31.10.2026

EVSTATION - Electric Vehicle Statistics and Charging Stations Networks

Deliverable 1.4: Final Report

101197985 - 2024-SK-EGD - SMP-ESS-2024-EGD-IBA
Call: SMP-ESS-2024-EGD-IBA
Topic: SMP-ESS-2024-EGD-IBA-H4-6730

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1. INTRODUCTION

Reliable statistics on electric vehicles and publicly accessible charging infrastructure are essential for monitoring the electrification of road transport, assessing regional differences and supporting evidence-based policy decisions. In Slovakia, the availability of detailed regional information on vehicle fleets, their ownership and economic activity, and the distribution of charging infrastructure has been limited. The EVSTATION project addresses these information gaps by developing harmonised statistical datasets and methods for analysing electromobility at the regional level.

This report presents the final deliverable (Deliverable 1.4) of the EVSTATION project (Electric Vehicle Statistics and Charging Stations Networks; project 2024-SK-EGD), implemented under call SMP-ESS-2024-EGD-IBA. It documents the methodology developed, the resulting statistical datasets and the main findings on the development and regional distribution of electric and other alternative-fuel vehicles and publicly accessible charging infrastructure in Slovakia.

The vehicle statistics cover the period 2013–2024 and provide information on vehicle numbers, categories, fuel types, regional distribution and ownership by economic activity. Vehicles are classified according to vehicle category and fuel type and allocated to NUTS 3 regions and NACE Rev. 2 economic activity categories. The analysis also examines vehicle activity and estimated electricity consumption for battery electric passenger cars.

The charging infrastructure dataset covers 2015–2025 and describes the number and geographical distribution of charging locations and charging points, their power categories and aggregate installed charging capacity. The report also develops indicators for comparing regional infrastructure availability, its relationship with the electric vehicle fleet and the evolution of electromobility over time.

The analysis combines administrative vehicle data with information from charging infrastructure operators, published statistics and publicly available platforms. As the underlying sources differ in coverage, structure and temporal availability, the report distinguishes observed values from reconstructed or modelled estimates. For charging infrastructure, missing historical and regional values are estimated using available reference totals and spatial information. The results are subject to three main limitations. Vehicles were assumed to operate mainly in their district of registration. The charging dataset may not capture every installation. Regional values for reconstructed years are less certain than national totals. The methods and assumptions used to compile the datasets are described in **Chapter 3**., while the results and derived indicators are presented in **Chapters 4–6**.

The report provides a methodological basis for the consistent production of regional electromobility statistics. The resulting datasets and indicators can support future monitoring, regional comparisons and the development of policies related to electric mobility and charging infrastructure.

2. PROJECT GRANT BACKGROUND

Road transport is a major source of greenhouse gas (GHG) emissions in the European Union. In 2022, it emitted about 764 Mt CO_2eq., which is 73.2% of all transport emissions and 21.1% of all EU GHG emissions, including international bunkers. Passenger cars contribute the largest share. In 2019, they were responsible for about 61% of CO_2 emissions from EU road transport.

The European Climate Law (Regulation (EU) 2021/1119) establishes climate neutrality by 2050 as a binding objective and sets a target of at least a 55% net reduction in GHG emissions by 2030 compared with 1990 levels. The European Commission's Fit for 55 package, presented in July 2021, introduced revisions to EU climate and energy legislation to support this objective. Regulation (EU) 2026/667 subsequently introduced an intermediate target of a 90% net reduction by 2040.

The transition from conventional vehicles to electric propulsion is one of the measures that can contribute to reducing road transport emissions. Over their life cycle, battery electric vehicles (BEVs) emit about 17–30% less GHG than petrol and diesel cars under the EU electricity mix assessed by the European Environment Agency (EEA). This advantage is projected to reach at least 73% by 2050 as electricity generation decarbonises. BEVs also emit fewer air pollutants and less noise. The gains from plug-in hybrid electric vehicles (PHEVs) are smaller because they still run partly on fuel. Electric vehicles alone will not be enough to make road transport sustainable. In urban areas, however, lower noise and air pollutant emissions also benefit residents.

The development of electromobility also requires charging infrastructure that is accessible and sufficiently distributed to serve the growing electric vehicle fleet. Assessing progress therefore involves more than monitoring the number of registered vehicles or charging points at national level. Regional information is needed to identify differences in vehicle adoption, charging infrastructure availability and the relationship between the two. Consistent statistical data can help policymakers evaluate these differences, identify potential infrastructure gaps and support the planning of regional measures.

Within this policy context, the EVSTATION project contributes to the development of a more detailed statistical evidence base for Slovakia. By establishing methods for integrating administrative vehicle records and information on publicly accessible charging infrastructure, the project supports regional analysis of electromobility and provides a basis for monitoring its development over time. The resulting methodology is intended to facilitate consistent future data production and contribute to the wider objectives of evidence-based transport and energy policy.

3. METHODOLOGY

3.1. Electric Vehicles Statistics

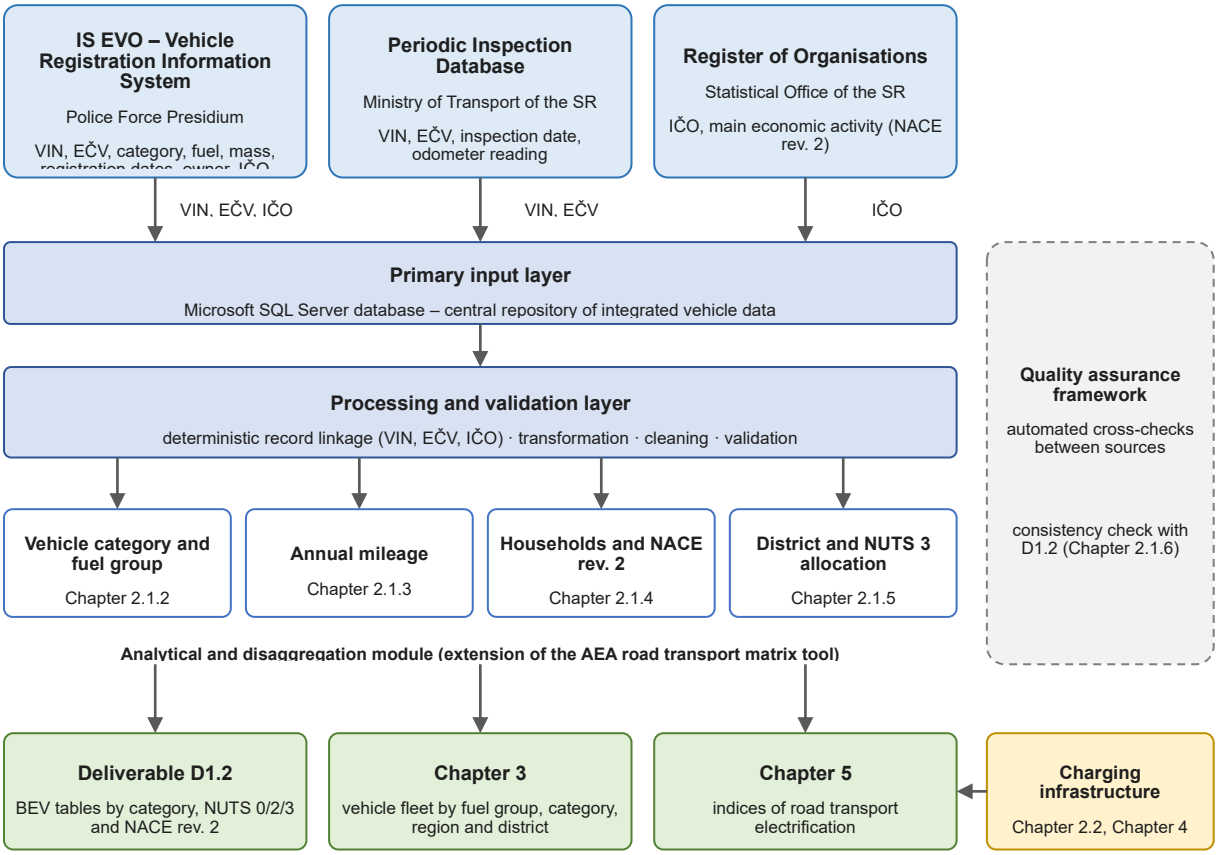
3.1.1. Database Architecture and System Design

The project is based on a purpose-built prototype database system, which was conceptualised and implemented following a comprehensive and systematic assessment of all available data sources. The system is built upon a high-performance Microsoft SQL Server environment, which serves as the central repository for integrated vehicle data. The functional logic of the system; specifically, the modules responsible for data importation, processing, and analytical computations; was developed using the .NET framework and the C# programming language. This modular architecture was strategically selected to ensure that the framework is not only scalable to handle increasing data volumes but also extensible and adaptable for future analytical requirements and diverse research projects.

The system architecture is structured into distinct functional layers to ensure data integrity and analytical precision:

- Primary Input Layer: This layer manages the ingestion of heterogeneous data from different sources: the IS EVO (Vehicle Registration Information System) vehicle registration system, the Periodic Inspection Database, and the Register of Organisations. These sources provide a multifaceted dataset, combining technical vehicle specifications with operational history and sectoral ownership details.
- Processing and Validation Layer: The core logic of the system resides in this layer, which is responsible for data transformation, validation, and cleaning procedures. It employs deterministic matching techniques, utilizing unique identifiers such as the Vehicle Identification Number (VIN) and registration numbers to interlink records across different registries with precision.
- Analytical and Disaggregation Module: Extending the established AEA road transport matrix software tool, a new specialised module has been integrated into the framework. This module is specifically designed to disaggregate vehicle data into a comprehensive statistical matrix, enabling the granular analysis of the vehicle fleet's structure and spatial distribution at the NUTS 3 level and LAU 1 level.
- Quality Assurance Framework: To mitigate technical risks such as inconsistent technical descriptions or insufficient data quality, the architecture incorporates automated cross-checking procedures. These cross-references between databases ensure that any discrepancies are identified and corrected during the processing phase, thereby preserving the reliability of the final statistical outputs.

Figure 2.1: *Data flow of the EVSTATION vehicle statistics.*



The primary objective of this design is to facilitate a detailed understanding of the adoption patterns of battery electric vehicles (BEVs) and other alternative-fuel propulsion systems in Slovakia. By centralising these disparate data streams into a unified SQL-based environment, the project provides a robust platform for monitoring Slovakia's progress towards zero-emission mobility targets.

Table 3.1: *Administrative data sources of the vehicle statistics.*

Source	Administrator	Attributes used	Linking key	Use in the project
IS EVO – Vehicle Registration Information System	Department of Documents and Registers of the Presidium of the Police Force	VIN, vehicle registration number (EČV), vehicle category, fuel type, engine type, maximum permissible and combined mass, dates of first registration worldwide and in Slovakia, owner type, company identifier (IČO), owner's residence	VIN, EČV, IČO	Fleet by fuel group and vehicle category; vehicle age; spatial allocation; distinction between households and legal entities
Periodic Inspection Database	Ministry of Transport of the Slovak Republic	VIN, registration number, inspection date, odometer reading	VIN, EČV	Annual mileage (Chapter 2.1.3)
Register of Organisations	Statistical Office of the Slovak Republic	Company identifier (IČO), main economic activity (NACE rev. 2, five-digit code)	IČO	Allocation of vehicles of legal entities to NACE rev. 2 divisions (Chapter 2.1.4)

3.1.2. Vehicle Registration and Technical Classification

The IS EVO serves as the central register for all vehicles in Slovakia. Managed by the Department of Documents and Registers of the Presidium of the Police Force, it

contains comprehensive records on vehicles and their respective owners. For the purpose of this study, a wide range of attributes is extracted, including Vehicle Identification Number (VIN), vehicle registration number (EČV), fuel type, engine type, and weight parameters (maximum permissible and combined mass). Additionally, the database provides the date of first registration both globally and in Slovakia. Vehicle numbers refer to the fleet registered as of 31 December of the respective year.

Furthermore, vehicle age can be determined by the date of first registration. By comparing the original registration date with the date of entry into the Slovak registry, the methodology can distinguish between newly registered vehicles and imported used vehicles. This differentiation is critical for accurate fleet characterisation, as it reflects the varying technological standards, emission performance, and usage patterns across different vehicle cohorts.

For the statistical outputs, vehicles are grouped into five vehicle category groups (***Table 3.2***) and, according to the fuel type recorded in IS EVO, into fuel groups (***Table 3.3***). Categories N2 and N3 and categories M2 and M3 are reported together.

Table 3.2: *Vehicle category groups used in the statistical outputs.*

Category group	Vehicle categories	Description
Passenger cars	M1	Vehicles for the carriage of passengers with no more than eight seats in addition to the driver's seat
Light commercial vehicles	N1	Vehicles for the carriage of goods with a maximum mass not exceeding 3.5 tonnes
Heavy-duty trucks	N2, N3	Vehicles for the carriage of goods with a maximum mass exceeding 3.5 tonnes
Buses and coaches	M2, M3	Vehicles for the carriage of passengers with more than eight seats in addition to the driver's seat
L-category vehicles	L1-7	Two- and three-wheel vehicles and quadricycles (mopeds, motorcycles, tricycles, quadricycles)

Table 2.3: *Fuel groups in the project database.*

Fuel group	Description	Reported in
BEV	Battery electric vehicles powered exclusively by electricity	Chapters 4. and 6., D1.2
Petrol PHEV	Plug-in hybrid electric vehicles with a petrol engine	Chapters 4. and 6.
Diesel PHEV	Plug-in hybrid electric vehicles with a diesel engine	Chapters 4. and 6.
Petrol HEV	Hybrid electric vehicles with a petrol engine, not chargeable from the grid	Chapter 4.8.1.
Diesel HEV	Hybrid electric vehicles with a diesel engine, not chargeable from the grid	Chapter 4.8.1.
LPG bifuel	Vehicles able to run on petrol and liquefied petroleum gas	Chapter 4.8.2.
CNG	Dedicated compressed natural gas vehicles	Chapter 4.8.3.
CNG bifuel	Vehicles able to run on petrol and compressed natural gas	Chapter 4.8.3.
LNG	Liquefied natural gas vehicles	Chapter 4.8.4.
Petrol, diesel, biodiesel	Conventional internal combustion engine vehicles	Not reported
Hydrogen	Hydrogen-powered vehicles	Not reported
Other	Other and unclassified fuel types	Not reported

3.1.3. Activity Estimation via Periodic Inspections

Operational and technical data are further enriched by the Periodic Vehicle Inspection Database, which is administered by the Ministry of Transport of the Slovak Republic. This dataset provides crucial information, including the VIN, registration number, inspection date, and recorded odometer readings (total mileage). Annual mileage, which is a fundamental metric for estimating fleet activity and emissions, is derived directly from these inspection records.

