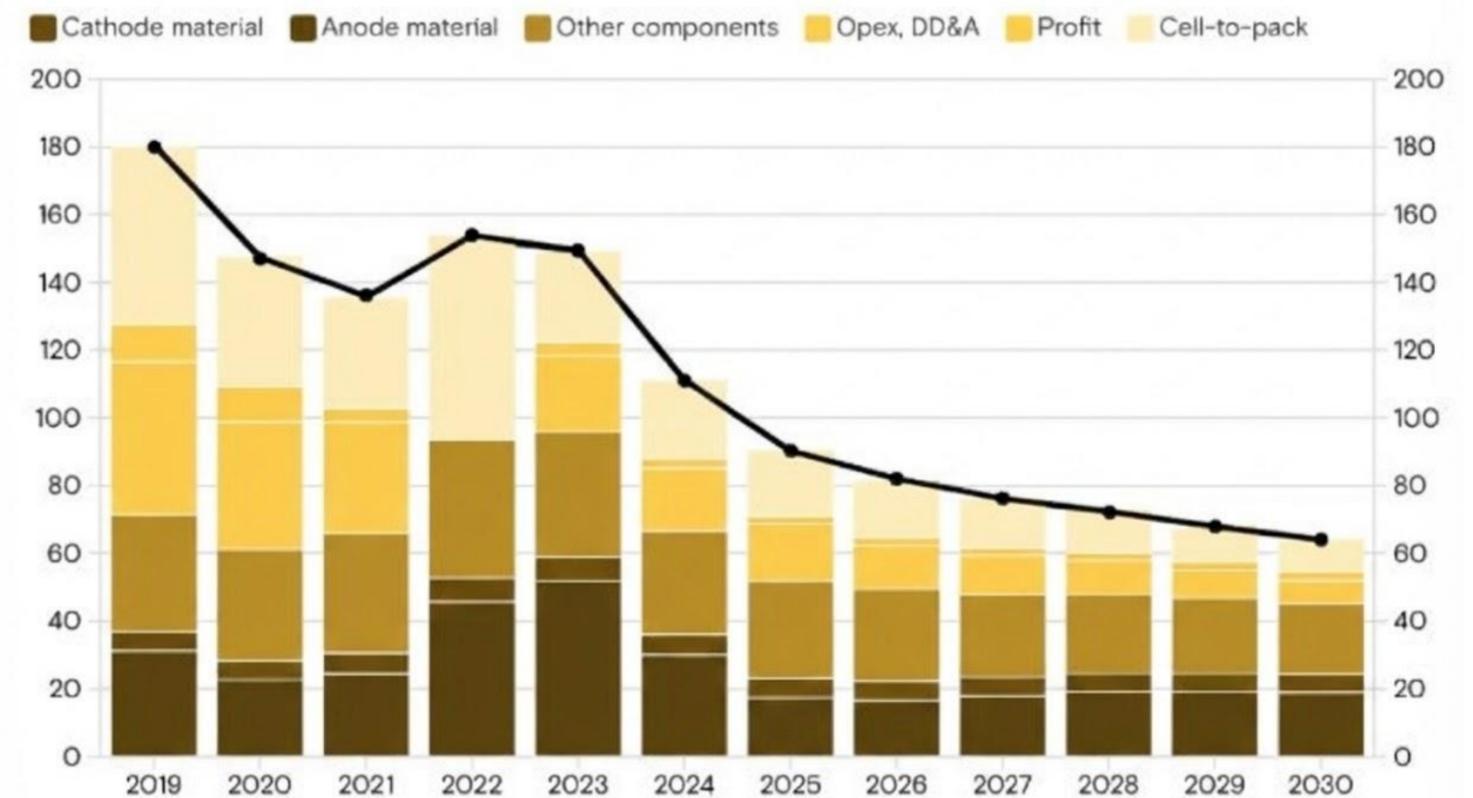


## Long term BEV growth drivers in place

- 1 Government incentives - due to CO2 reduction targets
- 2 Increasing supply of BEVs
- 3 Battery technology advancements
- 4 Growing consumer preference
- 5 Increasing charging speeds & better infrastructure

### Battery prices are continuing to fall and expected to fall below \$60/kWh by 2030<sup>1</sup>...

Average battery pack prices \$/kWh



1) [Mobility Portal: Goldman Sachs "Battery Prices to Fall Below \\$60/kWh by 2030"](#)



