The eMobility Excellence report determines the charging service with the most attractive charging tariff in France. When comparing costs, Pass IZIVIA by EDF is the cheapest. The best-value charging tariff, on the other hand, depends very much on user behavior.

Simone Käser, Rowan Sta. Maria

The "eMobility Excellence" series provides an independent market comparison of various charging services and the best tariff options. For this purpose, sixteen (16) Mobility Service Providers were considered.

With the current edition of the eMobility Excellence comparison, P3 aims to compare the charging market for French EV drivers as transparently as possible and to provide information on the pricing and tariff structure of various charging services.

As of the data collection date of July 15, 2023, there were now a total of more than 100,000 publicly accessible charging points in the Metropolitan French market.

The charging costs are determined using the price/tariff models provided by the charging services for France.

For freely accessible charging tariffs, Pass IZIVIA Access with a simple, transparent price model at attractive conditions wins the best overall charging cost comparison averages from all three driving profiles Moreover, its competitive electricity pricing and preferential pricing thanks to OEM agreements contribute to the attractive pricing. OEM's charging services have the most favorable conditions for full-public charging. In particular, BMW Charging Flex, Mercedes meCharge M & L have very attractive offers. However, depending on the driving profile, other charging services are also very attractive: *Engie Mobilité Verte* and Pass Freshmile Card for average drivers, fulli *fulli à l'acte* and *fulli confort for long distance drivers, and Engie Mobilité Verte* full-public charging drivers.

This independent report is not an indicator or measurement of the quality, reliability, user experience or network coverage (in number of charging points) of any of the MSPs and CPOs mentioned in this report.

P3 is not sponsored by any of the MSPs, or CPOs listed in this report.

Contents

METHODOLOGY

For the calculation of the market coverage of various charging services, only publicly accessible charging points that were available in the charging networks as of July 15, 2023, enable billable charging processes and are accessible ad-hoc with credit card, or via an authentication medium such as a mobile application or an RFID card were considered. Furthermore, only charging points that correspond to the official standards for charging in Europe[1] and were set up for charging electric vehicles were considered.

Therefore, the analysis may deviate from the information provided by the provider. According to these criteria, France had a total of more than 101,000[2] charging points as of June 30, 2023, of which 88,715 were AC charging points (alternating current connections) and 12,960 were DC charging points (direct current connection). Among the DC charging points, around 6,950 charging points can be assigned to the HPC (high power charging connections) category, which enables a charging capacity of ≥150 kW: It may be possible that the overall market for charging infrastructure in France exceeds these figures, as numerous micro-operators offer charging solutions that have no connectivity and therefore cannot be recorded or are only reserved for a certain group of users.

Great importance was given to transparent implementation, so that charging points that meet the criteria mentioned were included in the statistics. However, due to different counting methods and definitions, there can be considerable differences in the network size of the MSP. For example, some charging networks list charging points that are not publicly accessible or charging points that have been dismantled in their mobile application. Duplicates, for example due to a change of operator, also occur in-practice. By cleaning up this data, P3 and data from the *Ministère chargé des transports*[3] create a uniform, transparent comparison of the market coverage of different charging services to then derive the final market comparison.

There is still a great deal of variation in price and tariff models on the market for public charging infrastructure.

The eMobility Excellence comparison looks at tariffs and charging costs from the end customer's point of view. Using a specially developed methodology, the eMobility Excellence Report provides transparency and creates a uniform basis for the comparison of heterogeneous tariff models and prices. For the MSPs considered, the prices at the ten largest CPOs (Charging Point Operator) in France were analyzed. The annual costs incurred from the end customer's point of view were then calculated with the aid of standardized driving and charging profiles. This calculation was based on two popular reference vehicles, a long-distance "premium" SUV and an "urban" vehicle, which differ primarily in terms of their energy consumption and maximum DC charging capacity. Furthermore, three typical user profiles were defined:

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[1] According to the IEC: International Electrotechnical Commission. Only "Type 2" charging points for AC and "CCS Combo 2" and "CHAdeMO" charging points for DC charging were considered

[2] AVERE France « https://www.avere-france.org/publication/barometre-101-681-points-de-recharge-ouverts-au-public-fin-juin-2023/ »

[3] Ministère chargé des transports « https://transport.data.gouv.fr/datasets/fichier-consolide-des-bornes-de-recharge-pour-vehicules-electriques »

- **Average drivers** who drive mostly in urban settings for regular commutes, with charging option (e.g., wall box) at their home parking space,
- **Long distance drivers** who have a charging option (e.g., wall box) at their home parking space but use public charging more frequently to cover longer distances, and
- **Full Public charging drivers** who are 100% dependent on public charging with no charging option at home, therefore would need to charge overnight in a public charging station.

The annual charging costs per tariff were calculated for each vehicle and user profile. The average results in the annual costs that are decisive for the analysis from the customer's point of view.

Table 1: Driver and Vehicle Profile Premises

		Urban EV			Premium EV		
Driver profile							
Annual Mileage [km]		15,000[4]	30,000	15,000	15,000	30,000	15,000
Share of charging at home		85	40	0	85	40	0
AC	Share public AC charging (%)	5	5	70	5	5	70
	Electricity consumed [kWh]	15	15	15	15	15	15
	Charging session time [min]	150	150	300	150	150	300
	Number of sessions	9	18	124	9	18	124
DC	Share public DC charging (%)	0	5	5	0	5	5
	Electricity consumed [kWh]	30	30	30	30	30	30
	Charging session time [min]	40	40	40	40	40	40
	Number of sessions	0	9	4	0	9	4
HPC	Share public HPC charging (%)	10	50	25	10	50	25
	Electricity consumed [kWh]	40	40	40	40	40	40
	Charging session time [min]	25	25	25	25	25	25
	Number of sessions	7	66	17	7	66	17

Average driver   Long-distance driver   Full public charging driver

The primary objective from the end customer's point of view is the clear traceability of the pricing - the providers differ fundamentally in their pricing. While some charging services offer a uniform price model across different operators and thus offer end-customers a high level of transparency, other MSPs have CPO-specific tariff models that can lead to large differences in billing and consequently represent an additional risk factor from the end-customer's perspective, e.g., with unexpectedly long parking times and a minute-based billing.

Moreover, there is a large variety of different charging tariffs and price models. From registration and basic fees to flat rates, start or session tariffs, energy, or time-based billing to a combination of different models, almost everything is currently available on the market. The tariff models and charging tariffs of the individual MSPs sometimes differ significantly, which means that EV drivers must expect different prices at one and the same charging station, depending on the MSP used. Therefore, it's worth comparing the prices before starting a charging session. Especially

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[4] ENDIS « https://www.enedis.fr/sites/default/files/documents/pdf/enedis-rapport-pilotage-de-la-recharge-de-vehicules-electriques.pdf »

when charging with RFID cards, undesirably high bills can sometimes occur here, since the customer does not know the exact prices for the respective charging station.

In contrast to other European core markets, France is characterized by a very heterogeneous structure of market participants. While the *syndicats d'énergies* were the first to deploy recharging infrastructure, more and more private players are developing their own networks on private land. The *syndicats d'énergies* have the task of developing the energy transformation of their *département* (municipality) and therefore often operate charging infrastructure within their local area of responsibility.

Some of these local CPOs have joined forces for a regional MSP offering to achieve synergy effects. This very regionally limited offer is completed by nationally as well as internationally active MSPs. Furthermore, some automotive OEMs also offer MSP products.

MOBILITY SERVICE PROVIDER (MSP) PROFILES

Table 2: List of MSPs in alphabetical order

National	Regional	Automotive OEM
Chargemap Pass	Belib	BMW Charging
Engie Mobilité Verte	Eborn Pass	Charge myHyundai
Fulli	Métropolis Recharge	Mercedes me Charge
Pass Freshmile	MobiVE	Volkswagen We Charge
Pass IZIVIA	Ouest Charge	
Shell Recharge	Révéo	

Sixteen (16) MSPs[5] are selected for this report and categorized based on their market coverage and if they are offered by an automotive OEM.

Pricing samples are derived from top 10 national CPOs, pan-european IONITY network, and exceptional partnerships with regional CPOs (see page 8).

Tariffs are broken down to the following components:
- **Registration fee**: One-time payment for new users who have not initiated a first charging session with the MSP
- **Monthly fee**[6]: Fixed amount paid per month by the user to be granted access to the MSPs charging network, or a combination of both exclusive inclusions such as preferential pricing, reservation, power allowance etc.
- **Starting fee:** Fixed fee automatically credited to the user upon initiating a charging session

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[5] Extract selected by P3

[6] Select MSPs apply an annual fee. For this report, the monthly fee reported is the annual fee divided by 12 months.

- **Power based billing:** Accruable fee based per kWh of power consumed during a charging session
- **Time based billing:** Accruable fee (usually per minute) based on the duration a vehicle is connected to the charging station
- **Session fee:** Fixed fee automatically credited to the user upon finishing a charging session
- **Blocking fee[7]:** Additional accruable fee charged to drivers who remain connected to a charging station after full battery completion or after an elapsed duration

The composition of tariff components varies per MSP and per charging offer, therefore some components may or may not apply.

The following MSPs were not included for this report as detailed tariff information were inaccessible or unavailable at the time of the publication. No responses were received following requests to access pricing information.