The methodology for calculating annual mileage varies based on the data available for each vehicle:

- Interpolation: For vehicles with multiple records, inspection date-cumulative mileage pairs are used to interpolate the annual mileage, defined as the difference between the mileage at the beginning and the end of the reference year.
- Extrapolation: For vehicles with only a single recorded observation, the mileage at the end of the reference year is estimated through extrapolation, based on the available data and assumed usage patterns.
- Proxy Values: In cases where specific vehicle categories have insufficient data, proxy values are assigned from categories with similar structure or activity. This substitution ensures statistical consistency across the entire dataset while maintaining the reliability of activity estimates.

3.1.4. Ownership and Sectoral Categorisation

The Register of Organisations is used to identify and classify vehicle ownership, particularly for legal entities. Business-owned vehicles within the IS EVO system are associated with a unique company identifier (IČO), which allows for a direct linkage to this register. This connection enables the enrichment of vehicle records with attributes describing the primary economic activity of the owner.

The system utilizes the codes of the Statistical Classification o Economic Activities (NACE codes) to categorise vehicles according to the specific economic sector in which they are utilised. This process allows the research to distinguish between private household vehicles and those owned by businesses, which are further sub-classified by economic sector. Such granularity supports a detailed analysis of fleet composition and the sector-specific adoption of alternative-fuel technologies.

3.1.5. Spatial Allocation and Regional Disaggregation

Each vehicle is assigned to a specific to a district and thus to a region (NUTS 3 level) based on its registration identifier/number (EČV) or permanent residence information. Traditionally, the registration number began with letters that uniquely corresponded to a specific district, which served as a proxy for the vehicle's operational location. Thus, historical fleet distributions for the period between 2013 and 2023 rely on these EČV codes. It is generally assumed that vehicles are predominantly operated within their

district of registration (and within NUTS 3 region of which the district is part of). Although this assumption may not hold in all cases, particularly for company-owned vehicles or those operating across multiple regions, it provides a consistent and standard basis for spatial disaggregation. Since the former registration codes of the cities of Bratislava and Košice were common to all their urban districts, vehicles are allocated to Bratislava (districts I–V) and Košice (districts I–IV) as single units throughout the time series. District-level (LAU 1) results are therefore reported for 72 district units. For mapping purposes, the totals for the two cities are divided equally among their urban districts. For the small fraction of vehicles (less than 1%) with special or personalised plates that deviate from standard coding, a proportional distribution method is applied for the years 2013 to 2023. These are distributed across districts according to the relative share of standard vehicles of the same type, thereby ensuring that aggregate statistics remain undistorted.

However, as of 1 January 2023, Slovak registration plates were reformed, removing the direct link between EČV codes and the owner's place of residence. For vehicles registered after this date, spatial allocation is performed using data obtained directly from the Vehicle registration database managed by the Presidium of the Police Force, which ensures accurate district assignment based on the owner's actual residence.

3.1.6. Data Integration and Validation Framework

The final integrated dataset is aggregated at both district (LAU 1) and regional (NUTS 3) levels to quantify vehicle counts by type, with a primary focus on alternative fuels. Deterministic matching based on the VIN and registration number ensures consistency across the different data sources. The processing layer of the architecture performs rigorous validation, data transformation, and cleaning procedures to address any inconsistencies or missing records. By interpolating annual mileage and stratifying the fleet by fuel type, specifically BEVs (Battery electric vehicles), PHEVs (Plug-in hybrid electric vehicles), HEVs (Hybrid electric vehicles), and ICEs (Internal combustion engines), the framework provides a robust information foundation for estimating both vehicle activity and its associated environmental impact. The number of vehicles by vehicle category and NUTS 3 region used in analysis in **Chapter 4.** were cross-checked against the statistical tables of Deliverable D1.2 for all years 2013 – 2024; no differences were found.

3.1.7. Annual Mileage and Electricity Consumption

Annual mileage of alternative-fuel vehicles is taken from the input dataset of the road transport emission inventory, which is compiled from the integrated database in the vehicle classification of the COPERT model (vehicle category, fuel, segment and emission standard). For each vehicle class, the dataset contains the number of vehicles, the mean annual mileage in km per vehicle and year, derived from periodic technical inspections as described in **Chapter 3.1.3.**, and the mean lifetime cumulative

mileage. National data are available for each monitored year 2013–2024 and data at district level for 2024.

The vehicle classes of the inventory dataset are assigned to the vehicle category groups (M1, N1, N2–N3, M2–M3 and L) and fuel groups used in **Chapter 4**. Battery electric vehicles correspond to the inventory fuel “electricity”, petrol and diesel hybrids to HEVs, LPG and LPG bifuel to LPG bifuel, CNG bifuel to CNG bifuel and CNG to CNG. The inventory dataset contains no separate class for dedicated CNG passenger cars and light commercial vehicles; no mileage is therefore reported for them.

The mean annual mileage of a group is calculated as the weighted mean of the class means, using as weights the numbers of vehicles in classes for which mileage is available. The share of these vehicles in the total number of vehicles of the group (coverage) is reported. District and regional values are calculated in the same way from the district dataset. Vehicles with an unknown district are included only in the national values.

Years for which mileage data are not available for a group are filled with the value of the nearest year with data. A district without data for a group is assigned the regional value and, if the region has no data, the national value. Mileage for the years 2013–2023 at district and regional level is extrapolated from the national series, assuming that the relative level of each district and region observed in 2024 remained constant:

$$km_{d,t} = km_{SK,t} \times \frac{km_{d,2024}}{km_{SK,2024}}$$

Electricity consumption of battery electric passenger cars is estimated, following the approach of Statistics Lithuania, on basis of the number of vehicles, their mean annual mileage and their specific electricity consumption:

$$E_{r,t} = \sum_{d \in r} N_{d,t} \times km_{d,t} \times c_t \; / \, 100$$

where E is the electricity consumption of region *r* in year *t* in kWh, *N* is the number of battery electric passenger cars in district *d* according to **Chapter 4.**, *km* is the mean annual mileage and *c* the specific consumption in kWh/100 km.

A default consumption of 17.1 kWh/100 km is applied to all years. This value corresponds to the average real-world consumption of battery electric passenger cars for Slovakia.

Electricity consumption of PHEVs is not estimated, because the share of distance driven in electric mode is not recorded in the available sources. For battery electric light commercial vehicles, buses and L-category vehicles, no specific consumption data are available.

3.2. Charging Points Statistics

3.2.1. Definition of Scope, Concepts and Units

The subject of the analysis is publicly accessible charging infrastructure for electric vehicles. Charging infrastructure is considered publicly accessible where it is located at a site or on premises open to the public, regardless of whether it is situated on public or private property and whether its use is subject to specific conditions.

A **charging location** consists of one or more charging stations at a specific location. A **charging station** is a physical installation comprising one or more charging points. A **charging point** is an interface capable of charging one electric vehicle at a time. It may have one or more connectors; however, the number of connectors does not necessarily correspond to the number of charging points. A connector is therefore not treated as a separate unit in this analysis.

The charging location is used as the basic spatial unit, while the charging point is the main analytical unit for determining the number of charging points and installed charging capacity.

For the purposes of the analysis, charging points are classified according to their nominal power output as AC charging points with a power output of up to 22 kW, DC charging points with a power output from 23 kW to 149 kW, and ultra-fast charging points (UFC) with a power output of 150 kW or more. This simplified classification is applied consistently throughout the dataset to ensure data comparability.

Installed charging capacity represents the sum of the nominal power outputs of all publicly accessible charging points within the relevant territorial unit. Potential reductions in power resulting from parallel charging are not considered in its calculation.

Parallel charging refers to the simultaneous charging of multiple vehicles, during which the available power is distributed among the active charging points. The power delivered to an individual vehicle may therefore be lower than the nominal power of the respective charging point. Grid connection capacity, power sharing, dynamic power management and other operational constraints are not considered because the necessary operator data are not available.

The resulting installed charging capacity therefore represents a comparable value of maximum theoretical capacity rather than the actual power available in real time. The power output of individual charging points is expressed in kW and aggregate installed capacity in MW, with 1 MW equal to 1 000 kW.

The principal territorial unit used for the final outputs is the region, corresponding to the NUTS 3 level in Slovakia. District-level data are used for detailed spatial allocation and mapping, while the final values are aggregated and reported at the regional level.

3.2.2. Data Sources and Data Acquisition

There is currently no national access point in Slovakia providing a centralised database of electric vehicle charging infrastructure. It is therefore not possible to obtain a complete dataset from a single official source. The dataset used in this analysis was compiled from several complementary data sources.

For the reference year 2019, a complete dataset was obtained from the emobility.sk platform, which is no longer operational but previously provided comprehensive information on charging infrastructure. A complete dataset was not available for 2020.

For subsequent years, the data were supplemented using annual reports published by the Slovak Electric Vehicle Association (SEVA). These reports provide aggregate statistical information at the national level and partial regional data, including the number of charging points by region.

To obtain the most recent data for 2025, several sources were combined and cross-checked. These included official data published by the main charging infrastructure operators in Slovakia, such as GreenWay, ZSE Drive, ejoin and AgeVolt, as well as data from publicly accessible platforms, including nabijame.sk, operated by MojElektromobil.sk in cooperation with SEVA, and the user-contributed database nabky.com.

For the period 2022–2024, only partial data were available at the district level. Missing values were therefore estimated using a combination of available partial datasets and aggregate data from SEVA annual reports at the national and regional levels. Known total values were distributed based on the observed spatial distribution in the years for which complete data were available, namely 2019, 2021 and 2025.

The data refer to the status as of 31 December of the respective year. During the monitored period, no single central register provided complete and consistently structured coverage of all publicly accessible charging infrastructure in Slovakia.

3.2.3 Baseline and Reference Values

To compile the time series, values obtained directly from historical sources, complete datasets and publicly available SEVA outputs were first identified. These values serve as reference points for further data processing.

Table 3.4: *Historical baseline and reference values for EV charging infrastructure in Slovakia.*

Year	Locations	Charging points	Installed capacity (MW)	Source and nature of the value
2015	–	115	–	historical value recorded on 10 January 2016 and used as the baseline value for the end of 2015
2018	–	235	–	value reported by the Ministry of Economy of the Slovak Republic/SEVA as of 31 December 2018; comprising 143 AC and 92 DC charging points
2019	213	407	14.846	complete spatial dataset from emobility.sk

Year	Locations	Charging points	Installed capacity (MW)	Source and nature of the value
2020	315	677	25.359	national aggregate published by SEVA; a complete spatial dataset was not available
2021	430	1 020	39.100	national data published by SEVA at the beginning of 2022
2022	629	1 483	56.266	data published by SEVA
2023	740	1 808	82.084	data published by SEVA
2024	967	2 424	125.000	data published by SEVA
2025	1 197	3 087	201.237	data published by SEVA

A dash in the table above indicates that a directly observed and comparable value was not available for the respective year; it does not represent a zero value. For the later years, values published by SEVA were applied for compiling for national totals, while the working datasets were used primarily for the spatial distribution of data among the regions.

For selected years, SEVA outputs also included a breakdown of charging points by power category and by region. These data were used to verify the technical classification and regional totals. The procedure used to determine missing annual and regional values is described in **Chapter 3.2.6**.

3.2.4. Temporal and Spatial Framework

The temporal coverage of vehicle data and publicly accessible charging infrastructure data differs due to differences in the availability and structure of the underlying source data. The vehicle time series begins in 2013, corresponding to the start of data availability in the IS EVO database. For charging infrastructure, no sources were identified for 2013 and 2014 that would allow a complete and methodologically comparable nationwide dataset of publicly accessible charging points to be compiled.

The available information for this period consists predominantly of records concerning individual charging locations or specific infrastructure projects. These records do not constitute a complete inventory of the infrastructure and generally lack sufficient metadata to distinguish unambiguously between charging locations, charging stations and charging points in accordance with the definitions applied in this methodology. Given the low number of charging points operating at that time, the omission of an individual project could result in a substantial relative error in the national total and an even greater error in the regional distribution. Retrospective estimation of values for 2013 and 2014 would therefore have to rely primarily on assumptions that cannot be independently verified and would not produce statistically defensible estimates.

The charging infrastructure time series therefore begins in 2015. The charging infrastructure time series therefore begins in 2015. Values for years without complete datasets are reconstructed as described in **Chapter 3.2.6.** and are subject to the limitations specified therein.

The period from 2015 to 2018 represents the initial development phase of the charging network. It is characterised by low absolute numbers, incomplete source coverage, the absence of a uniform reporting system and a high sensitivity of the results to coverage and classification errors. The year 2019 is the first year for which a complete spatial dataset was available at the level of individual charging locations and charging points. It therefore serves as the principal methodological reference year for the spatial distribution of the infrastructure and for validating data from other years. This represents a change in the quality and granularity of the available data, rather than necessarily a change in the underlying development dynamics of the charging network.

To complement the data time series, the Results section includes a chronological overview and analysis of the development of charging stations in Slovakia. This overview documents the earliest phase of charging infrastructure development through identifiable milestones and individual projects. It provides historical context for the period preceding the comparable statistical time series.

Values for 2013 and 2014 are reported as not available. They are neither interpreted as zero values nor replaced by retrospectively estimated values. Indicators based on the relationship between the number of electric vehicles and the extent of charging infrastructure are therefore evaluated from 2015 onwards. Annual values for the period 2015–2025 were harmonised to represent the status as of 31 December of the respective year.

Charging locations for which geographic coordinates were available were spatially assigned according to their physical location. Each location was assigned to one administrative district and subsequently to the corresponding NUTS 3 region. The district level (LAU 1) was used as an intermediate spatial layer for data validation and the preparation of more detailed map outputs. Final statistical tables, indicators and temporal comparisons in time series were aggregated at the NUTS 3 level.