# Comparable ICE and BEV offerings are fast approaching price parity

Improvements in battery prices and technology are driving the move towards price parity

→ **BEV prices are rapidly falling and are soon to be cheaper than ICE counterparts.**

Battery prices, quality improvements, scale, and EU regulation are supporting the decrease in BEV purchase prices

→ **Structural, not temporary shift.**

Current EU BEVs still include 5-year-old tech and battery contracts, and therefore do not reflect future prices, while falling ICE volumes (down 50–80%) will erase scale advantages and make models like a €33k VW Golf hard to sustain.

VW Golf Case study

Powertrain	Years		
	2015	2025	2035?
BEV			
	VW e-Golf	VW ID.3 Pure	Mid-sized BEV
Price	€45,500	-27% → €33,300	-14% → €28,700
Real-world range	125 km	x2.6 → 325 km	+28% → 415 km
Charging power	40 kW	x3.6 → 145 kW	x2.4 → 350 kW
ICE			
	VW Golf 1.4 TSI	VW Golf 1.5 eTSI	Mid-sized ICE
Starting Price	€31,400	+5% → €33,000	+0% → €33,000



# Five-minute charging: setting the stage for mass adoption, growing the appetite for public fast charging and increasing infrastructure efficiency

1

Charging speeds continue to improve...

## BYD Showcases EV with 'Megawatt' Five Minute Charging Time

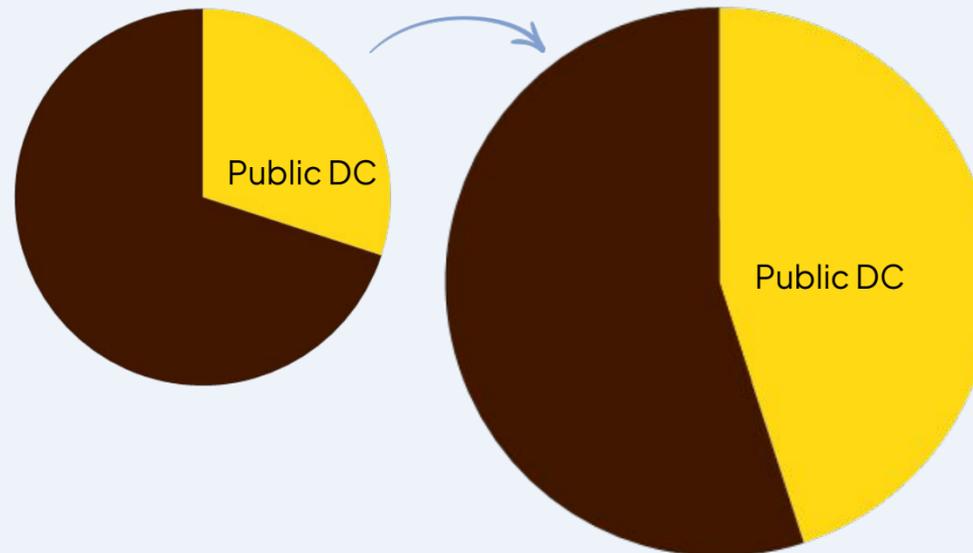


- Technology continues to improve with BYD releasing **400km of range in five minutes charging**
- This technology is expected to **form part of the BEV mass market adoption**

2

...making EVs and fast-charging more appealing, scaling the market...

Share and absolute charging demand increases



- Five-minute charge speeds will **make fast charging more attractive than slow charging**
- This development takes away another key bottleneck to scale EV adoption

