



# Best electric car charging network

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When combining the number of charger ports and locations across Level 1, Level 2, and DC fast chargers, ChargePoint ranks well above all other networks and is easily the largest US charging network with 48,946 charging ports at 15,454 site locations. ChargePoint charging ports account for 42.8% of all US public charging ports and 42.9% of all charging locations.

Below is a sortable table of the major EV charging networks in the US with the number of DC fast chargers (ports) for each, their percent of the total number installed, and their ranking. This data is sourced from the Alternative Fuels Data Center as of December 31, 2021.

As you can see, the Tesla Supercharge network dominates the US DC fast charging landscape and accounts for 58% of the 21,676 installed fast chargers. When adding the next three largest DC fast charging networks (Electrify America, EVgo, and ChargePoint) -- the top four networks account for 88% of all DC fast chargers in the US.

Of the 91,539 Level 2 charging ports deployed in the US as of December 31, 2021 -- ChargePoint dominated with 51.5% and 47,114 charging ports. Tesla's Destination Charging network (located mostly at hotels, resorts, and restaurants) was a distant second with 14,677 Level 2 chargers and 16% market share.

While most electric vehicle charging is done at home, having access to public charging, whether at a retail site, public garage, or other location, can make owning a battery powered car a far more practical proposition.

The good news is that the number of charging stations is growing at a rapid clip. According to the Department of Energy, there are now over 22,000 stations across the U.S. with more than 68,800 connectors between them. About a third of them, 22,620 in all, can be found in California, which is the nation's largest market for electric vehicles. Florida, Texas, and New York are the states with next highest number of public stations.

Most public chargers are still 240-volt Level 2 units, however, which can take eight hours or more to fully replenish a battery pack. That makes them best for adding some extra range while shopping or dining. Many hotels have installed Level 2 chargers that EV-owning guests can use for overnight charging. Unfortunately, only 16 percent of public stations so far are Level 3 DC Fast Charging units that can bring a given EV up to a 75 percent state of charge in around a half hour.

You can identify where stations are situated on the Internet and what type of connectors they support via ChargeHub , PlugShare , or PlugInAmerica , as well as the individual networks' websites and phone apps.



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The Blink network is owned by Car Charging Group, Inc and operates 3,275 Level 2 and Level 3 public chargers in the U.S. You don't need to be a member to use a Blink charger, but if you do join it could save some money depending on your membership status. The basic cost for Level 2 charging ranges from \$0.39 to \$0.79 per kWh or \$0.04 to \$0.06 per minute. It's \$0.49 to \$0.69 per kWh for Level 3 fast charging or from \$6.99 to \$9.99 per session.

Based in Tennessee, EVgo maintains more than 1,200 DC fast chargers in 34 states. No subscription is required, though signing up affords discounted Level 3 charging. Sessions are limited to 45 minutes for pay-as-you-go sessions, with members able to go for up to 60 minutes between 8 pm and 6 am. Rates for fast charging vary by region. For example, in the Los Angeles, California area it's \$0.27 per minute for non-members and \$0.23 a minute for members. Signing up requires a \$7.99 monthly fee, but includes 34 minutes of fast charging. Level 2 charging is \$1.50 per hour either way.

This San Francisco-based operation operates more than 700 stations across 10 states, and stands out in that charging at a Volta unit is free, with no membership required. Volta pays to have Level 2 charging units installed adjacent to retailers like Whole Foods, Macy's, and Saks. While the company pays the cost of electricity, it makes money by selling sponsored ads that are displayed on charging unit-mounted displays.

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