3.2.5. Data Cleaning, Harmonisation and Validation

Data from the individual sources were compared and manually consolidated at the level of individual charging locations. In case where the same infrastructure was recorded in multiple sources, the number of charging points, their power parameters and location data were cross-checked. The most comprehensive available dataset, based primarily on data from the nabijame.sk platform, served as the main working dataset. Official data published by charging infrastructure operators were used for verification and correction; where discrepancies occurred, information published by the respective operator was preferred.

Where a charging location appeared in only a limited number of sources or contained incomplete technical data, the available information was supplemented and verified using charging infrastructure operators' websites and, where relevant, through visual verification based on publicly available photographs. This procedure was applied primarily to larger locations comprising multiple charging stations, where discrepancies

in the reported number of charging points or installed capacity occurred more frequently.

Duplicate records were identified based on spatial proximity and the available contextual information. Records referring to the same infrastructure were subsequently consolidated at the level of the charging location. The total number of charging points and their corresponding technical parameters were retained during consolidation.

Geographical inconsistencies between sources, particularly minor differences in GPS coordinates, were resolved manually. These differences generally resulted from different approaches to recording a location, such as using the centre of a parking area instead of the exact position of the charging station. Coordinates were checked primarily to ensure the correct assignment of each location to an administrative district (LAU 1) and subsequently to the corresponding NUTS 3 region.

Data obtained from different sources were harmonised according to the common definitions and power categories specified in **Chapter 3.2.1**. The classification into AC, DC and UFC categories was applied consistently throughout the dataset. Internal consistency checks were used to identify potential anomalies, particularly implausible installed-capacity values and inconsistencies between the number of charging points and the reported power. National totals were also compared with the reference values published by SEVA.

The initial consolidated dataset was progressively verified and updated in January 2026. Further corrections were subsequently made during the preparation of the final statistical tables and map outputs, particularly in cases involving incorrect or imprecise geographic coordinates. Since the individual sources were not updated simultaneously, minor differences may remain between the working dataset, the reference totals and the actual state of the infrastructure on the respective reference date.

3.2.6. Estimation of Missing Values and Methodological Limitations

The objective is to compile a consistent annual time series of publicly accessible charging infrastructure for the period 2015–2025. Complete regional datasets are available for 2019, 2021 and 2025. Missing values for the remaining years are reconstructed using transparent backcasting, interpolation, or a combination of available partial data and published national and regional values. Modelled values are intended for trend analysis and must not be interpreted as an exact historical inventory of individual charging stations. The reference date is 31 December of the respective year.

Estimation of values for 2015–2018

The following input anchors were used for the reconstruction:

- 2015: 115 charging points – working proxy. The available value is dated 10 January 2016; however, for the harmonised annual time series, it is assigned to 31 December 2015;
- 2018: 235 publicly accessible charging points – observed anchor;
- 2019: 407 charging points and 213 charging locations – the first year in the time series for which data on both indicators are available.

The years 2016 and 2017 lie between the two anchors. Geometric interpolation, i.e. a constant percentage growth rate, was therefore applied instead of extrapolation or a polynomial model. This method preserves positive values and naturally produces a higher absolute increase in the later years.

$$g = \left(\frac{235}{115}\right)^{\frac{1}{3}} - 1 = 0.26898554 \approx 26.90\,\%$$

$$P_{2016} = 115(1 + g) = 145.93 \approx 146$$

$$P_{2017} = 115(1 + g)^2 = 185.19 \approx 185$$

The resulting absolute increases are 31 charging points between 2015 and 2016, 39 points between 2016 and 2017, and 50 points between 2017 and 2018. This is consistent with the working assumption of an accelerating expansion of the charging network without relying on unstable backward extrapolation towards zero.

As a comparable historical time, series for charging locations is not available, the locations-to-points ratio from the nearest observed year, 2019, was applied. The ratio of charging locations to charging points is:

$$r = \frac{L_{2019}}{P_{2019}} = \frac{213}{407} = 0.52334152 \approx 52.33\,\%$$

$$L_t = \mathrm{round}(P_t\, r), \quad t \in \{2015, 2016, 2017, 2018\}$$

These results are 60 charging locations in 2015, 76 locations in 2016, 97 locations in 2017 and 123 locations in 2018.

The national values for 2015–2018 were distributed among the individual regions according to the regional shares observed in the complete 2019 dataset. The shares were calculated separately for the number of charging locations and the number of charging points. Following the application of these shares, the largest remainder method was used to ensure that the sum of the integer regional values corresponded exactly to the relevant national total.

Installed charging power was not possible to estimate for 2015–2018, as only insufficient information was available on the power structure of charging points during this period.

Reconstruction of values for 2020

National totals of 315 charging locations and 677 publicly accessible charging points were available for 2020, but a complete dataset with the required regional breakdown was not available. Regional values were therefore interpolated between the complete datasets for 2019 and 2021.

For each region and indicator, the following general relationship was applied:

$$X_{r,2020} = X_{r,2019} + \alpha_X \left(X_{r,2021} - X_{r,2019}\right)$$

where (X) represents the number of charging locations, the number of charging points or installed charging power, and (r) represents the respective region.

The following interpolation coefficients were applied:

$$\alpha_X = \begin{cases} 0.4700, & X = L \ \text{(charging locations)}, \\ 0.4350, & X = P \ \text{(charging points)}, \\ 0.4285, & X = W \ \text{(installed charging power)}. \end{cases}$$

The coefficients were calibrated so that the sum of the regional values corresponded to the available national totals. The resulting estimate of total installed charging power for 2020 is 25.238839 MW.

Estimation of values for 2022–2024

For 2022 – 2024, published national totals from SEVA and partial regional data were available. However, complete data in a uniform regional structure were not available for all indicators. The missing values were therefore reconstructed using a combination of published regional shares, available partial data, and the development observed between the complete datasets for 2021 and 2025.

The following national totals were applied:

- 2022: 629 charging locations, 1 483 charging points and installed charging power of 56.266 MW;
- 2023: 740 charging locations, 1 808 charging points and installed charging power of 82.084 MW;
- 2024: 967 charging locations, 2 424 charging points and installed charging power of 125 MW.

The regional numbers of charging locations for 2022 were derived from the percentage shares published by SEVA. As the published shares were rounded to whole percentages and their sum amounted to 101%, they were normalised before the calculation. The number of charging locations for 2023 was similarly derived from the published regional shares for that year. For 2024, regional numbers of charging locations were directly available.

To reconstruct missing regional values for the number of charging points, the change between the complete datasets for 2021 and 2025 was used. For each region, an index

expressing the number of additional charging points per additional charging location was calculated:

$$k_r = \frac{\Delta P_r}{\Delta L_r} = \frac{P_{r,2025} - P_{r,2021}}{L_{r,2025} - L_{r,2021}}$$

The missing number of charging points was subsequently calculated as:

$$P_{r,t} = P_{r,t-1} + \left(L_{r,t} - L_{r,t-1}\right) k_r c_t, \quad t \in \{2022, 2023, 2024\}$$

where:

- $P_{r,t}$ is the reconstructed number of charging points in region *r* in year *t*;
- $L_{r,t}$ is the number of charging locations;
- k_r is the regional increase in charging points per additional charging location;
- c_t is the correction coefficient for year *t*.

The correction coefficients are:

$$c_t = \begin{cases} 0.855, & t = 2022, \\ 1.070, & t = 2023, \\ 1.005, & t = 2024. \end{cases}$$

The calculation provided a reference trajectory for the development of the charging network. Where usable partial data were available for a specific year and region, these data were retained and the model was applied only to reconstruct missing values. The regional results were subsequently reconciled so that their sum corresponded to the published national total.

Regional installed charging power was reconstructed using an analogous procedure. For each region, an index expressing the change in installed charging power per additional charging point between 2021 and 2025 was calculated:

$$h_r = \frac{\Delta W_r}{\Delta P_r} = \frac{W_{r,2025} - W_{r,2021}}{P_{r,2025} - P_{r,2021}}$$

Where h_r represents the increase in installed charging power per additional charging point in region *r*.

Regional installed charging power is then calculated as:

$$W_{r,t} = W_{r,t-1} + \left(P_{r,t} - P_{r,t-1}\right) h_r d_t, \quad t \in \{2022, 2023, 2024\}$$

where:

- $W_{r,t}$ is installed charging power in MW;
- $P_{r,t}$ is the number of charging points;
- h_r is the regional increase in installed power per additional charging point;
- d_t is the correction coefficient for year *t*.

The correction coefficients are:

$$d_t = \begin{cases} 0.48274, & t = 2022, \\ 0.98970, & t = 2023, \\ 0.88440, & t = 2024. \end{cases}$$

The resulting unit of h_r is:

$$[h_r] = \frac{\text{MW}}{\text{additional charging point}}$$

The correction coefficients ensure consistency between the regional development trajectory and the published national values. Calculations are performed using unrounded values. Rounding is applied only when compiling the final tables, and any differences resulting from rounding are reconciled to preserve the relevant national total.

Interpretation and limitations

The principal source of the initial part of the time series is the assignment of the value of 115 charging points, dated 10 January 2016, to the end of 2015. The actual situation as of 31 December 2015 may have differed slightly. A second limitation is the use of the fixed locations-to-points ratio observed in 2019, as earlier charging networks may have had a different number of charging points per location.

The regional distribution of values for 2015–2018 assumes that the spatial structure observed in 2019 also provides an appropriate basis for the preceding years. The regional estimates for this period therefore depend on an additional spatial-allocation assumption and should be interpreted with greater caution than the corresponding national values.

The principal limitation of the 2020 values is their interpolation between 2019 and 2021. For 2022–2024, the principal limitations are incomplete regional data, rounded shares published in the source materials, and the use of a development trajectory between 2021 and 2025. Consequently, the national totals are more robust than their estimated regional distribution.

Despite the combination and cross-validation of multiple sources, complete coverage of all publicly accessible charging infrastructure cannot be guaranteed. During the monitored period, no single database contained all charging locations and charging points using a uniform structure and a common reference date. The resulting values may therefore differ slightly from the actual situation. Nevertheless, they represent the most comprehensive and methodologically consistent time series that could be compiled from the available data.

An advantage of the selected approach is its reproducibility. If a higher-quality historical value or a more complete regional dataset becomes available, the relevant input can be replaced and the derived values recalculated automatically.

Proxy modelled and derived values must be distinguished from observed data in the final tables. The number of charging points for 2015 is classified as a proxy, the values

for 2016 and 2017 as modelled estimates, and the numbers of charging locations for 2015–2018 as derived values. Regional values reconstructed for 2020 and 2022–2024 are classified as modelled or partly modelled, depending on the availability of input data.

3.2.7 Interpretation of Results and Derived Indicators

The results are interpreted using absolute values, indicators of year-on-year change, and relative indicators that allow regions with different population sizes and geographical areas to be compared. Each indicator characterises a different aspect of the public charging infrastructure and therefore should be assessed in conjunction with the other indicators.

The absolute number of charging locations describes the spatial extent of the network, while the number of charging points more accurately represents the number of vehicles that can theoretically be charged simultaneously. Installed charging power represents the sum of nominal power values in accordance with the rules specified in **Chapter 3.2.1**. It does not represent actual instantaneous power demand or the amount of electricity supplied to vehicles, since these values also depend on parallel charging, power management, and the actual utilisation of individual charging points.

The year-on-year trends of the number of locations, charging points, and installed charging power are expressed using the year-on-year growth rate:

$$\mathrm{Growth}_{X,r,t} = \frac{X_{r,t} - X_{r,t-1}}{X_{r,t-1}} \times 100$$

where (X) represents the number of locations, the number of charging points, or installed charging power, (r) denotes the region, and (t) denotes the respective year. The growth rate is not reported for the first year of the available time series. When interpreting year-on-year changes, the status of each value is considered in accordance with **Chapter 3.2.6.**, particularly whether the value was obtained from available data sources or reconstructed.

To compare infrastructure availability relative to population size, the numbers of locations and charging points per 1 000 inhabitants are used:

$$\mathrm{LocationsPer1000}_{r,t} = \frac{\mathrm{Locations}_{r,t}}{\mathrm{Population}_{r,t}} \times 1000$$

$$\mathrm{PointsPer1000}_{r,t} = \frac{\mathrm{Points}_{r,t}}{\mathrm{Population}_{r,t}} \times 1000$$

These indicators allow regions with different population sizes to be compared. A higher value indicates a greater extent of infrastructure relative to the number of inhabitants; however, it does not in itself describe its geographical accessibility, power capacity, or actual utilisation.

The spatial density of public charging infrastructure is expressed through the Charging Infrastructure Index (CII), defined as the number of public charging points per 100 km²:

$$\mathrm{CII}_{r,t} = \frac{\mathrm{Points}_{r,t}}{\mathrm{Area}_r} \times 100$$

The CII enables the spatial density of charging infrastructure to be compared among regions while accounting for differences in their geographical area. A higher value represents a higher concentration of public charging points per unit of area.

The relationship between the development of the electric vehicle fleet and the charging infrastructure is assessed using the Charging Coverage Index (CCI), which expresses the number of registered electric vehicles per public charging point:

$$\mathrm{CCI}_{r,t} = \frac{\mathrm{EV}_{r,t}}{\mathrm{Points}_{r,t}}$$

For the calculation, the number of electric vehicles and the number of charging points must refer to the same region and the same reference date. A lower CCI value indicates greater relative coverage of the electric vehicle fleet by charging infrastructure, whereas a higher value indicates a greater number of electric vehicles per charging point and potentially greater pressure on the existing network. However, the CCI does not represent actual infrastructure utilisation, as it does not include data on the number or duration of charging sessions or the amount of electricity supplied.

3.3. Methodology of the Indices

The indices combine the vehicle statistics described in **Chapter 3.1.** with the charging-infrastructure statistics described in **Chapter 3.2**. They are calculated for each NUTS 3 region *r* and for Slovakia in year t. National values are calculated from national totals, not as averages of regional values. Unless stated otherwise, t = 2024. All indices are calculated from unrounded input values and rounded only for presentation.