3

...and improving infrastructure efficiency

Faster charging

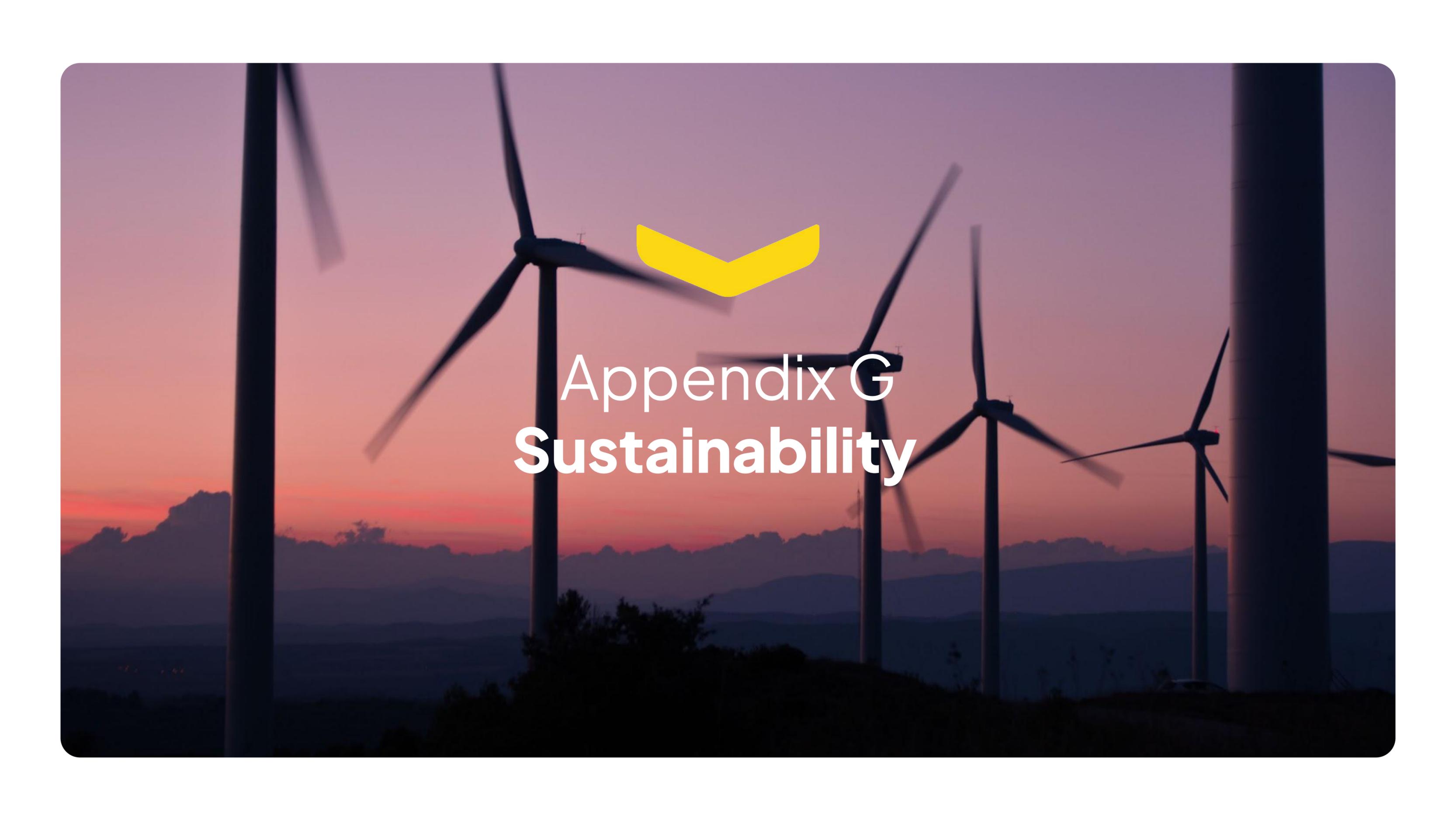


Shorter sessions for the same session size



Fewer chargers need to service same demand

- More investment would be needed in faster chargers and larger grid connections to accommodate 1MW charge speeds
- However, **fewer chargers and less civil works would be needed at stations** to service the same demand

A photograph of a wind farm at sunset. The sky is a mix of purple, pink, and orange. Several wind turbines are visible, with their blades blurred from motion. A large yellow chevron points downwards towards the text. The text 'Appendix G Sustainability' is centered in white.