Table 3: List of MSPs excluded from comparison

National	OEM
AVIA E-mobilité	Free2move
Borneslib	Mobilize Charge Pass

In France, vehicle manufacturer Tesla has also been successively opening its fast-charging stations to brands of other car manufacturers since June 2022. As of software version 4.2.3, the Tesla app, which was previously only relevant for Tesla customers, now also offers users of external vehicle models with CCS fast-charging connections access to available charging locations, charging capacities and prices via the menu item "Charge your non-Tesla". Since only Tesla's own Supercharger charging stations are displayed in the Tesla app, Tesla occupies a special position in the market and is only included to a limited extent in this edition of the eMobility Excellence MSP Comparison.

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[7] Derived as a per minute rate. Overnight fees are considered after 840 minutes (14 hours) of connection.

CHARGE POINT OPERATORS – NATIONAL

Table 4: Top ten (10) CPOs nationwide with the largest network size based on number of publicly accessible recharging points:

Charge point operator (CPO)		Geographical footprint
Freshmile		Countrywide
Belib		Île-de-France
Eborn		Auvergne-Rhône-Alpes
Métropolis		Île-de-France
Alizé | Bouygues Energies & Services		Countrywide
IZIVIA		Île-de-France, Lyon, Rouen, Grand-Est
PassPass Electrique		Hauts-de-France
E.Leclerc		Île-de-France, Hauts-de-France, South France
TotalEnergies		Countrywide
Electra		Countrywide

CHARGE POINT OPERATORS - REGIONAL

The following CPOs were also considered due to their interoperability with regional MSPs:

Table 5: List of Regional CPOs and MSP affiliation

Charge point operator (CPO)		Regional MSP affiliation	Geographical footprint
Belib			Île-de-France
Métropolis			Île-de-France
Syndicat d'énergie de l'Oise (SE60)			Oise (Picardie)
Brev'car (SDE 22)		Ouest Charge	Saint-Brieuc (Bretagne)
SDEF		Ouest Charge	Quimper (Bretagne)
Béa (SDE35)		Ouest Charge	Ille-et-Vilaine (Bretagne)
SYDEGO		Ouest Charge	Loire Atlantique (Pays de la Loire)
SIEML		Ouest Charge	Écouflant (Pays de la Loire)
TE53		Ouest Charge	Mayenne (Pays de la Loire)
SyDEV		Ouest Charge	La Roche-sur-Yon (Pays de la Loire)
Brest Métropole & Ville		Ouest Charge	Brest (Bretagne)
Morbihan énergies (SDE 56)		Ouest Charge	Vannes (Bretagne)
SDE 76		Ouest Charge	Isneauville (Normandie)

I.   NATIONAL MSP: CHARGEMAP PASS

Chargemap Pass has average annual charging costs of 2,580 €.

A one-time registration fee of 19.90 € is required.

There is no monthly subscription fee. Some CPOs apply a session starting fee of 5.50 €.

Depending on the CPO, customers are billed based on per kilowatt hour consumed or per minute of connection.

Per kilowatt hour rates range from 0.11 − 0.61 € for AC, 0.49 − 0.86 € for DC, and 0.49 − 0.86 € for HPC.

Per minute rates range from 0.01 − 0.42 € for AC and 0.37 − 0.42 € for DC.

Some CPOs apply blocking fees. After 10 minutes to 120 minutes of AC charging connection, a blocking fee ranging from 0.06 − 0.42 € per minute applies. For DC charging, a blocking fee ranging from 0.4 − 1.10 € per minute applies to DC charging after 10 minutes to 45 minutes of charger connection. For HPC charging, after 10 minutes to 45 minutes of charging connection, a blocking fee of 0.22 € applies. There are no set limits or maximum total blocking fee amount.

Chargemap Pass is compatible with the IONITY network and provides various pricing options to drivers.

The base tariff for the IONITY network costs 0.44 per kilowatt hour for AC charging and 0.72 € DC and HPC charging.

Preferential pricing of 0.53€ per kWh is also available for a monthly add-on subscription of 12.90 € (after an upfront payment of first three months for 38.70€) to an existing Chargemap Pass subscription.

Charging points compatible to Chargemap Pass are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France and Auvergne-Rhône-Alpes.

II.   NATIONAL MSP: ENGIE MOBILITÉ VERTE

Engie Mobilité Verte has average annual charging costs of 1,860 €.

A one-time registration fee of 19.00 € is required.

There is no monthly subscription fee. Some CPOs apply a session starting fee 0.60 €.

Depending on the CPO, customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.35 – 0.59 € for AC, 0.45 – 0.78 € for DC and HPC.

Per minute rates range from 0.01 – 0.24 € for AC and DC, and 0.24 € for HPC.

Some CPOs apply blocking fees. After 30 minutes, a blocking fee for AC, DC, HPC, ranging from 0.01 – 0.36 € per minute may apply. There are no set limits or maximum total blocking fee amount.

Engie Mobilité Verte is not compatible with the IONITY network.

Charging points compatible to *Engie Mobilité Verte* are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Normandie, Grand Est, Midi-Pyrénées, Provence-Alpes-Côte D'Azur and Auvergne-Rhône-Alpes.

III.   NATIONAL MSP: FULLI

fulli proposes two charging offers at different price points and inclusions: *fulli à l'acte* and *fulli confort*.

fulli à l'acte has average annual charging costs of 2,335 €.
A one-time registration fee of 19.00 € is required.
There is no monthly subscription fee. No session starting fees apply. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

Per kilowatt hour rates range from 0.25 − 0.65 € for AC, DC and HPC.

Per minute rates range from 0.01 − 0.69 € for AC, and 0.12 − 0.69 € for DC.

A session fee of 0.70 € applies after each recharge for AC, DC and HPC charging across all CPOs.

fulli confort has average annual charging costs of 2,425 €.
A one-time registration fee of 19.00 € is required.
Besides a monthly subscription of 2.00 €, customers are billed based on per kilowatt hour consumed or time per minute of connection.

Per kilowatt hour rates range from 0.25 − 0.65 € for AC, DC and HPC.

Per minute rates range from 0.01 − 0.69 € for AC, and 0.12 − 0.69 € for DC.

A session fee of 0.35 € applies after each recharge for AC, DC and HPC charging across all CPOs.

For both charging offers, some CPOs apply blocking fee. After 30 minutes to 120 minutes of AC charging connection, a blocking fee ranging from 0.05 − 0.20 € per minute applies. There are no per minute blocking fees for DC and HPC. A surcharge of 10.00 € applies for overnight charging (22h-7h) for AC and DC.

fulli is compatible with the IONITY network but does not have preferential pricing or subscription.

The IONITY network costs 0.39 € per AC and DC kilowatt hour, and 0.68 € per HPC kilowatt hour.

Charging points compatible with *fulli* are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Occitanie, Auvergne-Rhône-Alpes, and Provence-Alpes-Côte D'Azur.

IV.   NATIONAL MSP: PASS FRESHMILE

Pass Freshmile proposes two charging offers at different price points and inclusions: *Pass Freshmile Card* and *Pass Freshmile Mouv'Oise Card*.

Pass Freshmile Card has average annual charging costs of 2,230 €.
A one-time registration fee of 15.00 € is required.
There is no monthly subscription fee. No starting, nor session, nor blocking fees apply. Customers are billed based on per kilowatt hour consumed or a combination of both time per minute of connection.

Per kilowatt hour rates range from 0.21 – 0.55 € for AC, 0.30 – 0.59 € for DC and HPC.

Per minute rates range from 0.04 – 0.30 € for AC, and 0.15 – 0.30 € for DC and HPC.

Pass Freshmile Mouv'Oise Card has average annual charging costs of 2,230 €.
A one-time registration fee of 5.00 € is required.
There is no monthly subscription fee. No starting or session fees apply. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

Per kilowatt hour rates range from 0.21 – 0.55 € for AC, 0.30 – 0.59 € for DC and HPC.

Per minute rates range from 0.04 – 0.30 € for AC, and 0.15 – 0.30 € for DC and HPC.

Pass Freshmile is compatible with the IONITY network but does not have preferential pricing or subscription.

The IONITY network costs 0.45 € per AC and DC kilowatt hour, and 0.71 € per HPC kilowatt hour.

Charging points compatible with Pass Freshmile are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Grand Est, Bourgogne-Franche-Comté and Nouvelle-Aquitaine

V.   NATIONAL MSP: PASS IZIVIA

Pass IZIVIA Access has average annual charging costs of 925 €.
A one-time registration fee of 15.00 € is required.
There is no monthly subscription fee. Some CPOs apply starting fees ranging from 1.00 – 5.00 €. Depending on the CPO, customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.20 – 0.53 € for AC, 0.20 – 0.78 for DC and HPC.

Per minute rates range from 0.01 – 0.06 € for AC, and 0.08 – 0.34 € for DC and HPC.

Some CPOs apply a session fee of 1.00 € applies after each recharge for AC charging.

Some CPOs apply blocking fee. After 10 to 120 minutes of AC charging connection, a blocking fee ranging from 0.05 – 0.08 € per minute applies. For DC and HPC charging, the same blocking fee applies after 10 to 30 minutes of charger connection.

Pass IZIVIA is compatible with the IONITY network but does not have preferential pricing or subscription.

The IONITY network costs 0.45 € per AC and DC kilowatt hour, and 0.71 € per HPC kilowatt hour.

Charging points compatible to *Pass IZIVIA* are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Grand Est, Nouvelle-Aquitaine, Occitanie, and Provence-Alpes-Côte D'Azur.

VI.   NATIONAL MSP: SHELL RECHARGE

Shell Recharge has average annual charging costs of 2,535 €.