3.3.1. Definitions of the Indices

The definitions of the indices, the aspect of electrification they describe and what can be measured with them are summarised below and in ***Table 3.5***.

- **A1 – BEV penetration** is the number of battery electric passenger cars per 1,000 inhabitants. It shows the extent to which battery electric cars have been adopted by the population and measures differences in adoption between regions of different size, as well as the distance of Slovakia and its regions from the EU level.
- **A2 – Plug-in share of the passenger car stock** is the share of BEV and PHEV passenger cars in the total stock of passenger cars, in per cent. It shows how far the passenger car fleet has been converted to vehicles that can be charged from the electricity grid and measures the progress of fleet renewal.

- **B1 – Charging Infrastructure Index (CII)** is the number of publicly accessible charging points per 100 km². It shows the spatial density of public charging infrastructure and measures differences in its territorial coverage between regions. It does not describe the accessibility of charging points along the road network or their power.
- **B2 – Charging point availability** is the number of publicly accessible charging points per 1,000 inhabitants. It shows the extent of public charging infrastructure relative to the population and, together with A1, forms the basis of the IEV.
- **C1 – Charging Coverage Index (CCI)** is the number of light BEVs and PHEVs per publicly accessible charging point. It shows how many vehicles share one public charging point and measures the relative load on the network; a lower value indicates better coverage of the fleet by public charging points. The reference value of 10 vehicles per point follows from Directive 2014/94/EU. The CCI does not describe the actual utilisation of charging points.
- **C2 – AFIR coverage coefficient (K)** is the ratio of the installed power of publicly accessible charging points to the minimum power required by the fleet-based target of Regulation (EU) 2023/1804 (AFIR), i.e. 1.3 kW per registered light BEV and 0.8 kW per registered light PHEV. A value of $K \geq 1$ means that the target is met; the value shows how many times the installed power exceeds the minimum requirement. Unlike the CCI, the coefficient considers both the number and the power of charging points. AFIR sets the target at national level; its application to regions shows where the margin of the network relative to the fleet is smallest.
- **IEV – Electromobility Maturity Index** combines adoption (A1) and infrastructure availability (B2), each expressed relative to the EU level, by means of a geometric mean. The EU level equals 100. The index shows the overall stage of development of electromobility in a region relative to the EU average and allows comparison over time. The geometric mean limits the extent to which a high value in one dimension can compensate for a low value in the other.
- **LQ_GDP – location quotient of BEV adoption relative to GDP** is the ratio of a region's share of the national number of battery electric passenger cars to its share of national gross domestic product. A value above 1 means that the region's share of BEVs is higher than its share of economic output; Slovakia equals 1. The quotient relates adoption to the economic weight of the region without including economic indicators in the IEV.
- **LQ_network – location quotient of the charging network** is the ratio of a region's share of national public charging points to its share of the national fleet of light BEVs and PHEVs. A value below 1 means that the region has fewer charging points relative to its fleet than the national average; Slovakia equals 1. It is the CCI expressed relative to the national average and indicates relative, not absolute, sufficiency of the network.

Table 3.5: *Indices of road transport electrification.*

Dimension	Code	Index	Unit	Reference value
Adoption	A1	BEV penetration	BEV passenger cars per 1,000 inhabitants	EU
	A2	Plug-in share of passenger car stock	%	–
Infrastructure	B1	Charging Infrastructure Index (CII)	points per 100 km²	EU
	B2	Charging point availability	points per 1,000 inhabitants	EU
Balance	C1	Charging Coverage Index (CCI)	light BEV + PHEV per point	10 (Directive 2014/94/EU)
	C2	AFIR coverage coefficient K	–	≥ 1 (Regulation (EU) 2023/1804)
Composite	IEV	Electromobility Maturity Index	–	EU = 100
Economic context	LQ_GDP	Location quotient of BEV adoption relative to GDP	–	Slovakia = 1
	LQ_network	Location quotient of the charging network	–	Slovakia = 1

Light vehicles = categories M1 and N1.

3.3.2. Input Data

- **Vehicles:** fleet of BEVs and PHEVs at the end of the year by NUTS 3 region and vehicle category from the EVSTATION database (**Chapter 3.1.**, **Chapter 4.**). Light vehicles comprise categories M1 and N1.
- **Passenger car stock:** total number of passenger cars (all fuel types) by region.
- **Charging infrastructure:** number of publicly accessible charging points and their installed power by region as of 31 December (**Chapter 3.2., Chapter 5.**), including the reconstructed values described in **Chapter 3.2.6**. Installed power is available from 2019.
- **Population and area:** mean annual population by region (Statistical Office of the SR, STATdata, table om7012rr[1]) and area of regions in km² (Statistical Office of the SR).
- **Regional GDP:** GDP per capita by region in 2024 (Statistical Office of the SR, STATdata, table nu3002rr).
- **EU benchmarks:** 5 774 179 battery electric passenger cars and a population of 449.3 million in 2024 (Eurostat), 882 012 publicly accessible charging points at the end of 2024 (EAFO) and an area of 4 233 255 km² (Eurostat). The EU values of the AFIR coverage coefficient are taken from the European Environment Agency (2024, 2025) and are not recalculated.

The light electric vehicle fleet is defined as:

$$\mathrm{EV}^{\mathrm{L}}_{\mathrm{r,t}} = \mathrm{BEV}_{\mathrm{M1,r,t}} + \mathrm{BEV}_{\mathrm{N1,r,t}} + \mathrm{PHEV}_{\mathrm{r,t}}$$

PHEVs are registered only in categories M1 and N1 (***Table 4.5***); $\mathrm{PHEV}_{\mathrm{r,t}}$ therefore covers all PHEVs.

[1] mid-year population

3.3.2. Adoption Indices

BEV penetration (A1) and the plug-in share of the passenger car stock (A2) are calculated as:

$$\mathrm{A1}_{\mathrm{r,t}} = \frac{\mathrm{BEV}_{\mathrm{M1,r,t}}}{\mathrm{Pop}_{\mathrm{r,t}}} \times 1000$$

$$\mathrm{A2}_{\mathrm{r,t}} = \frac{\mathrm{BEV}_{\mathrm{M1,r,t}} + \mathrm{PHEV}_{\mathrm{M1,r,t}}}{\mathrm{PC}_{\mathrm{r,t}}} \times 100$$

where $\mathrm{Pop}_{\mathrm{r,t}}$ is the mean population (persons) and $\mathrm{PC}_{\mathrm{r,t}}$ the total passenger car stock.

3.3.3. Infrastructure Indices

The density of public charging points (B1) corresponds to the Charging Infrastructure Index (CII) and charging point availability (B2) to the number of charging points per 1,000 inhabitants, both defined in **Chapter 3.2.7.**:

$$\mathrm{B1}_{\mathrm{r,t}} = \mathrm{CII}_{\mathrm{r,t}} = \frac{\mathrm{Points}_{\mathrm{r,t}}}{\mathrm{Area}_{\mathrm{r}}} \times 100$$

$$\mathrm{B2}_{\mathrm{r,t}} = \frac{\mathrm{Points}_{\mathrm{r,t}}}{\mathrm{Pop}_{\mathrm{r,t}}} \times 1000$$

3.3.4. Balance Indices

For the indices in **Chapter 6.**, the electric vehicles in the Charging Coverage Index defined in **Chapter 3.2.7.** are restricted to the M1 and N1 electric fleet, in line with the scope of the fleet-based target of Regulation (EU) 2023/1804 (AFIR):

$$\mathrm{C1}_{\mathrm{r,t}} = \mathrm{CCI}_{\mathrm{r,t}} = \frac{\mathrm{EV}^{\mathrm{L}}_{\mathrm{r,t}}}{\mathrm{Points}_{\mathrm{r,t}}}$$

The result is compared with the reference value of 10 vehicles per publicly accessible charging point (Directive 2014/94/EU). A variant including light BEVs only is calculated as

$$\mathrm{CCI}^{\mathrm{BEV}}_{\mathrm{r,t}} = \frac{\mathrm{BEV}_{\mathrm{M1,r,t}} + \mathrm{BEV}_{\mathrm{N1,r,t}}}{\mathrm{Points}_{\mathrm{r,t}}}.$$

The AFIR coverage coefficient (C2) relates the installed power of public charging points to the minimum power required by the fleet-based target in Article 3(1) of AFIR, i.e. 1.3 kW per registered light BEV and 0.8 kW per registered light PHEV:

$$\mathrm{Req}_{\mathrm{r,t}} = 1.3 \times \left(\mathrm{BEV}_{\mathrm{M1,r,t}} + \mathrm{BEV}_{\mathrm{N1,r,t}}\right) + 0.8 \times \mathrm{PHEV}_{\mathrm{r,t}}$$

$$\mathrm{C2}_{\mathrm{r,t}} = \mathrm{K}_{\mathrm{r,t}} = \frac{1000 \times \mathrm{W}_{\mathrm{r,t}}}{\mathrm{Req}_{\mathrm{r,t}}}$$

where $Req_{r,t}$ is the required power in kW and $W_{r,t}$ the installed power of publicly accessible charging points in MW. A value of K ≥ 1 means that the target is met. AFIR

applies the target at national level; regional values are calculated with the same parameters. The installed power per light electric vehicle is calculated as

$$1000 \times W_{r,t} / EV^{L}_{r,t} \text{ (kW per vehicle).}$$

3.3.5. Electromobility Maturity Index

The Electromobility Maturity Index combines BEV penetration and charging point availability, each expressed relative to the EU level, using a geometric mean with equal weights:

$$IEV_{r,t} = 100 \times \sqrt{\frac{A1_{r,t}}{A1_{EU,t}} \times \frac{B2_{r,t}}{B2_{EU,t}}}$$

where $A1_{EU,t}$ and $B2_{EU,t}$ is calculated from the EU benchmarks (**Chapter 3.3.2.**) in the same way as the regional values. The EU level equals 100. As the EU benchmarks are available for 2024, the IEV is calculated for 2024.

3.3.6. Location Quotients

The location quotient of BEV adoption relative to GDP compares the regional share of battery electric passenger cars with the regional share of GDP:

$$LQ^{GDP}_{r} = \frac{BEV_{M1,r} / BEV_{M1,SK}}{GDP_{r} / GDP_{SK}}, \quad GDP_{r} = gdp_{r} \times Pop_{r}$$

where gdp_r is the GDP per capita of region *r*. Regional GDP is compiled by place of work, while vehicles are allocated to regions.

The location quotient of the charging network compares the regional share of public charging points with the regional share of the light electric fleet:

$$LQ^{network}_{r} = \frac{Points_{r} / Points_{SK}}{EV^{L}_{r} / EV^{L}_{SK}} = \frac{CCI_{SK}}{CCI_{r}}$$

For both quotients, Slovakia equals 1.

3.3.7. Rank Correlation

The relationship between the regional rankings of two indices is assessed with Spearman's rank correlation coefficient:

$$\rho = 1 - \frac{6 \sum {d_i}^2}{n(n^2 - 1)}$$

where d_i is the difference between the ranks of region *i* in the two indices and *n* is the number of regions. The coefficient is calculated for the AFIR coverage coefficient and BEV penetration ($n = 8$) and for charging point availability and BEV penetration excluding the Bratislava region ($n = 7$). No tied ranks occurred. The critical value of $|\rho|$ for $n = 8$ at the 0.05 significance level (two-sided test) is 0.738.

3.3.8. Time Series and National Scoreboard

The CCI is calculated for each year 2015–2024 and the AFIR coverage coefficient for each year 2019–2024 from the year-end values of the respective year. Regional differences in the CCI are summarised by the ratio of the highest to the lowest regional value. Because the regional numbers of charging points and the installed power are partly reconstructed (**Chapter 3.2.6.**), the uncertainty of the reconstruction is carried over to the regional indices for the affected years.

The national scoreboard combines the indices with other indicators. The BEV share of the passenger car stock is calculated as $\mathrm{BEV}_{\mathrm{M1,SK}} / \mathrm{PC}_{\mathrm{SK}} \times 100$ and the average power per public charging point as $1000 \times \mathrm{W}_{\mathrm{SK}} / \mathrm{Points}_{\mathrm{SK}}$ (kW). The BEV share of new passenger car registrations is taken from ACEA. Where a national target or indicative value exists, a BEV share of new registrations above 5% in 2025 (Action Plan for the Development of Electromobility, Government Resolution No 306/2023) and 35,000 battery electric and plug-in hybrid passenger cars in 2030 (National Policy Framework, Government Resolution No 504/2016), the degree of fulfilment is expressed as the ratio of the indicator value to the target value.

4. RESULTS – ALTERNATIVE FUELLED VEHICLES

This chapter presents the results of the vehicle part of the EVSTATION project for the period 2013–2024. The core outputs are statistics on battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) at national and NUTS 3 level, the structure of the electric vehicle fleet and its allocation to households and NACE rev. 2 divisions. Because the integrated database covers all vehicles with alternative propulsion systems, results for hybrid electric vehicles (HEVs) and for gaseous fuels (LPG, CNG and LNG) were also obtained from this database without need of additional data collection. They are reported in **Chapter 4.8.** as by-products of the project. Publicly accessible charging infrastructure, including installed charging capacity, is described in **Chapter 5.**, and indicators relating the light electric vehicle fleet (passenger and light-commercial vehicles) to the charging infrastructure are presented in **Chapter 6**.

All values refer to the vehicle fleet registered in the IS EVO database in the respective year, allocated to districts and regions according to the methodology described in **Chapter 3.1**. Unless stated otherwise, the values cover all vehicle categories (M1, N1, N2/N3, M2/M3 and L). Tables of BEVs by vehicle category at national, NUTS 2 and NUTS 3 level and by NACE rev. 2 division for 2013–2024 are provided in the Annex (Deliverable 1.2), with which all BEV values in this chapter are consistent. The tables for PHEVs and other alternative fuels.

4.1. Overall Evolution of the Alternative-Fuel Vehicle Fleet

The alternative-fuel vehicle (AFV) fleet in Slovakia increased 4.7-fold between 2013 and 2024, from 41 936 to 196 357 vehicles (***Tables 4.1*** and ***4.2***, ***Figure 4.1***). At the same time, its structure changed fundamentally. In 2013, LPG bifuel vehicles accounted for 95.5% of all AFVs, whereas in 2024 their share had fallen to 26.7%. Hybrid electric vehicles became the largest group in 2022 and represented 56.4% of the AFV fleet in 2024. The combined share of BEVs and PHEVs increased from 0.7% to 14.9%, with 29 216 vehicles registered in 2024.

