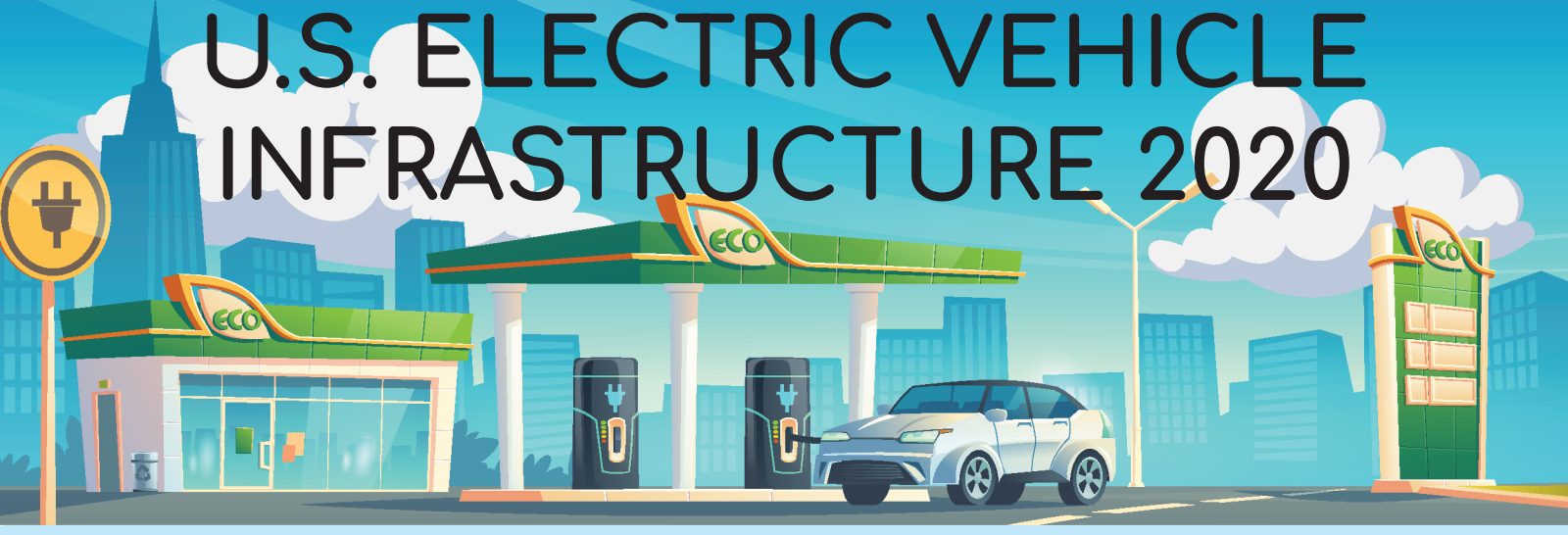
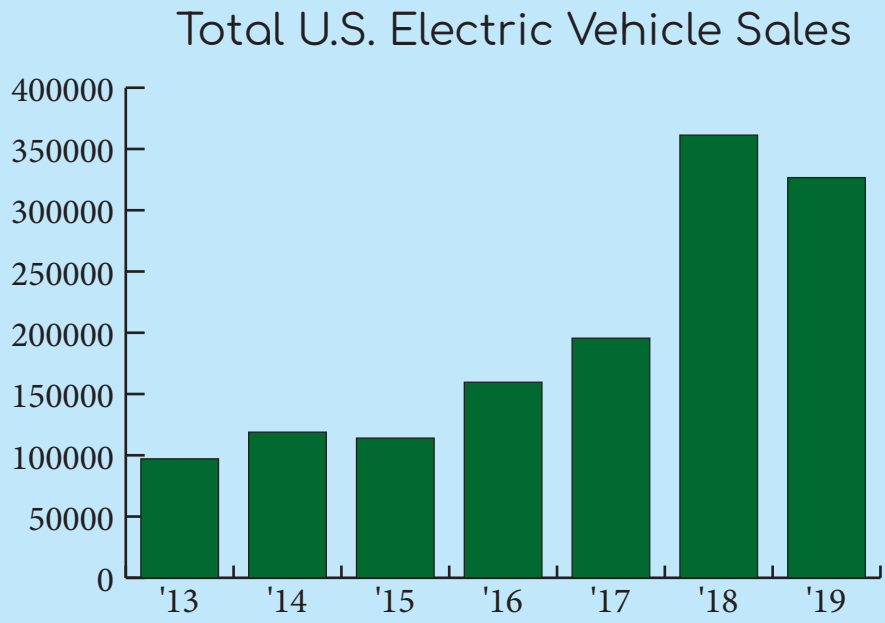
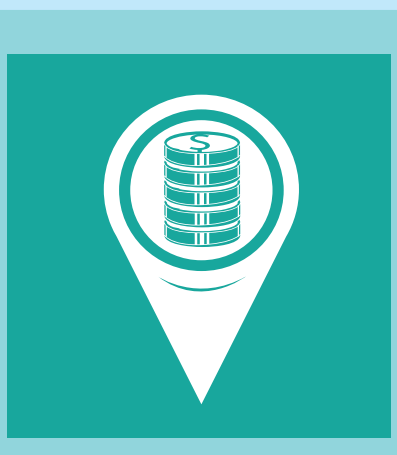
U.S. ELECTRIC VEHICLE INFRASTRUCTURE 2020



In 2011, electric vehicles were just starting to emerge on the US market. The Chevy Volt and Nissan Leaf were the only ones in production, and both sold under 10,000 units. Today there are 38 models of EVs and plug-in hybrid EVs to choose from, with several more arriving on the market soon.