There is neither a one-time registration nor monthly subscription fee. No starting fees nor blocking fees are applied. Depending on the CPO, customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.25 − 0.54 € for AC, 0.38 − 0.68 € for DC, and 0.30 − 0.68 € for HPC.

Per minute rates range from 0.01 − 0.40 € for AC, 0.05 − 0.65 € for DC, and 0.05 − 0.20 € for HPC.

There are currently no blocking fees or session fees for any CPOs compatible with Shell Recharge.

Shell Recharge is compatible with the IONITY network and but does not have preferential pricing or subscription.

The IONITY network costs 0.40 € per AC kilowatt, and 0.68 € per DC and HPC kilowatt consumed.

Charging points compatible with *Shell Recharge* are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Normandie, Occitanie, Auvergne-Rhône-Alpes, and Provence-Alpes-Côte D'Azur.

VII. REGIONAL MSP: BELIB

Belib proposes three charging offers at different price points and inclusions: *Belib non abonné, Belib abonnés (hors Paris) and Belib abonnés (Paris).*

For all charging offers, a *Belib* subscription only provides access to *Belib* charging stations.

Belib non abonné has average annual charging costs of 1,070 €.
There is neither a one-time registration, monthly subscription fee, starting fees, nor session fees. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

AC charging up to 7kW "FLEX charging" rates are 0.35 € per kilowatt consumed plus 0.55 € per 15 minutes of connection.
AC charging up to 22 kW "BOOST charging" rates are 2.30 € per 15 minutes of connection.
DC Charging up to 50kW "BOOST + charging" rates are 0.38 € per minute of connection.

Belib abonnés (hors Paris) has average annual charging costs of 1,040 €.
For an annual subscription of 7.00 € (0.58 € per month). There are no starting fees, nor session fees. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

FLEX charging (up to 7kW AC) rates are 0.35 € per kilowatt consumed plus 0.35 € per 15 minutes of connection (0.02 € per minute).
BOOST charging (up to 22kW AC) rates are 2.05 € per 15 minutes of connection (0.14 € per minute).
BOOST + charging (up to 50kW DC) rates are 0.35 € per minute of connection.

Belib abonnés (Paris) has average annual charging costs of 985 €.
For an annual subscription of 7.00 € (0.58 € per month). There are no starting fees, nor session fees. Customers are billed based on per kilowatt hour consumed or time per minute of connection.
FLEX charging (up to 7kW AC) during the day (8h – 20h) rates are 0.35 € per kilowatt consumed plus 0.35 € per 15 minutes of connection (0.02 € per minute).
FLEX charging (up to 7kW AC) during evening peak hours (20h – 23h) rates are 0.35 € per kilowatt consumed plus 0.15 € per 15 minutes of connection.
FLEX charging (up to 7kW AC) during night off-peak hours (23h – 8h) rates are 0.25 € per kilowatt consumed plus 0.05 € per 15 minutes of connection.
BOOST charging (up to 22kW AC) rates are 2.05 € per 15 minutes of connection (0.14 € per minute).
BOOST + charging (up to 50kW DC) rates are 0.35 € per minute of connection.
A blocking fee of 10.00 € per hour applies after 840 minutes (14 hours) of charging connection.
Further, all *Belib* offers are not compatible and do not provide access to the IONITY network.

Charging points compatible to *Belib* are available exclusively in the Île-de-France region in *Belib* stations.

VIII.   REGIONAL MSP: EBORN PASS

eborn pass proposes three charging offers at different price points and inclusions: *non-abonné, à la carte*, and *au forfait*.

eborn pass non-abonné has average annual charging costs of 3,060 €.
There is neither a one-time registration nor monthly subscription fee. Some CPOs apply starting fees ranging from 12.00 − 19.00 €. No session fees apply. Depending on the CPO, customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.19 − 0.59 € for AC, 0.19 − 0.59 € for DC, and 0.19 − 0.61 € for HPC.

Per minute rates range from 0.02 − 0.30 € for AC, 0.03 − 0.30 and DC, and 0.30 € for HPC.

eborn pass à la carte has average annual charging costs of 1,220 €.

No starting or session fees apply.

For a monthly subscription of 12.00 €, customers can charge at a standard price of 0.30 € per kilowatt for AC, 0.42 € per kilowatt for DC, and 0.57 € per kilowatt for HPC.

eborn pass au forfait has average annual charging costs of 564 €.

No starting or session fees apply.

For a monthly subscription of 47.00 €, customers can charge up to 250 kW each per month for AC, DC, and HPC. Additional consumption is charged at the à la carte rate.

For all three charging offers, some CPOs apply blocking fee. After 1 hour of AC charging connection, a blocking fee ranging from 0.20 − 0.27 € per minute. For DC charging, a blocking fee of 0.20 € per minute applies to DC charging 1 hour of charger connection. For HPC charging, after 1 hour of charging connection, a blocking fee of 0.20 € applies.

Further, all *eborn pass* offers are not compatible and do not provide access to the IONITY network.

Charging points compatible to eborn pass are available nationwide. Regions with a strong concentration of accessible charging stations are Auvergne-Rhône-Alpes and Provence-Alpes-Côte D'Azur.

IX.   REGIONAL MSP: MÉTROPOLIS RECHARGE

Métropolis Recharge proposes three charging offers at different price points and inclusions: Public, *Métropolis Liberté*, Métropolis 100. For all charging offers, a Métropolis Recharge subscription only provides access to Métropolis Recharge charging stations.

Métropolis Recharge Public has average annual charging costs of 4,960 €.
There is neither a one-time registration nor monthly subscription fee. Customers are billed based on per kilowatt hour consumed. Rates of 0.53 € for AC, 0.65 € for DC and HPC are applied. Reservation of charging stations is unavailable.

Métropolis Recharge Liberté has average annual charging costs of 4,970 €.
For an annual subscription of 10.00 € (0.83 € per month), customers can charge at a standard per kilowatt price of 0.53 € for AC, 0.65 € for DC and HPC. Charging station reservation is available 30 minutes before the charging session.

Métropolis Recharge 100 has average annual charging costs of 5,600 €.
For a monthly subscription of 53.00 € per month, customers can consume 100 kW complimentary per month. For consumption beyond, a 20% discount is applied for additional kW consumed. Charging station reservation is available 30 minutes before the charging session.

All three charging offers have a blocking fee of 0.20 € per minute for all charging power classes. For *Métropolis Recharge Public*, the blocking fee applies ten minutes after the vehicle is fully charged. For *Métropolis Liberté* and *Métropolis 100* offers, customers have an allowance of 120 minutes of blocking fees per month. A surcharge of 2.00 € applies for overnight charging (22h-7h).

Further, all *Métropolis Recharge* offers are not compatible and do not provide access to the IONITY network.

Charging points compatible to *Métropolis Recharge* are available exclusively in the Île-de-France region in *Métropolis Recharge* stations.

X.   REGIONAL MSP: MOBIVE

MobiVE proposes two charging offers at different price points and inclusions: *MobiVE non abonné* and *MobiVE abonné*.

For all charging offers, a *MobiVE* subscription only provides access to *MobiVE* charging stations.

MobiVE abonné has average annual charging costs of 258 €.
There is neither a one-time registration, monthly subscription fee, starting, and session fees. Customers are billed based on per minute of connection.
For AC charging of up to 25kW, a per kW rate of 0.44 € applies, with per minute rate of 0.07€ per minute after 10 hours of connection.
For DC charging of 40 – 60 kW, a per kW rate of 0.48 € applies, with per minute rate of 0.07€ per minute after 3 hours of connection.
For DC and HPC charging above 60 kW, a per minute rate of 0.57 € applies, with per minute rate of 0.07€ per minute after 1 hour of connection.

MobiVE non-abonné has average annual charging costs of 322 €.
There is neither a one-time registration, monthly subscription fee, starting, and session fees. Customers are billed based on per minute of connection.
For AC charging of up to 25kW, a per kW rate of 0.55 € applies, with per minute rate of 0.09€ per minute after 10 hours of connection.
For DC charging of 40 – 60 kW, a per kW rate of 0.59 € applies, with per minute rate of 0.09€ per minute after 3 hours of connection.
For DC and HPC charging above 60 kW, a per kW rate of 0.68 € applies, with per minute rate of 0.09€ per minute after 1 hour of connection.

For both charging offers, *MobiVE* does not apply any blocking fees. However, they cap the maximum price of a charging session to 50.00 € for *MobiVE* non-abonné customers, and 30.00 € for MobiVE abonné customers.

Further, all *MobiVE* offers are not compatible and do not provide access to the IONITY network.

Charging points compatible with *MobiVE* are exclusively available in the Nouvelle Aquitaine region.

XI. REGIONAL MSP: OUEST CHARGE

Ouest Charge proposes two charging offers at different price points and inclusions: *Ouest Charge Inscrits and Ouest Charge Non-inscrits*.

Ouest Charge Inscrits has average annual charging costs of 960 €.
There is no monthly subscription fee but requires one-time 10.00 € registration fee. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

All CPOs do not apply starting fees, however, some CPOs apply session fees ranging from 2.00 – 3.00 €.

Per kilowatt hour rates range from 0.20 – 0.49 € for AC, 0.25 – 0.69 € for DC, and 0.55 € for HPC.

Ouest Charge Non-inscrits has average annual charging costs of 1,025 €.
There is neither a one-time registration nor monthly subscription fee. Customers are billed based on per kilowatt hour consumed or time per minute of connection.

Some CPOs apply a starting fee of 1.00 €.