Table 4.1: *Alternative-fuel vehicle fleet by fuel type, 2013, 2019 and 2024.*

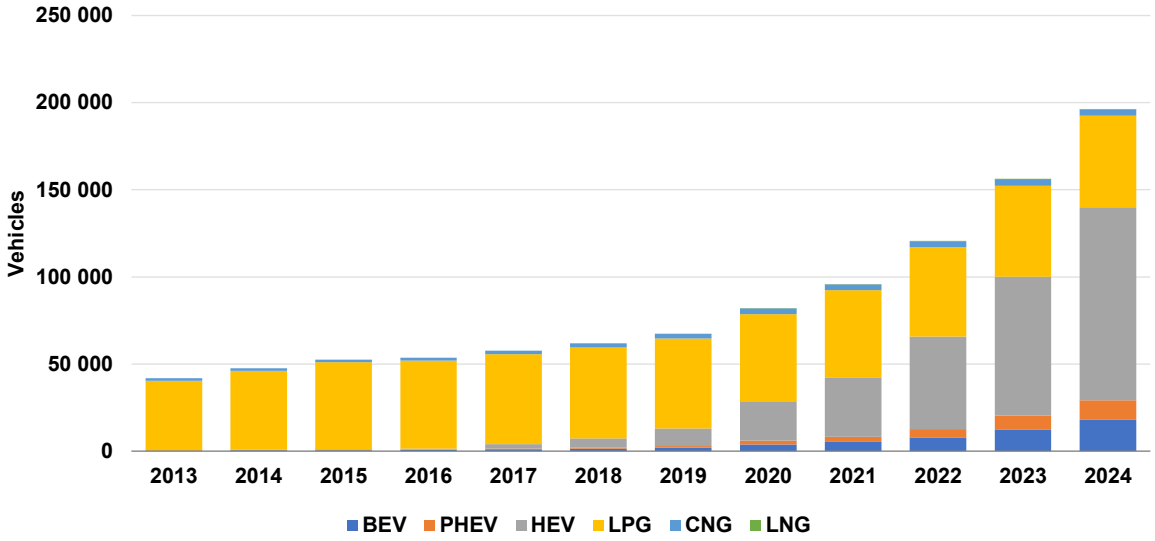
Fuel type	2013	2019	2024	Change 2013–2024*	Share 2013	Share 2024
BEV	267	2 043	17 941	67.2	0.6%	9.1%
Petrol PHEV	18	802	10 331	n/m	0.0%	5.3%
Diesel PHEV	0	57	944	n/m	0.0%	0.5%
Petrol HEV	75	9 133	87 928	n/m	0.2%	44.8%
Diesel HEV	2	1 002	22 903	n/m	0.0%	11.7%
LPG bifuel	40 045	51 574	52 451	1.3	95.5%	26.7%
CNG	272	823	1 691	6.2	0.6%	0.9%
CNG bifuel	1 257	1 845	2 053	1.6	3.0%	1.0%
LNG	0	34	115	n/m	0.0%	0.1%
Total AFV	**41 936**	**67 313**	**196 357**	**4.7**	**100.0%**	**100.0%**

**n/m – not meaningful (fewer than 100 vehicles in 2013, number are multipliers). Shares refer to the total AFV fleet*

Table 4.2: *Alternative-fuel vehicle fleet by fuel type and vehicle category in 2024.*

Fuel type	M1	N1	N2–N3	M2–M3	L1-7	Total
BEV	14 473	876	42	52	2 498	17 941
Petrol PHEV	10 329	2	0	0	0	10 331
Diesel PHEV	944	0	0	0	0	944
Petrol HEV	87 867	53	0	0	8	87 928
Diesel HEV	22 886	11	2	4	0	22 903
LPG bifuel	49 389	3 053	3	1	5	52 451
CNG	1 209	149	91	242	0	1 691
CNG bifuel	1 754	280	15	0	4	2 053
LNG	0	0	115	0	0	115
Total AFV	**188 851**	**4 424**	**268**	**299**	**2 515**	**196 357**
Share of total AFV	96.2%	2.3%	0.1%	0.2%	1.3%	100.0%

Figure 4.1: *Alternative-fuel vehicle fleet by fuel type, 2013–2024.*



Three development phases can be distinguished in the time series:

- **Initial phase (2013–2016):** The AFV fleet grew moderately from 41 936 to 53 620 vehicles, and LPG bifuel vehicles accounted for 94.0%–95.5% of it in each year. Electric propulsion was marginal. In 2013, 225 of the 267 BEVs were L-category vehicles.
- **Transition phase (2017–2019):** The HEV fleet grew from 2 723 to 10 135 vehicles and the BEV fleet doubled from 1 004 to 2 043. The share of LPG fell to 76.6% in 2019. This phase coincides with the pilot purchase-support scheme for BEVs and PHEVs (November 2016 – June 2018) and the first public charging-infrastructure measures described in **Chapter 5**.
- **Acceleration phase (2020–2024):** The AFV fleet more than doubled, from 81 922 to 196 357 vehicles. HEVs overtook LPG vehicles in 2022, and the number of BEVs and PHEVs increased from 6 017 to 29 216. Since 2021, at least one BEV or PHEV has been registered in every district of Slovakia.

4.2. Battery Electric Vehicles (BEVs)

4.2.1. National Development by Vehicle Category

The national BEV fleet grew from 267 vehicles in 2013 to 17 941 in 2024 (***Table 4.3***). In 2013, L-category vehicles (electric motorcycles, mopeds and similar vehicles) accounted for 84.3% of all BEVs, while there were only 33 battery electric passenger cars. By 2024, the number of battery electric passenger cars had increased to 14 473 and their share of the BEV fleet to 80.7%.

Growth accelerated after 2019. The total BEV fleet almost doubled in 2020 (+91.7%), and the annual increase in battery electric passenger cars was 1 428 vehicles between 2019 and 2020, 3 911 between 2022 and 2023 and 4 802 between 2023 and 2024 (***Figure 4.2***). Light commercial vehicles (N1) form the second-largest group of four-

wheeled road vehicles, with 876 BEVs in 2024. The number of battery electric buses has ranged between 45 and 55 since 2018, while battery electric heavy-duty trucks first appeared in 2022 and numbered 42 in 2024.

Figure 4.2: *BEV fleet by vehicle category, 2013–2024.*

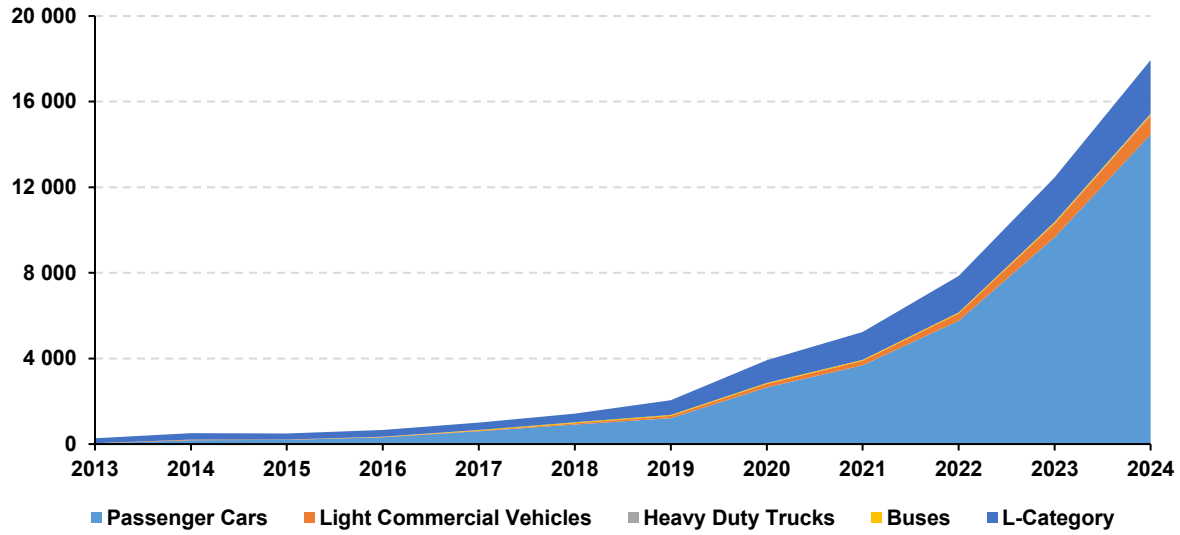


Table 4.3: *BEV fleet by vehicle category, 2013–2024 (selected years).*

Category	2013	2016	2019	2020	2021	2022	2023	2024	Share 2024
Passenger cars (M1)	33	311	1 218	2 646	3 685	5 760	9 671	14 473	80.7%
Light commercial vehicles (N1)	9	23	93	164	207	338	634	876	4.9%
Heavy-duty trucks (N2, N3)	0	0	0	0	0	2	15	42	0.2%
Buses and coaches (M2, M3)	0	14	47	47	47	45	55	52	0.3%
L-category vehicles	225	315	685	1 059	1 303	1 703	2 080	2 498	13.9%
Total BEV	**267**	**663**	**2 043**	**3 916**	**5 242**	**7 848**	**12 455**	**17 941**	**100.0%**

4.2.2. Regional Distribution (NUTS 3)

BEVs are registered in all regions, but their distribution is markedly uneven (***Table 4.4***). The Bratislava region accounted for 6 585 BEVs in 2024, i.e. 36.7% of the national fleet, and for 39.2% of battery electric passenger cars. The remaining seven regions each had between 1 367 (Banská Bystrica) and 1 873 BEVs (Nitra), corresponding to shares of 7.6%–10.4%.

The regional structure remained relatively stable between 2020 and 2024. The BEV fleet increased between 3.5-fold (Košice region) and 5.3-fold (Trnava region), while the share of the Bratislava region changed only slightly, from 37.4% to 36.7%. The Košice region, which had the second-highest share in 2020 (13.4%), recorded the slowest growth, and its share fell to 10.2% in 2024. The spatial distribution of battery electric passenger cars at district level is shown in ***Figure 4.3***. For the map, the totals for the cities of Bratislava and Košice are divided equally among their urban districts.

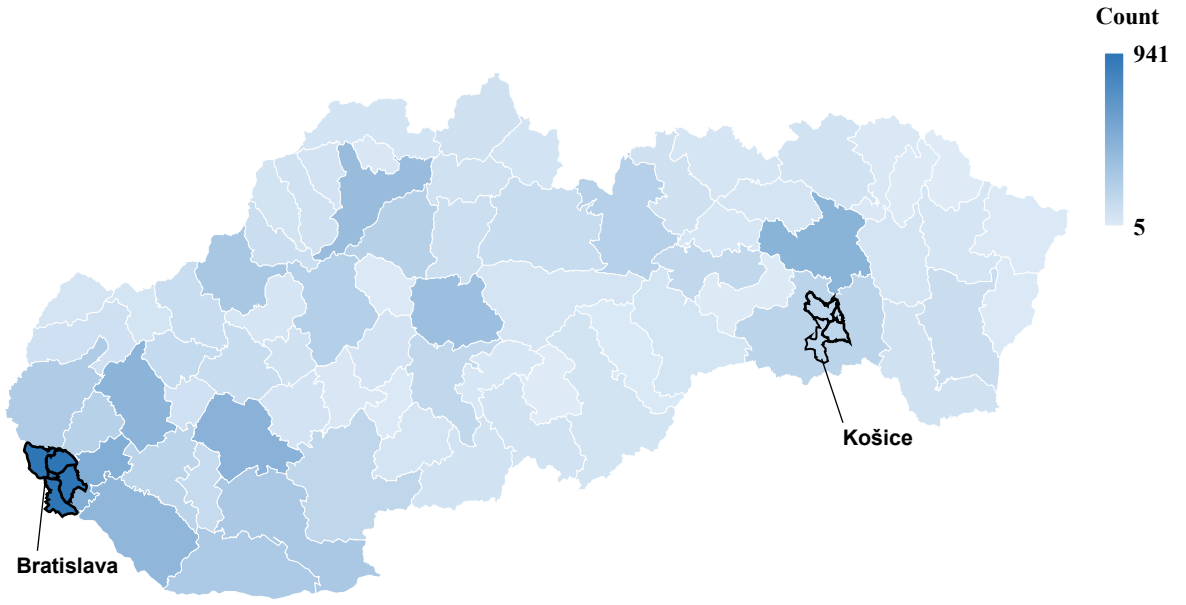
Table 4.4: *BEV fleet by NUTS 3 region and vehicle category, 2013–2024 (selected years).*

