

Working towards a professional market



	Policy & Organization	Application & Realization	Management & Monitoring	Charging Infrastructure	Financing	Focus on EV drivers	Market forces	Development of knowledge and people	Connection to energy transition
Mature 5 optimized	<ul style="list-style-type: none"> Clear-cut policy agreements at the municipal/ regional levels Integration into processes and adjoining sectors 	<ul style="list-style-type: none"> Integration into processes Predictable, short processing times Pro-active and systematic approach Application and registration coordinated between parties 	<ul style="list-style-type: none"> Operationally efficient and effective Info for better use of charging infra Independent of any one party Long(er)-term centralized management agreements 	<ul style="list-style-type: none"> Predictable delivery/surplus Insight into flexible charging at connection level and tailored to specific energy system 	<ul style="list-style-type: none"> Maximum efficiency Use revenue to finance innovation Insight into fixed costs versus additional services Transparent cost structure 	<ul style="list-style-type: none"> Prioritize customer experience and customer satisfaction Services are independent of CPO/MSP (for ex.: real-time insight into location, rates and availability) Customer interaction aimed at product improvement 	<ul style="list-style-type: none"> Open market with new entrants and innovations Healthy business models with distinctive propositions Investors maintain long-term involvement 	<ul style="list-style-type: none"> Sufficient knowledge and experience to facilitate growth of charging infra Guarantee continuity within the team Regular internal knowledge-sharing 	<ul style="list-style-type: none"> Developments related to charging infrastructure are integral part of energy transition Coordinated approach
Level 4 predictable									
Level 3 deployed	<ul style="list-style-type: none"> Policy at the municipal level Discussion and coordination with chain partners Basic agreements Responsibility lies with municipalities 	<ul style="list-style-type: none"> Predictable process for municipalities Quantify but not guide processing time Each party has own system Limited integration with chain partners 	<ul style="list-style-type: none"> Involved parties set requirements Limited coordination of and approach to implementation & management Limited reporting across entire charging infrastructure Involved parties set requirements Limited coordination of and approach to implementation & management Limited reporting across entire charging infrastructure 	<ul style="list-style-type: none"> Local initiatives for balancing/ coordinating grid congestion and voltage issues Identify bottlenecks at neighborhood/street level 	<ul style="list-style-type: none"> Some market segments profitable without subsidies Subsidize/incentivize needed investments Insight into costs of the value chain 	<ul style="list-style-type: none"> Focus market parties on customer perception Reliable insight into costs/ location of each CPO Development of specific services 	<ul style="list-style-type: none"> Market parties and earnings models aimed at existing market roles Market not yet transparent and suitable for comparison 	<ul style="list-style-type: none"> Staffing usually sufficient Some knowledge and experience among a small group of people Occasional knowledge development on new or adjacent sectors via third parties Personal involvement and expertise determine progress No responsibilities specified Hardly any knowledge/ expertise present 	<ul style="list-style-type: none"> Charging infrastructure is area for attention during energy transition Limited coordination with other sectors; is primarily focused on practical issues/problems
Level 2 initial									
Just getting started 1 reactive	<ul style="list-style-type: none"> No policy in place Ad hoc decisions by stakeholders Inconsistent solutions 	<ul style="list-style-type: none"> Reactive Applications reviewed ad hoc No dedicated process or system 	<ul style="list-style-type: none"> Lacks coordination Charging points managed individually 	<ul style="list-style-type: none"> Social necessity is leading for placement No optimization of electricity consumption/ delivery 	<ul style="list-style-type: none"> Charging infrastructure developing by means of subsidies and incentives 	<ul style="list-style-type: none"> No clear focus on customer experience and perception Focus on energy transition and technology 	<ul style="list-style-type: none"> Regulated non-profits dominate the market Social necessity is guiding implementation 	<ul style="list-style-type: none"> No coordination/ consultation between charging infrastructure and other sectors involved in energy transition 	