



Methodological note - July 2026

EU Cars Charging Dashboard

Analysis based on the 2025 AFIR Regulation

1. Data sources

Eco-Movement charging point EVSE data is used from the end of each year between 2020 to June 2026. The TEN-T Core Road shapefile is from the [European Commission TENtec map](#).

EuroVoc definition used for EU regions:

- Western Europe: AT, BE, CH, DE, FR, IE, LU, NL
- Northern Europe: DK, EE, FI, LT, LV, SE
- Southern Europe: EL, ES, IT, PT, MT, CY
- Central and Eastern Europe: BG, CZ, HR, HU, PL, RO, SI, SK

2. Analysis & Assumptions

1.1 Charging point exclusions

Charging points that are *planned* are excluded from the dataset (classifications based on [Eco-Movement Documentation](#)).

Semi-public chargers are included in all outputs under the broad definition of “publicly accessible” under [Regulation \(EU\) 2023/1804](#). A recharging point is publicly accessible if the parking area where the recharging station is located is accessible to the general public. This includes cases where a CPO may only provide charging to specific EV brands or, for example, if a charger is located in a paid car park.

1.2 TEN-T Core compliance for 2025

We break TEN-T Network into 100m segments. We test if each segment is compliant based on whether it is on a road segment with recharging pools no more than 60km apart. We only include charging pools that provide ≥ 400 kW total power output and have at least one recharging point with ≥ 150 kW individual power output. The recharging pools are located on the TEN-T road network or within 3 km driving distance from the nearest exit.

3. Limitations

We assume that each recharging pool can be used in either road direction, there may be a small number of cases where this is not possible.

For some operators, when two EVSEs at a charger are used at the same time only half the power is received by each car. We discount this effect when counting the total pool power because the data is not currently reliable. However, we estimate it could reduce TEN-T Core coverage in June 2026 by around 3-4%.

4. Issues with TEN-T accounting

Under the regulation, if the gap between charging pools is over 60 km, the entire road segment is counted as non-compliant. This means that even if a road segment is right next to a charging pool is counted as non-compliant.

Poland has multiple roads (such as the S19 to E372) where charging pools are just further apart than 60km. E10 in Finland has no petrol stations for 77 km so it is very hard to achieve compliance under the current accounting.

If the accounting were altered to be “30 km in each way from a compliant charging pool”, the TEN-T Core coverage would increase from 79% to 93%

Further information

Laurence Peplow

Lead Analyst

laurence.peplow@transportenvironment.org