Region	2013	2016	2019	2020	2022	2023	2024	Share 2024	Change 2020–24 [X]
All vehicle categories									
Bratislava	77	256	811	1 463	2 759	4 587	6 585	36.7%	4.5
Trnava	18	44	155	328	754	1 177	1 741	9.7%	5.3
Trenčín	36	67	172	333	691	1 044	1 460	8.1%	4.4
Nitra	25	67	181	384	807	1 305	1 873	10.4%	4.9
Žilina	27	52	179	325	730	1 136	1 615	9.0%	5.0
Banská Bystrica	28	51	121	270	611	927	1 367	7.6%	5.1
Prešov	33	52	134	289	617	981	1 470	8.2%	5.1
Košice	23	74	290	524	879	1 298	1 830	10.2%	3.5
Slovakia	**267**	**663**	**2 043**	**3 916**	**7 848**	**12 455**	**17 941**	**100.0%**	**4.6**
Passenger cars (M1)									
Bratislava	15	137	538	1 103	2 213	3 827	5 671	39.2%	5.1
Trnava	6	28	111	250	588	945	1 432	9.9%	5.7
Trenčín	3	31	85	196	444	722	1 085	7.5%	5.5
Nitra	1	32	117	247	582	1 031	1 498	10.4%	6.1
Žilina	4	30	119	232	541	855	1 241	8.6%	5.3
Banská Bystrica	2	14	60	169	422	676	1 044	7.2%	6.2
Prešov	1	11	68	183	429	741	1 162	8.0%	6.3
Košice	1	28	120	266	541	874	1 340	9.3%	5.0
Slovakia	**33**	**311**	**1 218**	**2 646**	**5 760**	**9 671**	**14 473**	**100.0%**	**5.5**
Light commercial vehicles (N1)									
Bratislava	7	16	65	93	182	315	400	45.7%	4.3
Trnava	2	2	6	9	14	30	52	5.9%	5.8
Trenčín	0	1	4	16	26	48	68	7.8%	4.2
Nitra	0	1	7	12	22	50	68	7.8%	5.7
Žilina	0	1	3	7	30	76	112	12.8%	16.0
Banská Bystrica	0	0	2	5	15	38	61	7.0%	12.2
Prešov	0	1	3	5	19	31	53	6.1%	10.6
Košice	0	1	3	17	30	46	62	7.1%	3.6
Slovakia	**9**	**23**	**93**	**164**	**338**	**634**	**876**	**100.0%**	**5.3**
Heavy-duty trucks (N2, N3)									
Bratislava	0	0	0	0	1	11	29	69.0%	n/a
Trnava	0	0	0	0	0	0	1	2.4%	n/a
Trenčín	0	0	0	0	0	0	1	2.4%	n/a
Nitra	0	0	0	0	0	1	6	14.3%	n/a
Žilina	0	0	0	0	0	0	0	0.0%	n/a
Banská Bystrica	0	0	0	0	1	2	2	4.8%	n/a
Prešov	0	0	0	0	0	0	2	4.8%	n/a
Košice	0	0	0	0	0	1	1	2.4%	n/a
Slovakia	**0**	**0**	**0**	**0**	**2**	**15**	**42**	**100.0%**	**n/a**
Buses and coaches (M2, M3)									
Bratislava	0	0	18	18	18	16	13	25.0%	0.7
Trnava	0	0	1	1	3	5	5	9.6%	5.0

Region	2013	2016	2019	2020	2022	2023	2024	Share 2024	Change 2020–24 [X]
Trenčín	0	0	0	0	0	0	0	0.0%	n/a
Nitra	0	0	1	1	1	1	1	1.9%	1.0
Žilina	0	0	2	2	2	2	2	3.8%	1.0
Banská Bystrica	0	0	0	0	1	5	5	9.6%	n/a
Prešov	0	0	2	2	1	5	5	9.6%	2.5
Košice	0	14	23	23	19	21	21	40.4%	0.9
Slovakia	**0**	**14**	**47**	**47**	**45**	**55**	**52**	**100.0%**	**1.1**
L-category vehicles									
Bratislava	55	103	190	249	345	418	472	18.9%	1.9
Trnava	10	14	37	68	149	197	251	10.0%	3.7
Trenčín	33	35	83	121	221	274	306	12.2%	2.5
Nitra	24	34	56	124	202	222	300	12.0%	2.4
Žilina	23	21	55	84	157	203	260	10.4%	3.1
Banská Bystrica	26	37	59	96	172	206	255	10.2%	2.7
Prešov	32	40	61	99	168	204	248	9.9%	2.5
Košice	22	31	144	218	289	356	406	16.3%	1.9
Slovakia	**225**	**315**	**685**	**1 059**	**1 703**	**2 080**	**2 498**	**100.0%**	**2.4**

Change [X] = multiple of 2020

Figure 4.3: *Spatial distribution of BEV passenger cars by district, 2024.*



4.3. Plug-in Hybrid Electric Vehicles (PHEVs)

The PHEV fleet increased from 18 vehicles in 2013 to 11 275 in 2024, of which 10 331 were petrol and 944 diesel PHEVs (***Table 4.5***). Almost all PHEVs are passenger cars; only two light commercial PHEVs were registered in 2024. Since 2020, the PHEV fleet

has grown at a similar pace to the BEV fleet, increasing 5.4-fold compared with 4.6-fold for BEVs.

PHEVs are more strongly concentrated in the Bratislava region than BEVs. In 2020, the region accounted for 48.2% of all PHEVs. By 2024 its share had fallen to 40.2%. The decline reflects faster growth in the other regions, most notably in the Prešov (7.7-fold) and Košice (7.0-fold) regions.

Table 4.5: *PHEV fleet (petrol and diesel) by NUTS 3 region and vehicle category, 2013–2024 (selected years).*

Region	2013	2016	2019	2020	2022	2023	2024	Share 2024	Change 2020–24 [X]
All vehicle categories									
Bratislava	9	56	361	1 013	2 104	3 438	4 533	40.2%	4.5
Trnava	0	18	85	178	437	693	1 057	9.4%	5.9
Trenčín	3	15	71	144	347	568	840	7.5%	5.8
Nitra	1	7	93	199	495	796	1 197	10.6%	6.0
Žilina	1	17	81	173	424	695	1 044	9.3%	6.0
Banská Bystrica	3	8	58	139	327	498	740	6.6%	5.3
Prešov	1	8	40	115	321	550	883	7.8%	7.7
Košice	0	11	70	140	373	645	981	8.7%	7.0
Slovakia	**18**	**140**	**859**	**2 101**	**4 828**	**7 883**	**11 275**	**100.0%**	**5.4**
Passenger cars (M1)									
Bratislava	9	56	361	1 013	2 104	3 438	4 533	40.2%	4.5
Trnava	0	18	85	178	437	693	1 057	9.4%	5.9
Trenčín	3	15	71	144	347	568	840	7.5%	5.8
Nitra	1	7	93	197	493	794	1 195	10.6%	6.1
Žilina	1	17	81	173	424	695	1 044	9.3%	6.0
Banská Bystrica	3	8	58	139	327	498	740	6.6%	5.3
Prešov	1	8	40	115	321	550	883	7.8%	7.7
Košice	0	11	70	140	373	645	981	8.7%	7.0
Slovakia	**18**	**140**	**859**	**2 099**	**4 826**	**7 881**	**11 273**	**100.0%**	**5.4**
Light commercial vehicles (N1)									
Bratislava	0	0	0	0	0	0	0	0.0%	n/a
Trnava	0	0	0	0	0	0	0	0.0%	n/a
Trenčín	0	0	0	0	0	0	0	0.0%	n/a
Nitra	0	0	0	2	2	2	2	100.0%	1.0
Žilina	0	0	0	0	0	0	0	0.0%	n/a
Banská Bystrica	0	0	0	0	0	0	0	0.0%	n/a
Prešov	0	0	0	0	0	0	0	0.0%	n/a
Košice	0	0	0	0	0	0	0	0.0%	n/a
Slovakia	**0**	**0**	**0**	**2**	**2**	**2**	**2**	**100.0%**	**1.0**

Change [X] = multiple of 2020

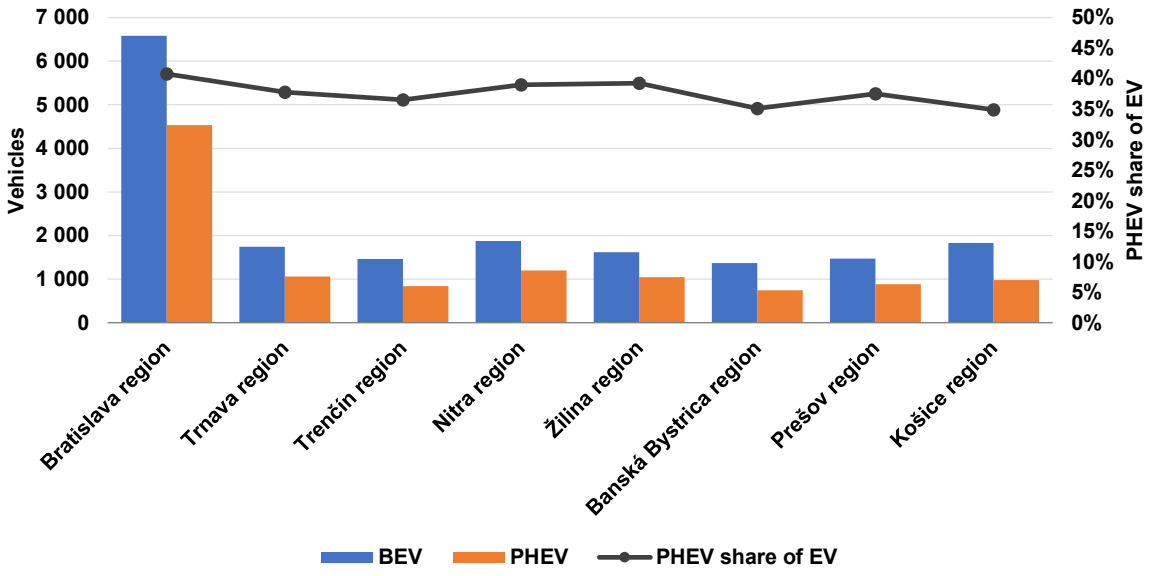
4.4. Structure of the Electric Vehicle Fleet

In 2024, 29 216 electric vehicles (BEVs and PHEVs) were registered in Slovakia, of which 38.6% were PHEVs (***Table 4.6***, ***Figure 4.4***). The PHEV share was highest in the Bratislava region (40.8%) and lowest in the Košice (34.9%) and Banská Bystrica (35.1%) regions. Electric vehicles accounted for 14.9% of the national AFV fleet; the regional share ranged from 9.9% in the Prešov region to 19.4% in the Bratislava region. In regions with a lower share of electric vehicles, a larger part of the AFV fleet consists of LPG vehicles (**Chapter 4.8.2**). The Bratislava region alone accounted for 38.1% of all electric vehicles in Slovakia.

Table 4.6: *Structure of the electric vehicle fleet by NUTS 3 region, 2024.*

Region	BEV	PHEV	EV (BEV + PHEV)	PHEV share of EV	EV share of AFV	Share of national EV fleet
Bratislava	6 585	4 533	11 118	40.8%	19.4%	38.1%
Trnava	1 741	1 057	2 798	37.8%	16.3%	9.6%
Trenčín	1 460	840	2 300	36.5%	13.6%	7.9%
Nitra	1 873	1 197	3 070	39.0%	14.9%	10.5%
Žilina	1 615	1 044	2 659	39.3%	12.8%	9.1%
Banská Bystrica	1 367	740	2 107	35.1%	12.5%	7.2%
Prešov	1 470	883	2 353	37.5%	9.9%	8.1%
Košice	1 830	981	2 811	34.9%	12.4%	9.6%
Slovakia	**17 941**	**11 275**	**29 216**	**38.6%**	**14.9%**	**100.0%**

Figure 4.4: *BEV and PHEV fleet by NUTS 3 region and PHEV share of the EV fleet, 2024.*



4.5. District-Level Distribution (LAU 1)

District-level (LAU1) data show a stronger concentration than the regional aggregates. The city of Bratislava (districts I–V combined) accounted for 8 973 BEVs and PHEVs (excluding L-category vehicles) in 2024, i.e. 33.6% of the national total. Together with

Košice (I–IV), Nitra, Senec and Dunajská Streda, the five largest district units accounted for 48.0% of the national electric vehicle fleet (***Table 4.7***). The median district had 155 electric vehicles.

The smallest numbers of electric vehicles were registered in the districts of Medzilaborce (8), Poltár (19), Turčianske Teplice (25), Gelnica (26) and Stropkov (34). The number of districts without any registered BEV or PHEV reduced from 51 in 2013 to 8 in 2017 and to 1 in 2020. Since 2021, electric vehicles have been registered in every district.

Table 4.7: *Ten districts with the highest number of electric vehicles by vehicle category in 2024.*

Rank	District	Region	BEV M1	BEV N1	BEV N2–N3	BEV M2–M3	PHEV M1	PHEV N1	EV	Share of national EV
1	Bratislava (I–V)	Bratislava	4 707	378	24	13	3 851	0	8 973	33.6%
2	Košice (I–IV)	Košice	699	23	0	21	550	0	1 293	4.8%
3	Nitra	Nitra	454	28	6	0	397	0	885	3.3%
4	Senec	Bratislava	496	14	4	0	367	0	881	3.3%
5	Dunajská Streda	Trnava	421	18	0	5	358	0	802	3.0%
6	Žilina	Žilina	374	41	0	2	368	0	785	2.9%
7	Prešov	Prešov	453	20	2	5	251	0	731	2.7%
8	Trnava	Trnava	445	16	0	0	265	0	726	2.7%
9	Banská Bystrica	Banská Bystrica	357	17	0	1	263	0	638	2.4%
10	Trenčín	Trenčín	293	32	1	0	234	0	560	2.1%

4.6. Activity and Energy Consumption

The data on mean annual mileage of alternative-fuel vehicles by vehicle category and fuel group are contained in ***Table 3.8*** and, for the full period 2013 – 2024, in **Annex *Table A1.1*** and ***Table A1.2***. In 2024, battery electric passenger cars travelled on average 13 481 km. This is similar to petrol HEVs (13 561 km) and higher than LPG bifuel passenger cars (11 752 km), but lower than petrol PHEVs (16 806 km) and diesel HEVs (22 270 km). The mileage of battery electric passenger cars increased steadily from 7 712 km in 2013 to 11 727 km in 2019 and 13 481 km in 2024 (***Figure 4.5***), whereas the mileage of LPG bifuel passenger cars decreased from 13 906 km to 11 752 km.