Appendix G  
**Sustainability**



## Improving ESG performance through fulfillment of roadmap milestones

- ✓ Published first climate transition plan as part of CO2 Performance Ladder certification
- ✓ Completed a second limited assurance engagement on 5 ESG KPIs in 2025, as shared in 2025 annual report
- ✓ Scope 1, 2 and 3 emissions were a KPI verified through limited assurance engagement (mentioned above)
- ✓ UN SDGs adopted in 2022



# GREENHOUSE GAS PROTOCOL



## SUSTAINABLE DEVELOPMENT GOALS



## CO<sub>2</sub> PERFORMANCE LADDER



# Regulatory compliance, footprint analysis and making a positive impact are the main pillars of our sustainability focus

## Compliance and reporting

- For the first time, Fastned prepared the sustainability section of the 2025 annual report following the basic and comprehensive modules of the VSMEs
- For a second time, participated in a limited assurance engagement on 5 ESG KPIs for 2025 annual report
- Shared biodiversity information for the first time in our 2025 annual report, as part of VSME reporting
- EU Taxonomy eligibility

## Understanding our footprint

- Calculated CO2 footprint data for all Fastned stations based on LCA of a standard NL station, and a shops footprint based on spend-based data
- Received limited assurance on scope 1, 2 and 3 emissions calculations for a second time in 2026
- Recertified for the CO2 Performance Ladder in late 2025, this time with the new handbook, achieving Level 2; Will recertify again in 2026
- Updated our relative CO2 emissions reduction targets and introduced an absolute target—both of which can be found in our [new Climate Transition Plan](#)

## Making a positive impact

- Piloted low-carbon construction projects in 2022 and 2024; Investigating more opportunities
- Validated [our 2024 Guarantees of Origin](#) to give more transparency to customers; 2025 is in progress
- Engage in community outreach initiatives ~3–4 times a year across entire organisation
- Became [B Corp certified](#) in Q3 2024

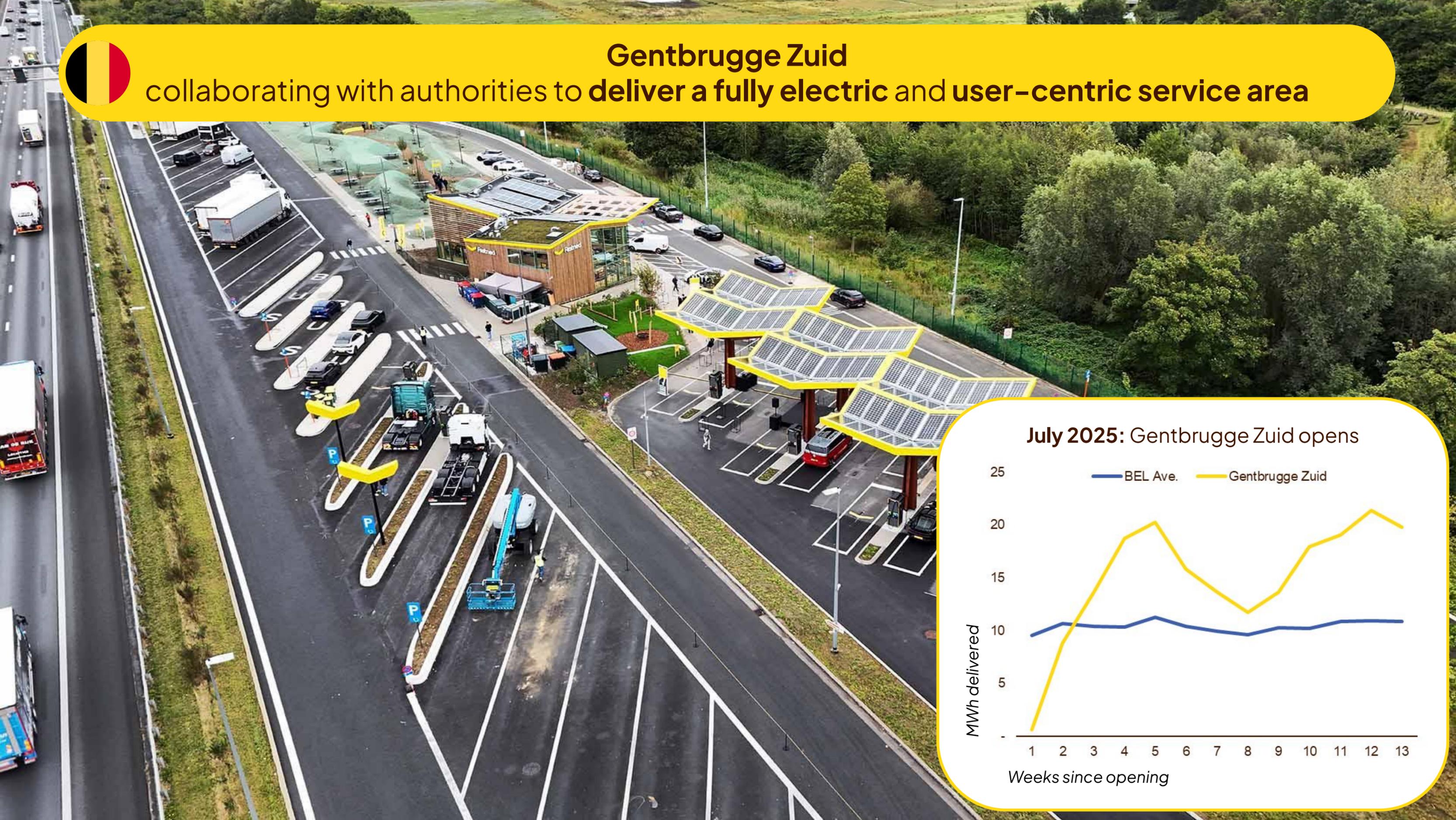
A photograph of several wind turbines at sunset or sunrise, with a yellow chevron pointing downwards. The sky is a mix of purple, pink, and orange, and the turbines are silhouetted against it. The text "Appendix H" and "Future Industries" is overlaid in white.