Per kilowatt hour rates range from 0.20 – 0.49 € for AC, 0.25 – 0.69 € for DC, and 0.55 – 0.79 € for HPC.
Per minute rates range from 0.05 – 0.07 € for AC. There are no per minute rates for DC and HPC.

All tariffs are due to a session fee depending on the department where the charging station is located. A session fee of 1.00 € applies to charging sessions done at Côtes-d'Armor, Loire-Atlantique, Maine-et-Loire, Finistère, and Ille-et-Vilaine. A session fee ranging from 2.00 – 3.00 € applies to charging sessions done at Vendée and Mayenne.

Ouest Charge is not compatible with the IONITY network.

Charging points compatible with *Ouest Charge* are available exclusively in the Bretagne and Pays de la Loire regions.

XII.   REGIONAL MSP: RÉVÉO

RÉVÉO has average annual charging costs of 3,095 €.

There is neither a one-time registration nor monthly subscription fee. Depending on the CPO, customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both. No starting or session fees apply.

Per kilowatt hour rates range from 0.19 – 0.40 € for AC, 0.19 – 0.70 € for DC, and 0.19 € for HPC.

Per minute rates range from 0.05 – 0.44 € for AC and DC, 0.30 € for HPC.

Some CPOs apply blocking fee. After two hours or 120 minutes of AC charging connection, a blocking fee of 0.12 € per minute applies. For DC charging, a blocking fee of 0.12 € per minute applies to DC charging after 60 minutes of charger connection.

RÉVÉO is not compatible with the IONITY network.

The region with strong concentration of accessible charging stations is Occitanie**.**

XIII.   OEM MSP: BMW CHARGING

BMW Charging proposes two charging offers at different price points and inclusions: Active and Flex

BMW Charging Active has average annual charging costs of 1,415 €.
A one-time registration fee of 7.44 € is required.
For a monthly subscription of 4.99 € customers are billed based on preferential rates per kilowatt hour consumed. A complementary subscription is offered for the first year of ownership of a new BMW Electric vehicle.

Per kilowatt hour rates are 0.30 € for AC, 0.40 € for DC, and 0.40 € for HPC.

BMW Charging Flex has average annual charging costs of 765 €.
A one-time registration fee of 7.44 € is required.
There is no monthly subscription fee. Customers are billed based on per kilowatt hour consumed, per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.30 € for AC, 0.44 − 0.69 € for DC and HPC.

Per minute rates range from 0.19 − 0.44 € for AC, 0.14 − 0.80 € for DC, and 0.24 € for HPC.

BMW Charging is compatible with the IONITY network and offers add-on subscription options that offer preferential pricing.

The IONITY network costs 0.69 € per kilowatt hour.

For 13.00 € per month, drivers can recharge at IONITY stations at 0.30 € per kilowatt hour for AC, DC and HPC.

Some CPOs apply blocking fee. After 720 minutes of AC charging connection, a blocking fee of 0.20 € per minute. For DC charging, a blocking fee of 0.10 € per minute applies to DC and HPC charging after 90 minutes of charger connection.

Charging points compatible to BMW Charging are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Occitanie, Auvergne-Rhône-Alpes and Provence-Alpes-Côte d'Azur.

XIV.   OEM MSP: CHARGE MYHYUNDAI

Charge myHyundai proposes three charging offers at different price points and inclusions: Flex, Smart, and Easy.

Charge myHyundai Flex has average annual charging costs of 2,250 €.
A one-time registration fee of 7.44 € is required.
There is no monthly subscription fee. Customers are billed based on per kilowatt hour consumed, time per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.34 − 0.78 € for AC, 0.46 − 1.02 € for DC, and 0.78 − 1.02 € for HPC.

Per minute rates range from 0.01 − 0.04 € for AC, DC and HPC.

Charge myHyundai Smart has average annual charging costs of 2,005 €.
A one-time registration fee of 7.44 € is required.
For a monthly subscription of 3.95 € customers are billed based on preferential rates per kilowatt hour consumed, time per minute of connection, or a combination of both.

Per kilowatt hour rates range from 0.28 − 0.60 € for AC, 0.39 − 0.87 € for DC, and 0.69 − 0.87 € for HPC.

Per minute rates range from 0.01 − 0.07 € for AC, 0.01 − 0.45 € for DC, and 0.45 € for HPC.

Charge myHyundai Easy has average annual charging costs of 1,700 €.
A one-time registration fee of 7.44 € is required.
For a monthly subscription of 6.99 € customers are billed based on a fixed per kilowatt and per minute rate set by Hyundai.

Per kilowatt rates are 0.07 € for AC, and 0.70 € for DC and HPC.

Per minute rates are 0.07 € for AC, 0.45 € for DC, and 0.22 € for HPC.

For all charging offers except Charge myHyundai easy, some compatible CPOs apply blocking fee. After 44 minutes to three hours of AC charging connection, a blocking fee ranging from 0.10 − 0.750 € per minute applies. For DC and HPC, after 44 to 90 minutes of charging connection, a blocking fee ranging from 0.10 − 0.30 € per minute applies.

Charge myHyundai is compatible with the IONITY network. There is no preferential pricing to base subscriptions, but add-on options with preferential prices are available.

The IONITY network costs 0.79 € per kilowatt hour for all subscriptions.

IONITY Lite and IONITY premium are add-on options to an existing Charge myHyundai subscription that grant customers preferential pricing to the IONITY network.

Charging points compatible with Charge myHyundai are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Occitanie, Auvergne-Rhône-Alpes, et Provence-Alpes-Côte D'Azur.

XV.   OEM MSP: MERCEDES ME CHARGE

Mercedes me Charge proposes three charging offers at different price points and inclusions: Mercedes me Charge S, Mercedes me Charge M, and Mercedes me Charge L

Mercedes me Charge S has average annual charging costs of 1,930 €.
There is no monthly subscription fee. Customers are billed based on per kilowatt hour consumed or time per minute of connection as prescribed by each CPO.

Per kilowatt hour rates range from 0.22 – 0.78 € for AC, and 0.44 – 0.78 € for DC and HPC.

Per minute rates range from 0.01 – 0.42 € for AC. There are no per minute rates for DC and HPC.

Mercedes me Charge M has average annual charging costs of 835 €.
For a monthly subscription of 4.90 €, customers are billed based on per kilowatt hour consumed or time per minute of connection rates fixed by Mercedes.

Per kilowatt hour rates of 0.35 € for AC apply.

Per minute rates of 0.35 € for DC and HPC.

Mercedes me Charge L has average annual charging costs of 860 €.
For a monthly subscription of 12.90 €, customers are billed based on per kilowatt hour consumed or time per minute of connection rates fixed by Mercedes.

Per kilowatt hour rates of 0.30 € for AC apply.

Per minute rates of 0.30 € for DC and HPC.

For all charging offers, some CPOs apply blocking fee. After 180 minutes of AC charging connection, a blocking fee of 0.05 € per minute applies. For DC and HPC, after 45 minutes of charging connection, a blocking fee ranging from 0.20 € per minute applies.

Mercedes me Charge is compatible with the IONITY network and has preferential pricing to the IONITY network based on the charging offer acquired.

The IONITY network costs 0.69 € per kilowatt hour for Mercedes me Charge S, 0.35 € per kilowatt hour for Mercedes me Charge M, and 0.35 € per kilowatt hour for Mercedes me Charge L.

Charging points compatible with Mercedes me Charge are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Occitanie, Auvergne-Rhône-Alpes, et Provence-Alpes-Côte D'Azur.

XVI.   OEM MSP: VOLKSWAGEN WE CHARGE

Volkswagen We Charge proposes three charging offers at different price points and inclusions: We Charge Free, We Charge Go, and We Charge Plus.

We Charge Free has average annual charging costs of 2,710 €.
There is neither a one-time registration nor monthly subscription fee. Customers are billed based on per kilowatt hour consumed or time per minute fixed by Volkswagen.

Per minute rates are 0.12 € for AC, and 0.60 € for DC and HPC.

We Charge Go has average annual charging costs of 2,015 €.
For a monthly subscription of 7.99 € customers are billed based on a preferential rate per minute fixed by Volkswagen.

Per minute rates are 0.08 € for AC, and 0.42 € for DC and HPC.

We Charge Plus has average annual charging costs of 1,785 €.
For a monthly subscription of 14.99 € customers are billed based on a preferential rate per minute fixed by Volkswagen.

Per minute rates are 0.07 € for AC, and 0.35 € for DC and HPC.

For all charging offers, all compatible CPOs apply blocking fee. After 180 minutes of AC charging connection, a blocking fee of 0.05 € per minute applies. For DC and HPC, after 90 minutes of charging connection, a blocking fee ranging of 0.15 € per minute applies.

Volkswagen We Charge is compatible with the IONITY network. We Charge Go and We Charge Plus have preferential pricing offers.

The IONITY network costs 0.69 € per kilowatt hour for We Charge Free and We Charge Go.

For We Charge Plus, 0.36 € per kilowatt hour consumed at IONITY chargers.

Charging points compatible with Volkswagen We Charge are available nationwide. Regions with strong concentration of accessible charging stations are Île-de-France, Hauts-de-France, Occitanie, Auvergne-Rhône-Alpes, et Provence-Alpes-Côte D'Azur.