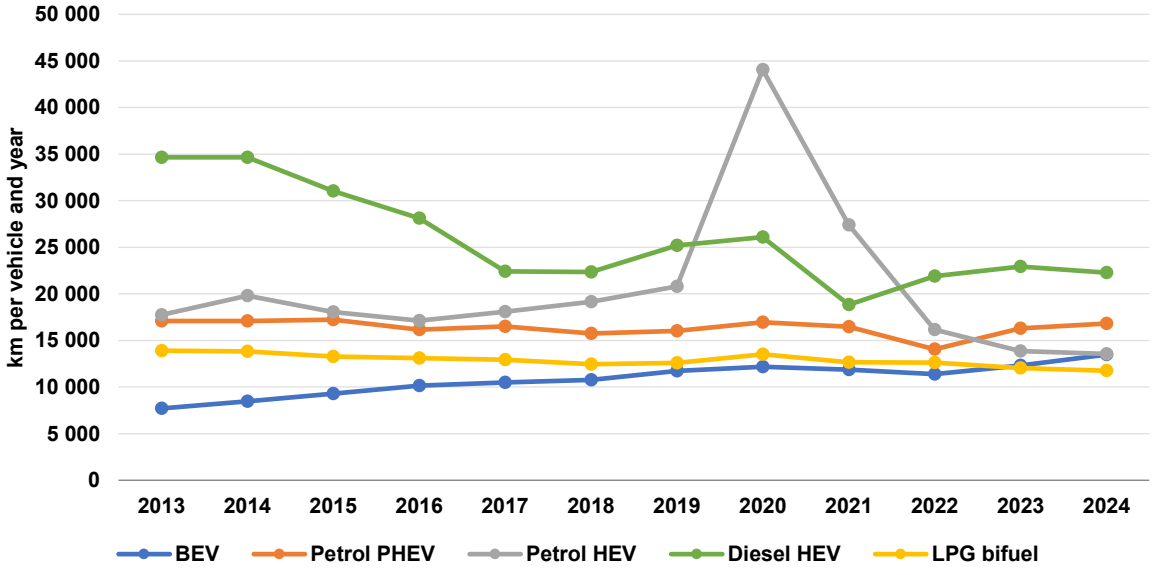
Among other vehicle categories, battery electric light commercial vehicles travelled 16 403 km in 2024 and battery electric buses 23 231 km, compared with 45 108 km for CNG buses. The mileage of battery electric L-category vehicles was 818 km. Values for groups with few vehicles or low coverage fluctuate considerably between years; for petrol HEV passenger cars, the value for 2020 (44 069 km) differs markedly from the adjacent years.

Table 4.8: *Mean annual mileage by vehicle category and fuel group, 2013–2024 (selected years, km per vehicle).*

Category	Fuel group	2013	2016	2019	2022	2023	2024	Coverage 2024
M1	BEV	7 712	10 140	11 727	11 375	12 328	13 481	100%
M1	Petrol PHEV	*17 091*	16 181	16 041	14 055	16 293	16 806	100%
M1	Diesel PHEV	–	*28 360*	26 208	21 462	21 160	21 273	99%
M1	Petrol HEV	17 758	17 130	20 815	16 163	13 860	13 561	100%
M1	Diesel HEV	*34 660*	28 112	25 218	21 899	22 941	22 270	100%
M1	LPG bifuel	13 906	13 104	12 583	12 613	12 027	11 752	100%
M1	CNG bifuel	13 276	16 459	16 324	13 903	14 233	14 378	98%
N1	BEV	*11 409*	*11 409*	10 686	11 314	11 152	16 403	88%
N1	Petrol HEV	–	*11 791*	12 296	9 369	8 428	9 171	33%
N1	LPG bifuel	18 003	13 977	12 522	11 121	10 723	10 062	96%
N1	CNG bifuel	20 857	16 194	14 594	13 878	14 683	13 840	92%
N2–N3	CNG	36 673	20 459	10 362	80 155	66 310	*66 310*	–
N2–N3	LNG	–	–	*112 075*	122 168	85 619	*85 619*	–
M2–M3	BEV	–	21 120	38 709	37 257	25 394	23 231	95%
M2–M3	CNG	51 636	44 677	36 977	49 447	43 934	45 108	100%
M2–M3	Diesel HEV	–	–	–	–	–	*48 718*	–
L1-7	BEV	433	401	1 017	669	851	818	98%

Values in italics are extrapolated from the nearest year with data; "– "= no vehicles registered. Coverage = share of vehicles with mileage

Figure 4.5: *Mean annual mileage of passenger cars by fuel group, 2013 – 2024.*



Regional differences in mileage are small for battery electric passenger cars. In 2024, the regional means ranged from 12 911 km (Žilina) to 14 014 km (Banská Bystrica), with 13 510 km in the Bratislava region (***Table 4.9***). Own mileage data were available for 66 of the 72 district units. Larger differences occur for LPG bifuel passenger cars, which travelled 16 044 km in the Bratislava region compared with 11 114–12 680 km in the other regions, and for petrol PHEVs (14 732–17 485 km). Regional values for all groups are contained in **Annex *Table A1.3*** and district values for battery electric passenger cars in **Annex *Table A1.5***.

Table 4.9: *Mean annual mileage by NUTS 3 region in 2024 (km per vehicle).*

Region	M1 BEV	M1 petrol PHEV	M1 petrol HEV	M1 diesel HEV	M1 LPG bifuel	M1 CNG bifuel	N1 LPG bifuel
Bratislava	13 510	16 747	14 505	22 465	16 044	15 205	9 541
Trnava	13 444	17 094	13 901	22 226	11 968	16 077	11 051
Trenčín	13 332	17 485	12 857	22 503	12 680	16 972	9 446
Nitra	13 997	16 427	13 266	22 822	11 782	15 597	10 021
Žilina	12 911	17 286	13 356	21 673	12 115	15 492	9 747
Banská Bystrica	14 014	15 733	13 857	22 239	11 394	17 008	10 349
Prešov	13 356	14 732	13 348	22 431	11 408	20 050	10 356
Košice	13 505	15 221	12 919	22 949	11 114	13 487	10 961
Slovakia	**13 481**	**16 806**	**13 561**	**22 270**	**11 752**	**14 378**	**10 062**

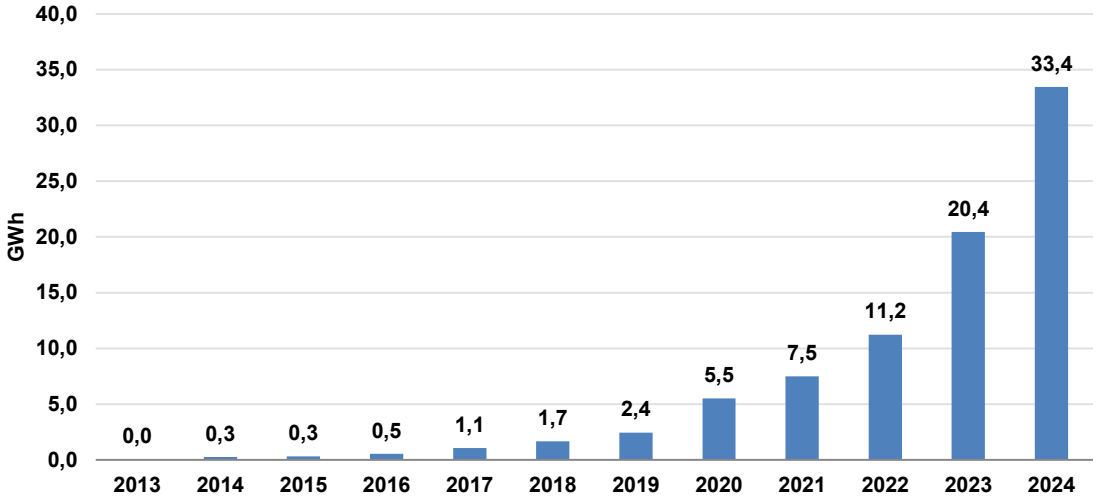
Groups with district-level mileage data. Slovakia = national value

The electricity consumption of battery electric passenger cars is estimated at 33.4 GWh in 2024, compared with 20.4 GWh in 2023 and 2.4 GWh in 2019 (***Table 4.10***, ***Figure 4.6***). One battery electric passenger car consumed on average 2 311 kWh in 2024. The Bratislava region accounted for 39.2% of the national consumption (13.1 GWh). The time series by region is given in **Annex *Table A1.4***.

Table 4.10: *Electricity consumption of battery electric passenger cars by NUTS 3 region, 2019–2024 (MWh).*

Region	2019	2020	2021	2022	2023	2024	Share 2024
Bratislava	1 079	2 298	3 011	4 320	8 088	13 102	39.2%
Trnava	222	514	708	1 146	1 997	3 292	9.8%
Trenčín	166	399	547	856	1 504	2 473	7.4%
Nitra	244	533	741	1 171	2 252	3 586	10.7%
Žilina	227	464	676	1 015	1 735	2 739	8.2%
Banská Bystrica	125	366	534	852	1 476	2 502	7.5%
Prešov	143	379	559	828	1 558	2 655	7.9%
Košice	238	548	708	1 049	1 837	3 095	9.3%
Slovakia	**2 443**	**5 500**	**7 483**	**11 235**	**20 448**	**33 442**	**100.0%**
kWh per vehicle	2 006	2 079	2 031	1 951	2 114	2 311	

Figure 4.6: *Electricity consumption of battery electric passenger cars in Slovakia in 2013–2024 (GWh).*



4.7. Vehicle Distribution by NACE Classification

The allocation of BEVs to households and NACE rev. 2 divisions is summarised in ***Table 4.11***. In 2024, households owned 7 633 BEVs, i.e. 42.5% of the national BEV fleet, while the remaining 57.5% (10 308 vehicles) were owned by economic entities classified by NACE. Compared with 2020, when households owned 31.5% of BEVs, their share increased by 11.0 percentage points. Households dominate among L-category vehicles (73.1%), whereas they own 38.6% of battery electric passenger cars and 24.4% of light commercial vehicles.

Among economic activities, BEVs are owned most by economic subjects in rental and leasing (N77, 978 vehicles in 2024) and in wholesale and retail trade (G45–G47, 2 448 vehicles, 23.7% of non-household BEVs). Other owners are computer programming and consultancy (J62), land transport (H49), head offices and management consultancy (M70), specialised construction (F43), office administrative and support activities (N82) and real estate (L68). The ten largest NACE divisions together accounted for 33.3% of all BEVs.

The pattern differs by vehicle category. Battery electric passenger cars (M1) follow the overall structure, with G45 (889), N77 (834) and G47 (732) as the largest non-household owners. Among the divisions shown in ***Table 4.11***. Battery electric light commercial vehicles (N1) are most frequently owned in rental and leasing (N77, 137 vehicles) and land transport (H49, 85). Battery electric buses and coaches (M2–M3) are almost exclusively registered in land transport (H49, 51 of 52 vehicles) due to the ongoing electrification of public transport, and all 42 battery electric heavy-duty trucks (N2–N3) registered in 2024 are also allocated to land transport (H49). Households (1 827 of 2 498 vehicles) predominantly own battery electric L-category vehicles. Outside the ten largest divisions, postal and courier activities (H53) and telecommunications (J61) are also important owners of battery electric N1 and L-category vehicles, respectively (157 and 138 vehicles in 2024).

Table 4.11: *BEV fleet by owner – households and the ten largest NACE rev. 2 divisions, 2020 and 2024*

Owner	Activity	Total 2020	Total 2024	Share 2024	M1 2024	N1 2024	N2–N3 2024	M2–M3 2024	L1-7 2024
Households	Private persons	1 235	7 633	42.5%	5 592	214	0	0	1 827
N77	Rental and leasing activities	167	978	5.5%	834	137	0	0	7
G45	Wholesale/retail trade and repair of motor vehicles	359	954	5.3%	889	41	0	1	23
G47	Retail trade	245	817	4.6%	732	33	0	0	52
G46	Wholesale trade	177	677	3.8%	591	41	0	0	45
J62	Computer programming and consultancy	117	464	2.6%	441	6	0	0	17
H49	Land transport	123	436	2.4%	249	85	42	51	9
M70	Head offices; management consultancy	134	430	2.4%	377	15	0	0	38
F43	Specialised construction activities	71	413	2.3%	365	22	0	0	26
N82	Office administrative and support activities	115	409	2.3%	364	11	0	0	34
L68	Real estate activities	89	397	2.2%	349	5	0	0	43
Other divisions		1 084	4 333	24.2%	3 690	266	0	0	377
Total		**3 916**	**17 941**	**100.0%**	**14 473**	**876**	**42**	**52**	**2 498**

4.8. By-Products: Other Alternative Fuels

The integrated database contains also vehicles using other alternative propulsion systems. Although these vehicles are outside the core scope of the project, the results provide useful inputs for emission inventories and for monitoring the fuel structure of the national fleet (***Table 4.12***, ***Figure 4.7***).

4.8.1. Hybrid Electric Vehicles (HEVs)

The HEV fleet increased from 77 vehicles in 2013 to 110 831 in 2024 (87 928 petrol and 22 903 diesel hybrids), and in 2022 HEVs replaced LPG vehicles as the largest AFV group. Almost all HEVs (99.9%) are passenger cars. The Bratislava region accounted for 35.6% of all HEVs, and HEVs made up 68.8% of its AFV fleet, compared with 47.8%–58.4% in the other regions. As HEVs cannot be charged from the grid, they do not generate demand for charging infrastructure.

4.8.2. LPG

The LPG bifuel fleet grew from 40 045 vehicles in 2013 to 50 036 in 2015 and has remained between 50 036 and 52 451 vehicles since then, reaching 52 451 in 2024. Its share of the AFV fleet consequently fell from 95.5% to 26.7% between 2013 and 2024. Passenger cars accounted for 94.2% and light commercial vehicles for 5.8% of LPG vehicles in 2024. Unlike electric vehicles, LPG vehicles are concentrated in eastern and central Slovakia. Prešov (18.8%) and Košice (15.6%) regions had the

largest shares of the national LPG fleet. LPG vehicles represented 41.4% of the AFV fleet in the Prešov region, but only 10.1% in the Bratislava region.

4.8.3. CNG

In 2024, 1 691 dedicated CNG vehicles and 2 053 CNG bifuel vehicles were registered (3 744 in total). The number of dedicated CNG vehicles peaked in 2023 (1 755). CNG is the most widespread alternative fuel for buses: 242 CNG buses were registered in 2024, compared with 52 battery electric buses. Dedicated CNG propulsion is also used in 91 heavy-duty trucks and 1 209 passenger cars. The Bratislava (26.1%) and Žilina (15.7%) regions had the largest shares of CNG vehicles (including bifuel).

4.8.4. LNG

LNG vehicles first appeared in the register in 2019 (34 vehicles), and all of them are heavy-duty trucks. Their number peaked at 126 in 2023 and fell slightly to 115 in 2024, which is still more than the 42 battery electric heavy-duty trucks registered in the same year. In 2024, 44.3% of LNG trucks were registered in the Bratislava region, followed by the Banská Bystrica (22 vehicles) and Trenčín (19) regions.