Still, EVs are a tiny fraction of vehicle sales overall - demand is increasing, so what are the obstacles to mass appeal?

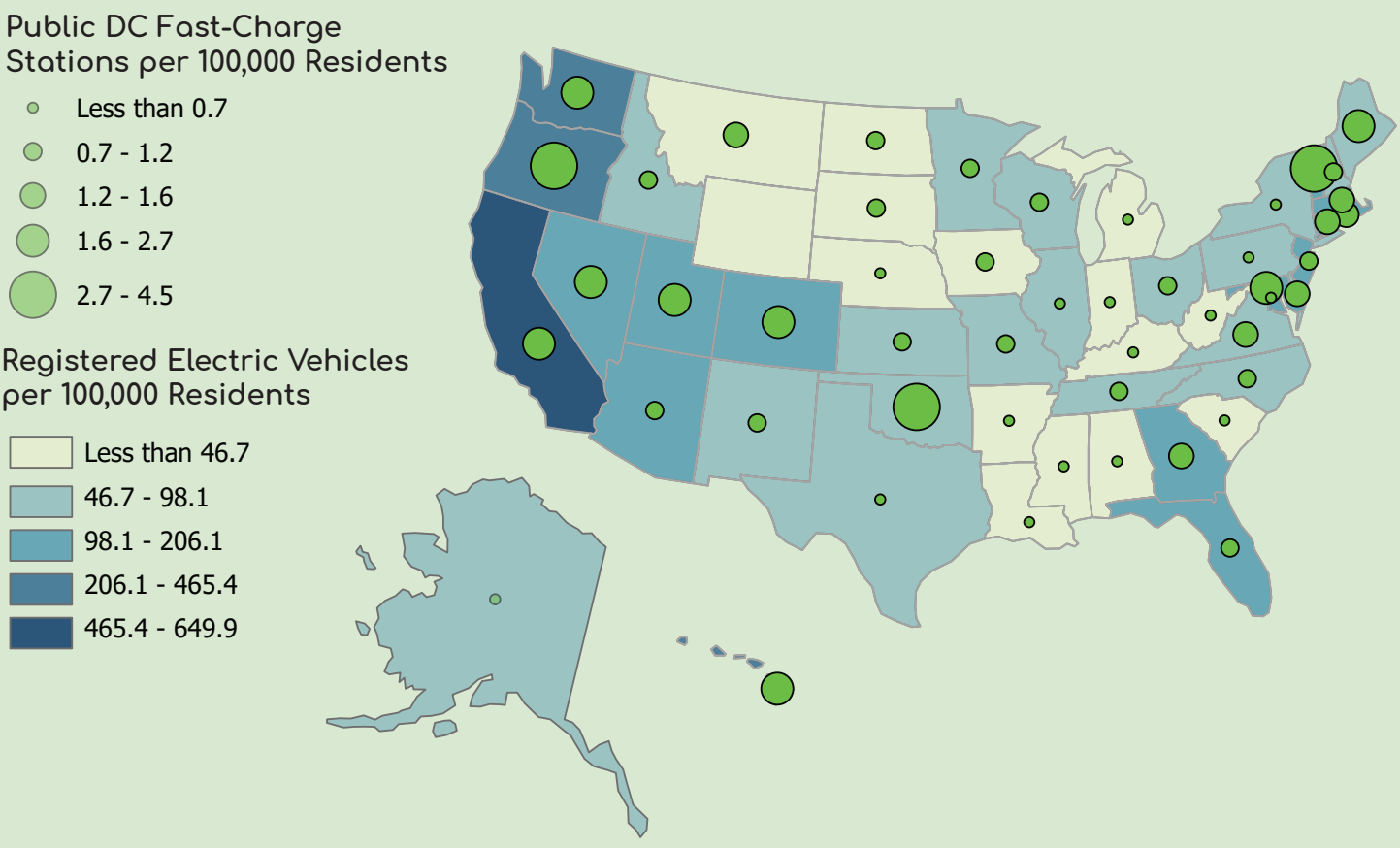


"Tesla has helped lower battery costs from $600/kWh to around $150/kWh. If it can be lowered to around $100/kWh, cost would be on par with gas powered cars."

-Wall Street Journal

And where can one quickly recharge their battery on the road?

Where are the DC fast charge stations located?



Note the relatively higher numbers of DC fast-charge stations across the middle of the country - are these being strategically placed to support more long-haul electric vehicle use?

For comparison, China (who dominates the EV market, with 47% of EVs globally) owns 82% of the world's public DC fast-charge stations - The U.S. has just 5%!

The difference between the number of DC fast-charge stations in China and the U.S. is likely due to the difference in population density. Chinese largely live in apartments in denser urban areas, while the U.S. is more spread out and prioritizes home ownership and single family housing.

Private EV chargers, however, skew much more towards the U.S.; 24% to China's 37% of the global supply.

The U.S. owns almost twice as many private EV chargers (1.5 mil) as it does EVs (880,000)

Data and References:
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https://www.iea.org/reports/global-ev-outlook-2020

https://www.vecteezy.com/free-vector/currency">Currency Vectors by Vecteezy
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