TESLA SUPERCHARGER NETWORK WITH DIFFERENT PRICES PER LOCATION AND TIME OF DAY

In the app of the vehicle manufacturer Tesla, the price per kWh in the Supercharger network varies depending on location and time of day. For example, customers pay significantly higher prices at the charging station during "peak hours" between 16h00 and 20h00 than outside the peak period. In addition, Tesla customers benefit from a reduced charging price of 0.31 - 0.34 €/kWh at the Superchargers compared to drivers of other brands at 0.42 - 0.46 €/kWh. However, for 12.99 € per month, non-Tesla customers can also purchase a Supercharger membership via the Tesla app, which lowers the charging fees to the level of Tesla drivers.

Separately, Tesla charges a blocking fee (0.50 € / minute in France) at Supercharger charging parks with 50% or more occupancy for each vehicle still occupying a Supercharger charging spot five minutes after charging is complete. Blocking fees double if the Supercharger charging park is at 100% capacity (1.00 € / minute in France).

Due to its special position and the location- and time-based rate structures in the European market, Tesla is not compared with the other charging services in the following illustrations.

CHOOSING A SUITABLE CHARGING TARIFF FOR EACH USER PROFILE

A closer look at the different user profiles reveals that there is not just one best fit MSP and charging subscription across all user profiles. While some tariffs are particularly low-priced for one user profile, they can lead to very high costs for other user profiles. Knowing your own user profile is therefore essential when choosing suitable charging services and tariffs. The following rules of thumb emerged from this year's comparison for:

Average drivers with a low annual mileage who only rarely need to use public charging stations, the amount of the monthly fee is crucial. When choosing a suitable charging tariff, it is recommended to pay attention to low electricity prices, but due to the small number of public charging sessions, lower electricity costs often cannot compensate for the additional costs of a monthly basic fee. For drivers with a similar user profile, charging tariffs that charge the lowest possible monthly fees with low electricity costs are therefore recommended. The *fulli à l'acte* and IZIVIA Access are worthwhile for customers with this user profile.

Long-distance drivers are characterized by a higher average driving distance per year, which is mainly covered on motorways. Accordingly, most charging processes take place at HPC charging stations, which are already often found on motorways. Tariffs that offer particularly favorable conditions for HPC charging can be particularly worthwhile for this user profile. All of the car manufacturers' charging services offer tariffs that are particularly worthwhile for this user profile: for a monthly fee starting around 5,00 €, the customer is offered preferential kWh prices for AC, DC, and HPC charging processes. In addition, these charging services usually offer favorable conditions for the IONITY network compared to an additional basic fee, which the customer can use to save further costs depending on the use of the network. Among the freely accessible charging services considered, there are also tariffs that offer cheap electricity prices for HPC charging. It should be noted here that many freely accessible charging services charge higher prices for the IONITY network, which can lead to very high costs. Despite the high proportion of HPC charging processes, the AC and DC prices should still be compared, depending on individual consumption. For customers with this user profile, the charging tariffs of the automobile manufacturers are particularly worthwhile, specifically BMW Charging Flex, and Mercedes meCharge M & L.

Full-public charging drivers only charge in public spaces and are comparable to long distance drivers when looking at the amount of recharged energy. However, because the distances traveled are shorter on average, there is also less need for fast charging on motorways. This user profile was mainly simulated with AC charging processes that occur overnight. Due to the long standstill times when charging overnight, the costs can be particularly high with many tariffs. This applies when a time-based billing component is levied in addition to pricing the recharged electricity, often in the form of a blocking fee. For customers with this charging profile, it is therefore recommended to choose those tariffs with the lowest electricity prices that do not include a time-based billing component or only use them during the day. Interesting tariffs for
this user profile are *eborn pass au forfait, Ouest Charge inscrits and non-inscrits,* BMW Active, and Mercedes meCharge M & L, and Charge myHyundai Smart.

SELECTING A CHARGING SERVICE

EVALUATION

A closer look at the different user profiles reveals that there is not just one price winner across all user profiles. While some tariffs are particularly cheap for one user profile, they can lead to very high costs in other user profiles. Knowing your own user profile is therefore essential when choosing suitable charging services and tariffs. The following rules of thumb emerged from this year's comparison:

Graph 1: Average annual charging costs in euros | Freely accessible – National MSPs[8]

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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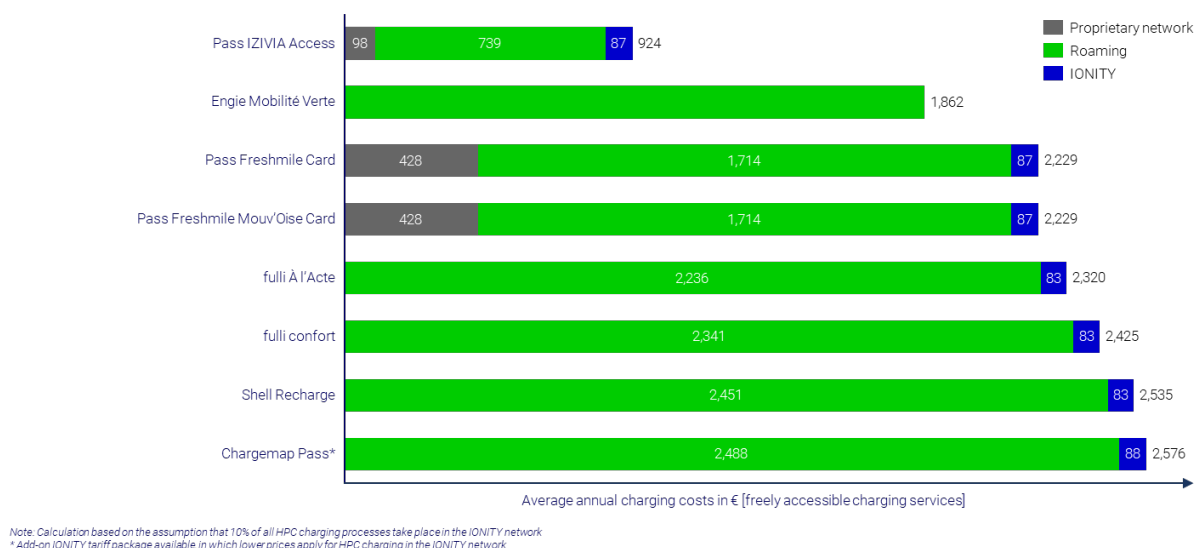
[8] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.

* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Graph 2: Average annual charging costs (overall assessment across all driving profiles) in euros | Freely accessible – Regional MSPs

Legend:
- Proprietary network (green)
- Roaming (blue)

Service	Value
MobiVE abonné	258
MobiVE non abonné	300
eborn pass au forfait	923
Ouest Charge Inscrits	958
Belib abonné (Paris)	984
Ouest Charge Non-Inscrits	1,022
Belib abonné (hors-Paris)	1,036
Belib non-abonné	1,070
eborn pass à la carte	556 / 661 / 1,218
eborn pass non abonné	712 / 2,348 / 3,059
RÉVÉO	3,095
Métropolis Recharge Public	4,958
Métropolis Recharge Liberté	4,968
Métropolis Recharge 100	5,594

Average annual charging costs in € [freely accessible charging services]

Graph 3: Average annual charging costs (overall assessment across all driving profiles) in euros | Automotive OEM[9]

Legend:
- Roaming (green)
- IONITY (blue)

Service	Roaming	IONITY	Total
BMW Charging Flex*	680	85	764
Mercedes me Charge M	792	43	835
Mercedes me Charge L	810	43	853
BMW Charging Active*	1.327	85	1,412
Charge myHyundai Easy*	1.603	97	1,700
We Charge (Volkswagen) Plus	1.740	44	1,785
Mercedes me Charge S	1.843	85	1,927
Charge myHyundai Smart*	1.905	97	2,002
We Charge (Volkswagen) Go	1.929	85	2,013
Charge myHyundai Flex*	2.149	97	2,246
We Charge (Volkswagen) Free	2.623	85	2,708

Average annual charging costs in € [Automotive OEM]

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

[9] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

For **infrequent drivers** with a low annual mileage who only rarely need to use public charging stations, the amount of the monthly fee is crucial. In general, it is recommended to pay attention to low electricity prices when choosing a suitable charging tariff. With a small number of public loading sessions, these often cannot compensate for the additional costs of a monthly basic fee. When choosing a suitable charging tariff, it is recommended to pay attention to low electricity prices, but due to the small number of public charging sessions, lower electricity costs often cannot compensate for the additional costs of a monthly basic fee. For drivers with a similar user profile, charging tariffs that charge the lowest possible monthly fees with low electricity costs are therefore recommended. The tariffs of Pass IZIVIA, MobiVE, and Mercedes Benz me Charge M are worthwhile for customers with this user profile.

Notable findings:

- *MobiVE non abonné* and *MobiVE abonné*'s considerably lower annual charging costs across all its use cases are attributable to the consumption and session duration parameters set by the driving profiles.
- The significantly elevated costs of *Métropolis Recharge* are attributable to very expensive electricity prices, especially for AC charging (0.53 €/kWh) which comprises the majority of charging for all driving profiles.