Appendix H  
**Future Industries**

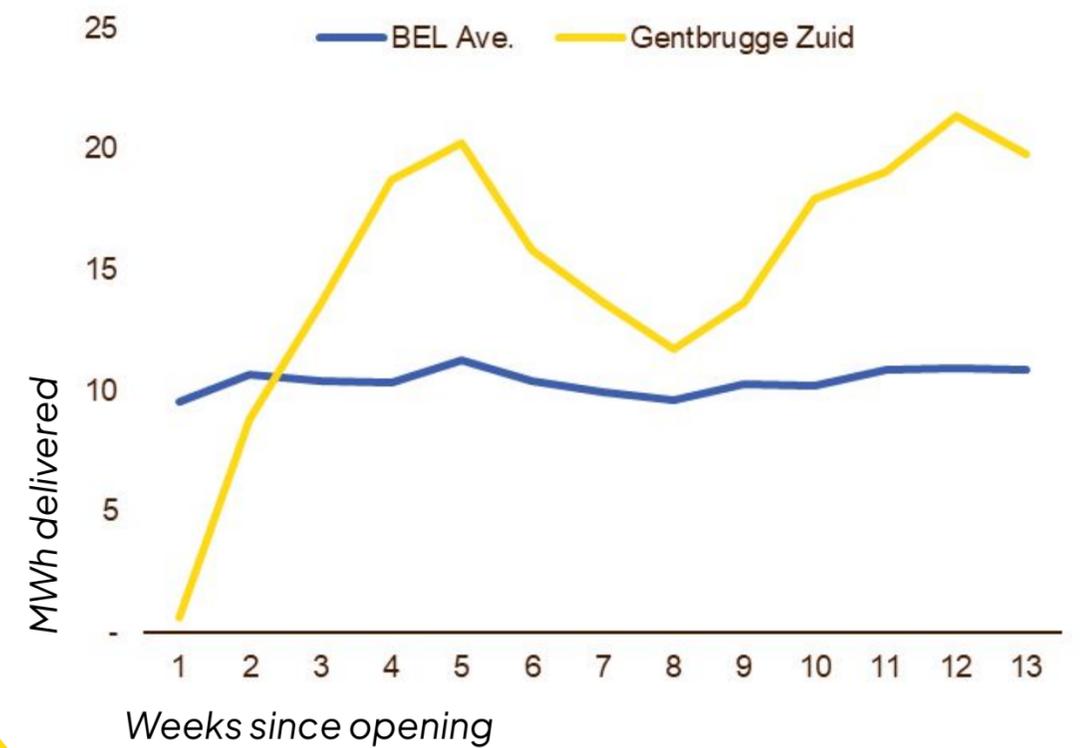


# Gentbrugge Zuid

collaborating with authorities to deliver a fully electric and user-centric service area



July 2025: Gentbrugge Zuid opens





# We are getting ready for all the **electric trucks on the roads**

More and more trucks are coming to the roads

More and more trucks are coming to the roads



Image source: Hans Hermans, Fastned founder





**Fastned**

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