

Chart of the Week #2024-26

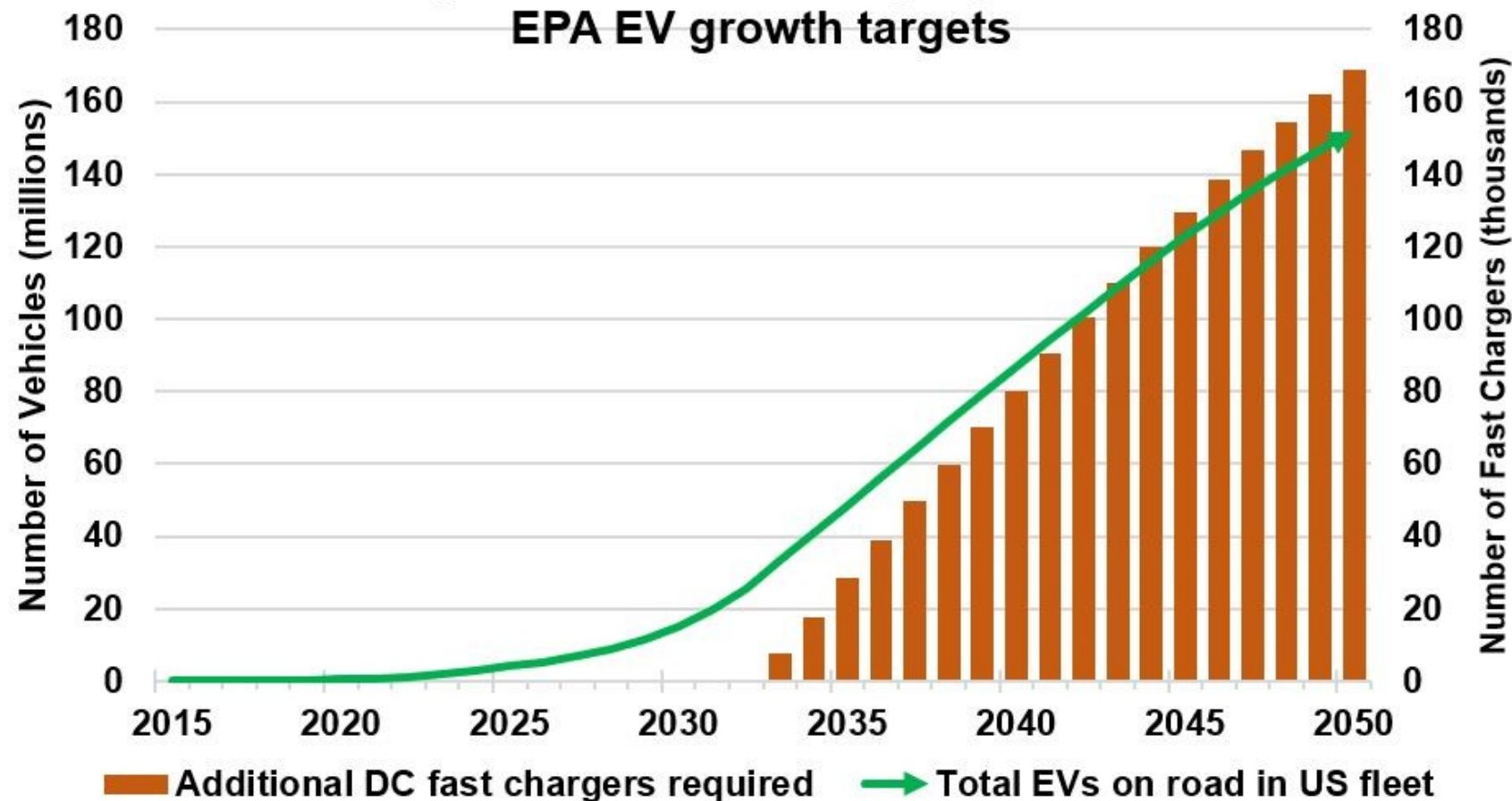
Potential for Charging Station Deficiency

Under EPA's Electric Vehicle (EV) Expansion Program



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Additional fast charging capacity required to avoid 1hr+ average wait times at charging stations under EPA EV growth targets



Energy Policy Research Foundation Independent Analysis

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- **The recent EPA rule announced by the Biden administration to reduce Corporate Average Fuel Economy (CAFE) CO2 emission standards from model year 2027-2032 will force auto-manufacturers to increase the proportion of sales of EVs or pay hundreds of millions of dollars in fines**
- **If automakers meet compliance, it will lead to massive influx of EVs onto American roads, overtaking ICEVs in around 25 years**
- **Present U.S. charging infrastructure is not prepared for such a large increase of EVs on US roads. If current levels of DC fast chargers do not increase, by 2033 lines at charging stations will exceed one hour.**
- **In order to ward off unacceptable wait times, the total number of DC fast chargers must increase fivefold by 2050, adding at least 169,000 new DC fast charging ports. This will have a combined economic cost of \$3.4 billion.**
- **The higher production costs for EVs and fines placed on ICEVs sales in excess of government targets will likely increase the prices of all cars.**

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- This chart and analysis is informed by a forthcoming EPRINC report, entitled “Electric Vehicles vs Internal Combustion Engines: An Energy Economic Analysis”. Stay tuned.
- This slide deck is available at: <https://eprinc.org/chart-of-the-week/>
- For more information on these charts, please contact Matthew Sawoski (matthews@eprinc.org).