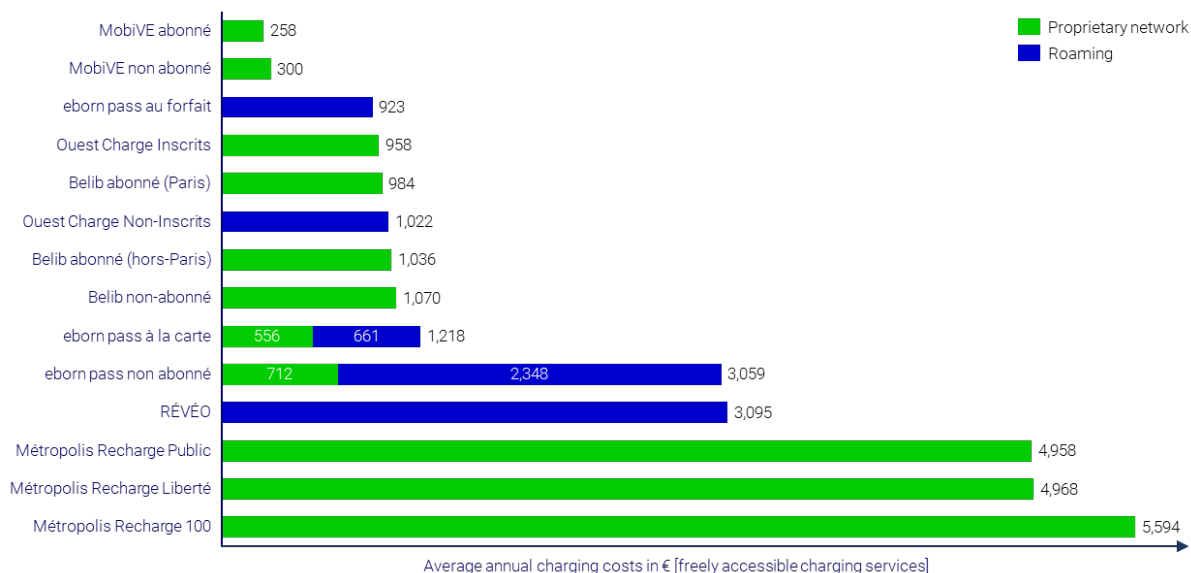*Graph 4: Average annual charging costs for average drivers in euros | Freely accessible – National MSPs[10]*
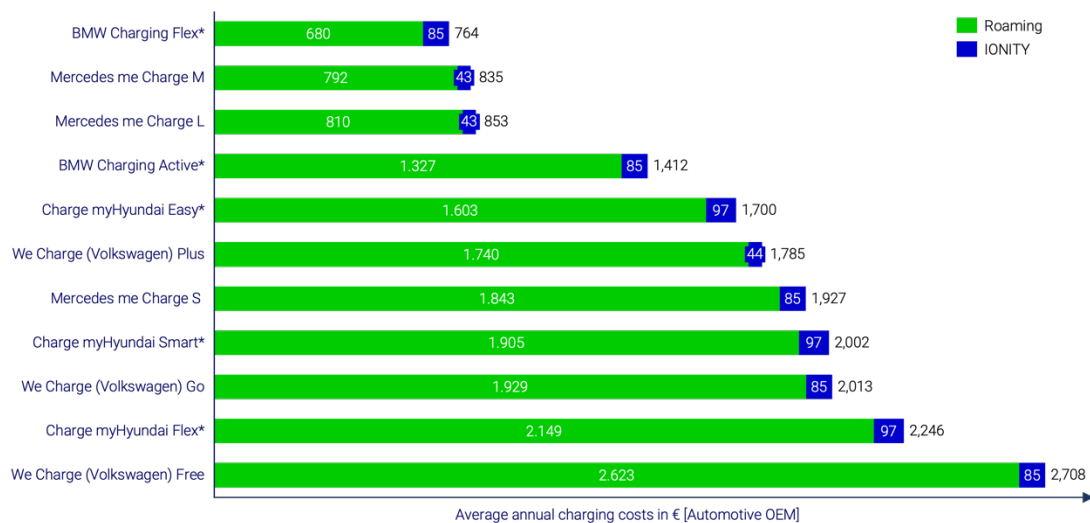

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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[10] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Graph 5: Average annual charging costs for average drivers in euros | Freely accessible –Regional MSPs
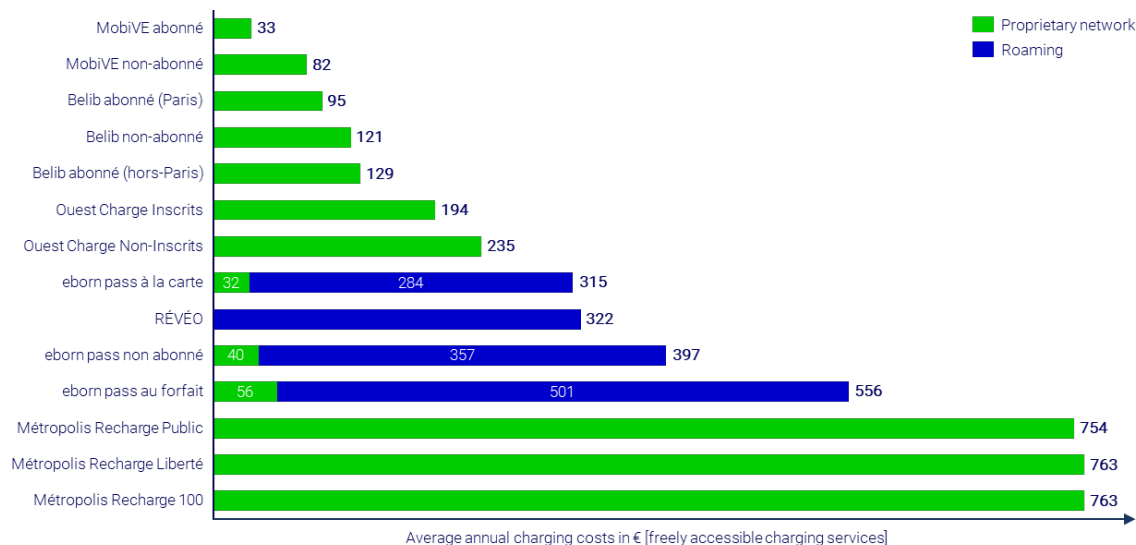
Graph 6: Average annual charging costs for average drivers in euros | Automotive OEM[11]

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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[11] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
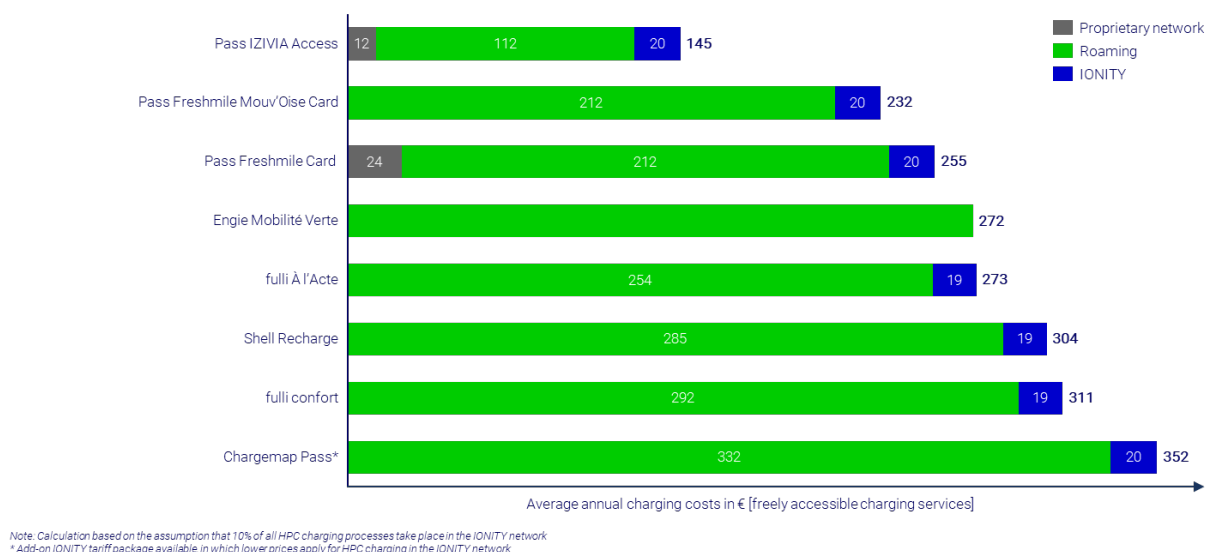* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Frequent drivers are characterized by a higher average driving distance per year, which is mainly covered on motorways. Accordingly, most charging processes take place at HPC charging stations, which are already often found on motorways. Tariffs that offer particularly favorable conditions for HPC charging can be particularly worthwhile for this user profile. All of the car manufacturers' charging services offer tariffs that are particularly worthwhile for this user profile: for a monthly fee of usually around 5 euros, the customer is offered cheaper kWh prices for both HPC and DC and AC charging processes. In addition, these charging services usually offer favorable conditions for the IONITY network compared to an additional basic fee, which the customer can use to save further costs depending on the use of the network. Among the freely accessible charging services considered, there are also tariffs that offer cheap electricity prices for HPC charging. It should be noted here that many freely accessible charging services charge higher prices for the IONITY network, which can lead to very high costs. Despite the high proportion of HPC charging processes, the AC and DC prices should still be compared, depending on individual consumption. The charging tariffs of Pass IZIVIA, fulli À l'Acte, fulli confort, Mercedes Benz me Charge L and M are the most worthwhile.

Notable findings:

- Both *MobiVE* and *Belib*, both have considerably lower tariffs compared to other regional MSPs due to the absence of HPC capabilities within its network.
- Mercedes Benz Me Charge M and L offer very attractive preferential prices especially for DC and HPC for a monthly fee compared to other Automotive OEM MSPs.

Graph 7: Average annual charging costs for long-distance drivers in euros | Freely accessible – National MSPs[12]

Legend: Proprietary network (grey), Roaming (green), IONITY (blue)

MSP	Proprietary network	Roaming	IONITY	Total
Pass IZIVIA Access	53	475	234	762
fulli À l'Acte		913	224	1,137
fulli confort		988	224	1,212
Pass Freshmile Card	103	931	234	1,269
Pass Freshmile Mouv'Oise Card	103	931	234	1,269
Shell Recharge		1,172	224	1,396
Engie Mobilité Verte				1,416
Chargemap Pass*		1,377	238	1,614

Average annual charging costs in € [freely accessible charging services]
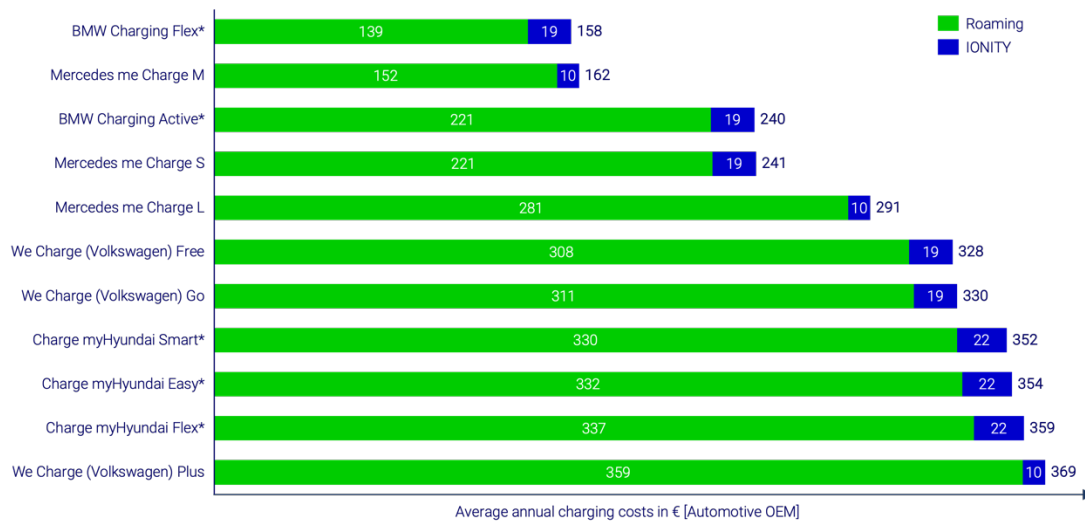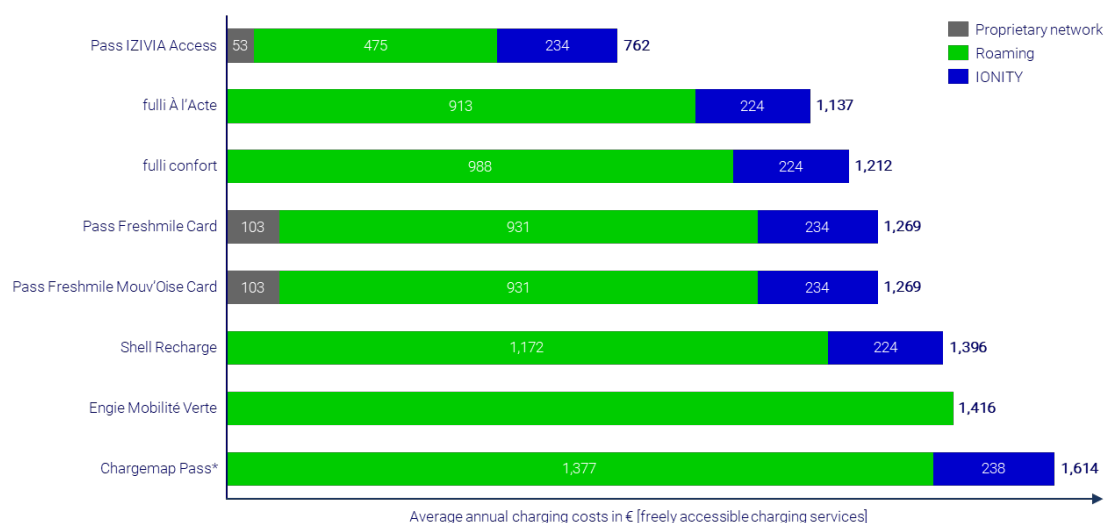
Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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[12] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Graph 8: Average annual charging costs for long-distance drivers in euros | Freely accessible – Regional MSPs

Legend: ■ Proprietary network ■ Roaming

Service	Value(s)
MobiVE abonné	187
MobiVE non abonné	209
Belib abonné (Paris)	235
Belib abonné (hors-Paris)	245
Belib non abonné	248
eborn pass au forfait	72 / 644 / 716
RÉVÉO	1,078
Ouest Charge Inscrits	1,208
eborn pass à la carte	141 / 1,270 / 1,411
Ouest Charge Non-Inscrits	1,479
eborn pass non abonné	165 / 1,484 / 1,648
Métropolis Recharge Public	3,628
Métropolis Recharge Liberté	3,637
Métropolis Recharge 100	4,200

Average annual charging costs in € [freely accessible charging services]

Graph 9: Average annual charging costs for long-distance drivers in euros | Automotive OEM[13]

Legend: ■ Roaming ■ IONITY

Service	Value(s)
Mercedes me Charge L	586 / 116 / 702
Mercedes me Charge M	603 / 116 / 718
BMW Charging Flex*	1.023 / 228 / 1,251
We Charge (Volkswagen) Plus	1.191 / 119 / 1,309
BMW Charging Active*	1.240 / 228 / 1,468
Mercedes me Charge S	1.289 / 228 / 1,517
We Charge (Volkswagen) Go	1.321 / 228 / 1,549
Charge myHyundai Smart*	1.646 / 261 / 1,907
We Charge (Volkswagen) Free	1.745 / 228 / 1,973
Charge myHyundai Easy*	1.723 / 261 / 1,983
Charge myHyundai Flex*	1.997 / 261 / 2,257

Average annual charging costs in € [Automotive OEM]

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network
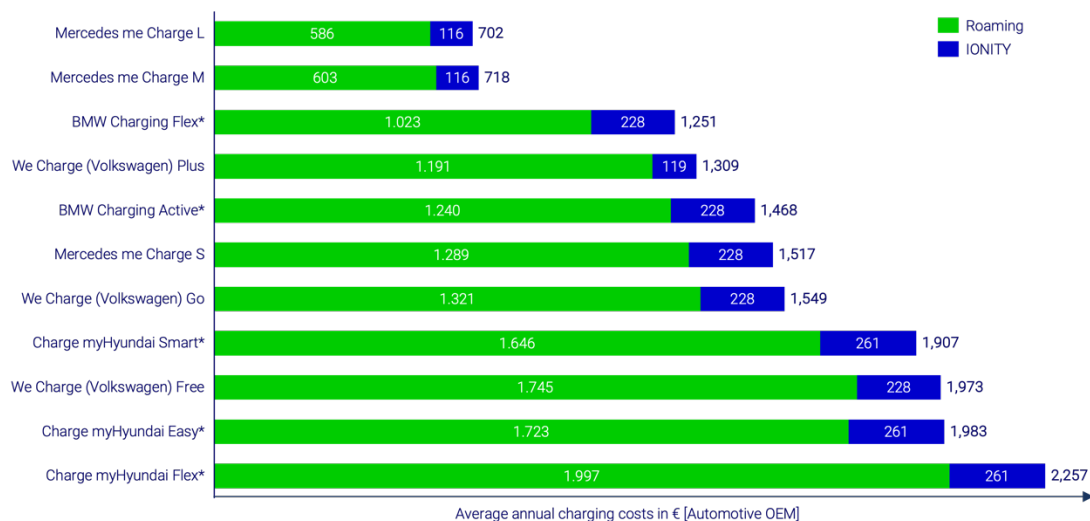
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[13] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Full Public Charging Drivers only charge in public spaces and are comparable to those who drive a lot when looking at the amount of recharged energy. However, because the distances traveled are shorter on average, there is also less need for fast charging along the freeways. This user profile was mainly simulated with AC charging processes that occur overnight. Due to the long standstill times when charging overnight, the costs can be particularly high with many tariffs. This applies when a time-based billing component is levied in addition to pricing the recharged electricity, often in the form of a blocking fee. For customers with this charging profile, it is therefore recommended to choose those tariffs with the lowest electricity prices that do not include a time-based billing component or only use them during the day. The best tariffs for this user profile eborn pass au forfait, Pass IZIVIA, eborn pass au forfait, Mercedes Benz M and L.

Graph 10: Average annual charging costs for full-public charging drivers in euros | Freely accessible – National MSPs[14]
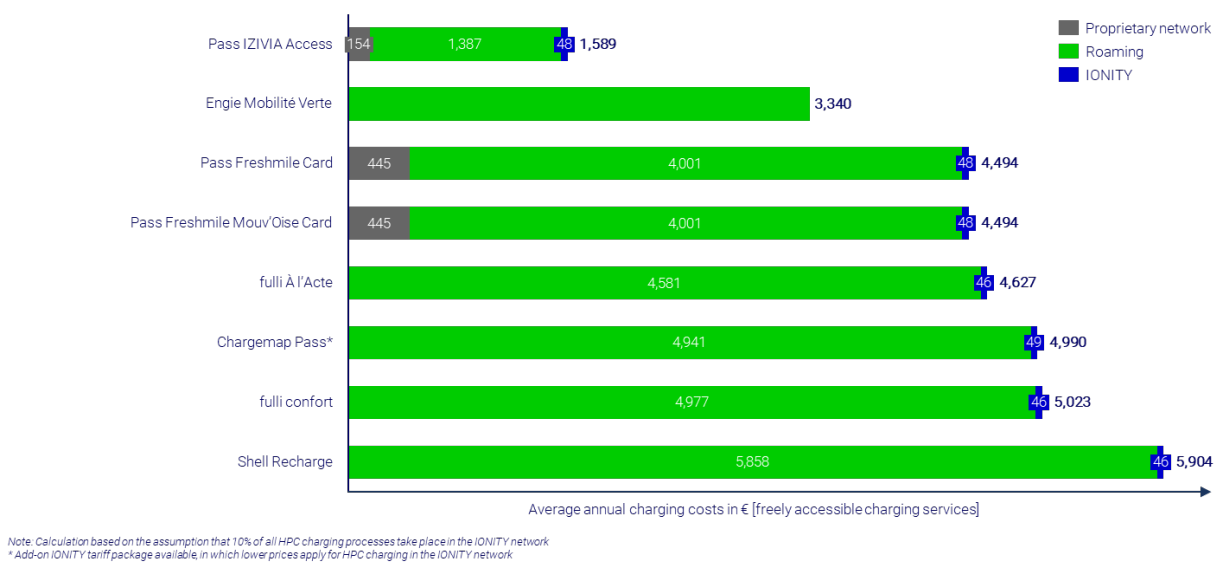

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
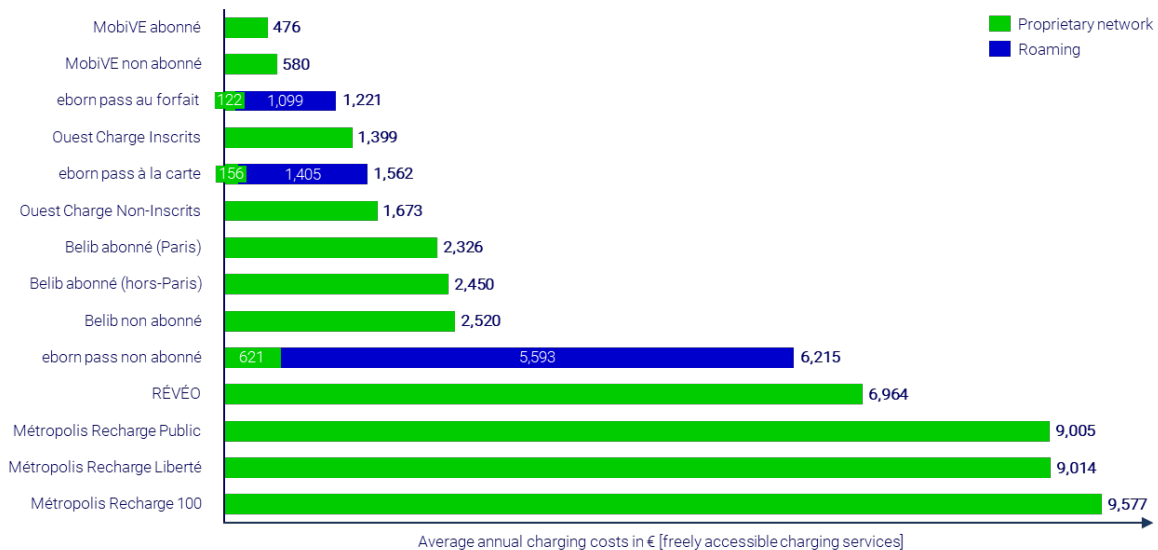* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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[14] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

Graph 11: Average annual charging costs for full-public charging drivers in euros | Freely accessible – Regional MSPs

Legend: Proprietary network (green), Roaming (blue)

MSP	Value
MobiVE abonné	476
MobiVE non abonné	580
eborn pass au forfait	122 / 1,099 → 1,221
Ouest Charge Inscrits	1,399
eborn pass à la carte	156 / 1,405 → 1,562
Ouest Charge Non-Inscrits	1,673
Belib abonné (Paris)	2,326
Belib abonné (hors-Paris)	2,450
Belib non abonné	2,520
eborn pass non abonné	621 / 5,593 → 6,215
RÉVÉO	6,964
Métropolis Recharge Public	9,005
Métropolis Recharge Liberté	9,014
Métropolis Recharge 100	9,577

Average annual charging costs in € [freely accessible charging services]

Graph 12: Average annual charging costs for full-public charging drivers in euros | Automotive OEM[15]

Legend: Roaming (green), IONITY (blue)

OEM	Roaming	IONITY	Total
BMW Charging Flex*	837	47	884
Mercedes me Charge M	1.527	24	1,551
Mercedes me Charge L	1.541	24	1,565
BMW Charging Active*	2.480	47	2,527
Charge myHyundai Easy*	2.708	54	2,762
We Charge (Volkswagen) Plus	3.651	24	3,675
Charge myHyundai Smart*	3.694	54	3,748
Mercedes me Charge S	3.977	47	4,024
Charge myHyundai Flex*	4.096	54	4,150
We Charge (Volkswagen) Go	4.109	47	4,155
We Charge (Volkswagen) Free	5.775	47	5,822

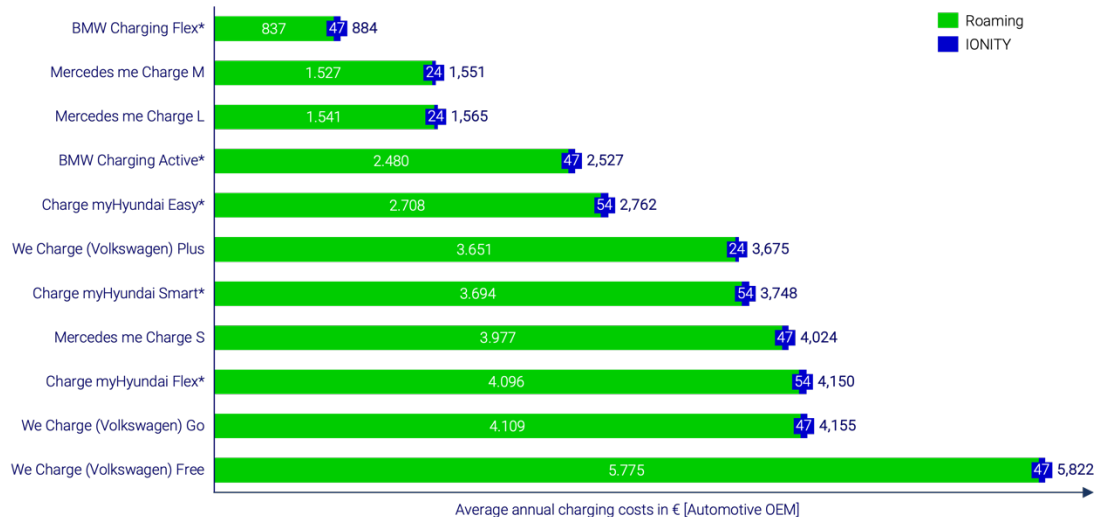Average annual charging costs in € [Automotive OEM]

Note: Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network

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[15] Calculation based on the assumption that 10% of all HPC charging processes take place in the IONITY network.
* Add-on IONITY tariff package available, in which lower prices apply for HPC charging in the IONITY network.

SELECTING A REGIONAL CHARGING SERVICE

It can be worthwhile for customers to also compare regional providers, since some of them offer good tariff conditions with good regional network coverage.

In large metropolitan areas such Paris and the Île-de-France (IDF) region, there are multiple MSPs that only provide access to proprietary networks such as *Belib* and *Metropolis Recharge*. *Belib* provides distinct electricity-based offers for IDF residents (*Belib abonnés (Paris)* and non-IDF residents (*Belib abonnés (hors-Paris)*, with the former provided with more attractive tariffs due to off-peak hour pricing. *Metropolis Recharge,* specifically *Metropolis Recharge* may be interesting for full-public charging drivers only based in Paris

In the Lyon Metropole, IZIVIA (Grand Lyon) offers subscriptions for a monthly fee with preferential pricing for residents and frequent travelers to the metropole. These subscriptions include preferential pricing for both peak and off-peak hours, and 0.10 – 0.20 € per kWh consumed at DC and HPC stations.

In the Occitanie region, customers with the RÉVÉO tariff can pay electricity prices as low as 0.19 € per AC and DC kWh consumed for 1.50 € per month. In addition, for almost all compatible national CPOs, no blocking fees apply. Therefore, this tariff can be particularly interesting for customers who are completely dependent on the public charging infrastructure and charge mainly overnight.

In Bretagne and Pays de la Loire, all users of Ouest Charge have access to particularly low electricity prices for charging stations operated by smaller CPOs and local *syndicats d'énergie* for as low as 0,22 € per AC kilowatt – without a monthly fee, but a surcharge of 1.00 € is charged per session for non-registered (ad-hoc) users.

In principle, the regional charging services offer very attractive conditions for your own network, but it is also recommended to compare several charging services and select the charging service that best suits your own user profile. Due to the regionally limited distribution of local charging services, the charging tariffs offered are more interesting for customers who mainly travel locally.

OUTLOOK AND EXTENSION

For further consideration and better comparability of the MSPs offer, the number of connected charging points and charging network coverage should be considered. This varies greatly from provider to provider and has a strong influence on the charging experience of EV drivers.

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