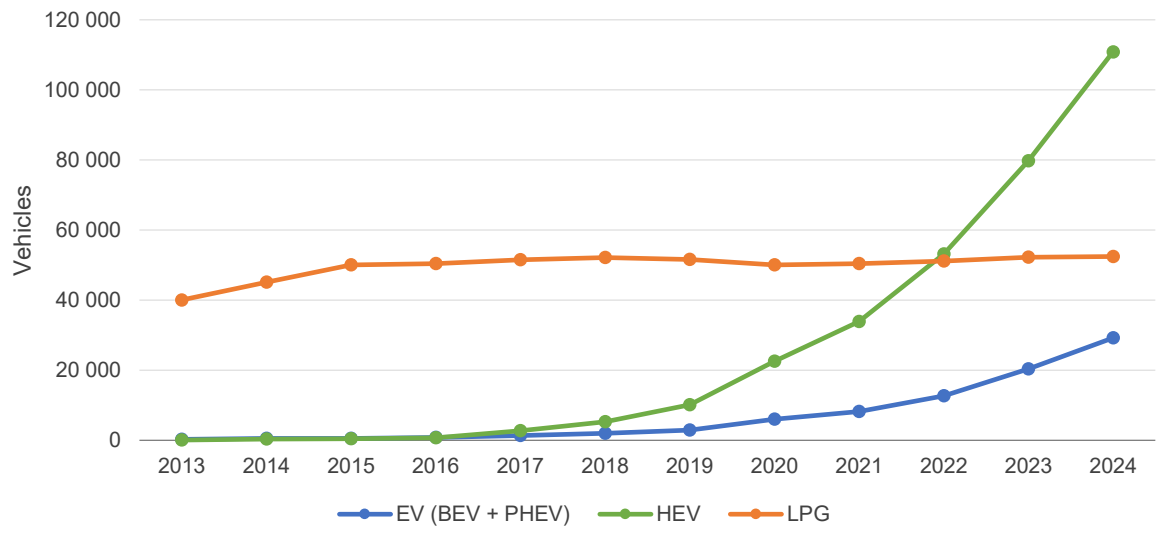
Table 4.12: *Other alternative-fuel vehicles by NUTS 3 region and vehicle category in 2024.*

Region	M1	N1	N2–N3	M2–M3	L	Total	Share of regional AFV
HEV (petrol and diesel)							
Bratislava	39 484	7	0	1	0	39 492	68.8%
Trnava	10 019	10	0	2	0	10 031	58.4%
Trenčín	8 450	3	0	1	3	8 457	49.9%
Nitra	10 755	13	1	0	0	10 769	52.1%
Žilina	11 094	14	1	0	2	11 111	53.3%
Banská Bystrica	8 274	5	0	0	2	8 281	49.3%
Prešov	11 361	7	0	0	0	11 368	47.8%
Košice	11 316	5	0	0	1	11 322	49.8%
Slovakia	**110 753**	**64**	**2**	**4**	**8**	**110 831**	**56.4%**
LPG bifuel							
Bratislava	5 345	449	0	0	2	5 796	10.1%
Trnava	3 770	253	0	0	0	4 023	23.4%
Trenčín	5 544	290	1	0	1	5 836	34.5%
Nitra	5 993	346	0	0	1	6 340	30.7%
Žilina	6 030	434	0	0	0	6 464	31.0%
Banská Bystrica	5 607	362	0	0	0	5 969	35.5%
Prešov	9 379	482	2	1	0	9 864	41.4%
Košice	7 721	437	0	0	1	8 159	35.9%
Slovakia	**49 389**	**3 053**	**3**	**1**	**5**	**52 451**	**26.7%**

Region	M1	N1	N2–N3	M2–M3	L	Total	Share of regional AFV
CNG (including CNG bifuel)							
Bratislava	787	140	44	4	2	977	1.7%
Trnava	260	31	6	21	0	318	1.9%
Trenčín	250	46	10	18	1	325	1.9%
Nitra	365	51	7	49	0	472	2.3%
Žilina	461	65	26	37	0	589	2.8%
Banská Bystrica	281	28	4	105	0	418	2.5%
Prešov	187	27	6	0	0	220	0.9%
Košice	372	41	3	8	1	425	1.9%
Slovakia	**2 963**	**429**	**106**	**242**	**4**	**3 744**	**1.9%**
LNG							
Bratislava	0	0	51	0	0	51	0.1%
Trnava	0	0	11	0	0	11	0.1%
Trenčín	0	0	19	0	0	19	0.1%
Nitra	0	0	1	0	0	1	0.0%
Žilina	0	0	6	0	0	6	0.0%
Banská Bystrica	0	0	22	0	0	22	0.1%
Prešov	0	0	1	0	0	1	0.0%
Košice	0	0	4	0	0	4	0.0%
Slovakia	**0**	**0**	**115**	**0**	**0**	**115**	**0.1%**

HEV = petrol and diesel hybrids (not grid-chargeable). Share of regional AFV = share of the fuel group in all alternative-fuel vehicles registered in the region

Figure 4.7: *Electric vehicles (BEV + PHEV), HEVs and LPG vehicles in Slovakia for 2013–2024.*



4.9. Summary of Key Findings

- **Electric vehicle fleet:** In 2024, 29 216 electric vehicles were registered in Slovakia (17 941 BEVs and 11 275 PHEVs), representing 14.9% of the AFV fleet. Battery electric passenger cars increased from 33 in 2013 to 14 473 in 2024.
- **Regional concentration:** The Bratislava region accounted for 38.1% of all electric vehicles, and the city of Bratislava alone for 33.6% of electric vehicles excluding L-category. The other regions each held 7.2%–10.5% of the electric vehicle fleet. Since 2021, electric vehicles have been registered in every district.
- **Ownership:** Households owned 42.5% of BEVs in 2024. Among economic activities, the BEVs were mostly owned by subjects in rental and leasing (N77) and wholesale and retail trade (G45–G47), light commercial BEVs were concentrated in postal, courier and transport activities, and battery electric buses and heavy-duty trucks in land transport (H49).
- **By-products:** HEVs became the largest AFV group in 2022; the LPG fleet has stagnated since 2015 and is concentrated in eastern and central Slovakia; CNG remains the main alternative fuel for buses and LNG is used exclusively in heavy-duty trucks.

5. RESULTS – CHARGING POINTS

5.1. Before 2014

At the beginning of the modern development of electromobility, it was not yet clear which technical and operational model of energy supply would become dominant.

During this initial phase, it was not yet clear which technical and operational model of energy supply would become dominant. Alternating-current charging, direct-current charging and traction battery swapping systems were developed in parallel. Similar technological diversity can also be observed in the first projects implemented in Slovakia.

On 30 November 2010, the first publicly accessible charging station in Slovakia was opened. In September 2012, the first publicly accessible DC charging station in Slovakia was opened, with a power output of approximately 50 kW. In October 2012, the first traction battery swapping station was opened.

These milestones document the transition from individual demonstration charging stations to more technologically diverse projects. At the same time, they show that infrastructure development during this period had not yet taken the form of a continuous and consistently monitored public network. Individual projects used different technologies, operating models and data-recording methods.

The year 2014 represented an important milestone in the development of the strategic and regulatory framework. The Government of the Slovak Republic approved the

Energy Policy of the Slovak Republic. The document placed electromobility within the broader context of energy-sector, transport and smart energy networks development. It also addressed several charging methods considered at the time, including slow charging, fast charging and traction battery swapping.

At the European Union level, Directive 2014/94/EU of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, known as AFID, was adopted on 22 October 2014. The Directive established a common framework for the development of alternative fuels infrastructure, required Member States to prepare national policy frameworks and introduced common technical requirements for charging points and the provision of information to users.

The historically identified stations and projects make it possible to describe the initial phase of electromobility development. However, they do not provide a sufficient basis for compiling a complete statistical time series. Vehicle data have been available in the IS EVO database since 2013. For charging infrastructure, however, no sources were identified for 2013 and 2014 that would allow a complete and methodologically comparable dataset of publicly accessible charging locations and charging points covering the entire territory of Slovakia to be compiled.

The available information from this period mainly concerns individual locations or specific projects. It does not provide a complete inventory of the infrastructure or sufficient metadata to clearly distinguish between a charging location, a charging station and a charging point. Given the very low number of charging stations in operation at the time, the omission of a single project could significantly affect the national total and have an even greater effect on its regional distribution. Any retrospective calculation of values for 2013 and 2014 would therefore have to be based mainly on assumptions that could not be independently verified and would not produce appropriate results.

The values for 2013 and 2014 are therefore reported as not available. They do not represent zero values and are not replaced by retrospective estimates. The chronological overview of the first projects provides historical context but does not replace the missing national aggregate data.

5.2. Years 2015–2019

The period from 2015 to 2019 marked a gradual transition from pilot projects towards a more systematic development of charging infrastructure and the establishment of a more comprehensive strategic framework for electromobility. In 2015, the Strategy for the Development of Electromobility in the Slovak Republic and Its Impact on the National Economy of the Slovak Republic was approved, creating the first separate national strategic framework for the coordinated development of electric vehicles and related infrastructure.

At the turn of 2015 and 2016, the first Tesla Supercharger location in Slovakia was built on the premises of Hotel Kaskády in Sielnica near Zvolen. It consisted of four DC charging points with a maximum power output of 120 kW.

In November 2016, the National Policy Framework for the Development of the Alternative Fuels Market and the National Policy for the Deployment of Alternative Fuels Infrastructure in the Slovak Republic were approved. These documents incorporated the requirements of AFID into the national framework.

From November 2016 to June 2018, a pilot project providing direct support for the purchase of battery electric and plug-in hybrid vehicles was implemented. A total of 831 applicants benefited from the support.

In December 2018, the first UFC station with a power output of 350 kW was built in Slovakia with funding from the international NEXT-E project.

On 13 March 2019, the Action Plan for the Development of Electromobility in the Slovak Republic was approved. The document contained 15 measures focused, among other areas, on supporting electric and plug-in hybrid vehicle purchases, establishing a financial mechanism for the development of charging infrastructure, providing tax incentives and simplifying the construction of charging stations. In November 2019, the Revision and Update of the National Policy Framework for the Development of the Alternative Fuels Market was subsequently approved, adding seven new measures.

On 1 July 2019, the Ministry of Economy of the Slovak Republic launched the first call to support the construction of publicly accessible electric charging stations. The call was intended for municipalities, self-governing regions and organisations established by them. Since the supported stations were constructed only after the evaluation process had been completed, the launch of the call primarily represented a policy milestone, while its impact on infrastructure data became visible mainly in the subsequent period.

On 18 November 2019, a call supporting the purchase of battery electric and plug-in hybrid vehicles was also published, with a total budget allocation of 5 million EUR.

The development of publicly accessible charging infrastructure between 2015 and 2019 was characterised by a gradual expansion of the network, while significant regional differences had been present from the outset. The Bratislava Region held the most prominent position, accounting for the largest number of charging points and locations throughout the entire period. In 2015, approximately 45 of the 115 recorded charging points in Slovakia were in the Bratislava Region. Its share therefore represented almost two-fifths of the entire network.

Table 5.1: *Development of publicly accessible charging infrastructure by regions for 2015–2019.*

Region	points					locations				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
Bratislava	*45*	*57*	*72*	*92*	159	*22*	*27*	*35*	*45*	*77*
Trnava	*12*	*15*	*19*	*24*	42	*6*	*8*	*10*	*12*	21
Trenčín	*12*	*15*	*19*	*24*	41	*6*	*7*	*10*	*12*	21
Nitra	*12*	*15*	*19*	*24*	42	*6*	*8*	*10*	*13*	23
Žilina	*9*	*12*	*15*	*19*	33	*5*	*6*	*7*	*9*	16
Banská Bystrica	*11*	*14*	*17*	*22*	38	*6*	*7*	*9*	*12*	20
Prešov	*7*	*9*	*12*	*15*	26	*4*	*6*	*7*	*9*	16
Košice	*7*	*9*	*12*	*15*	26	*5*	*7*	*9*	*11*	19
Slovakia	**115**	**146**	**185**	**235**	**407**	**60**	**76**	**97**	**123**	**213**

Regional values for 2015 – 2018 are reconstructed estimates (in italic), while the 2019 values are based on the complete dataset. All values refer to 31 December of the respective year. The largest remainder method was used for rounding to preserve the national totals.

The dominance of the Bratislava Region was associated with a higher concentration of population, economic activity, corporate fleets and early adopters of electric vehicles. At the same time, it was the region in which the deployment of public charging infrastructure was most attractive from a commercial perspective.

Between 2016 and 2018, the number of charging points increased in all regions, although the gap between the Bratislava Region and the other regions remained substantial.

A more significant acceleration occurred in 2019, when 407 charging points across 213 locations were recorded in Slovakia. In that year, the Bratislava Region accounted for 159 charging points across 77 locations. The data also demonstrates a typical feature of the initial phase of electromobility development, during which infrastructure is concentrated primarily in economically stronger urban areas and along the main transport corridors.

5.3. Years 2020–2024

The period from 2020 to 2024 represented the most dynamic stage to date in the development of publicly accessible charging infrastructure in Slovakia, both quantitatively and qualitatively. Electromobility gradually moved from its initial phase into a period of faster market growth. The charging network expanded not only through the addition of individual locations but also gradually developed into nationwide infrastructure. At the same time, the number of charging points per location increased, together with a significant rise in total installed charging power.

At the beginning of the period, the effects of the first public funding call for publicly accessible charging stations, known as Stations I, launched in 2019, began to become visible. The supported projects were implemented mainly during 2020. The call covered approximately 70 municipalities and focused on the construction of AC

charging stations. The strongest interest was recorded among cities and municipalities in the Prešov, Nitra and Košice regions.

The importance of the Stations I call did not lie solely in the number of charging points constructed. Its spatial impact was greater than its share of the overall increase in infrastructure because it supported the development of public charging in smaller municipalities outside the most commercially attractive locations. This effect remains clearly visible, particularly on the map showing the distribution of charging locations by districts. In the Prešov and Košice regions, charging locations were also established in places where their development on a purely commercial basis would have been less likely during this period. In the final outputs aggregated at the regional level, this spatial effect is less visible than on the more detailed district-level map.

The COVID-19 pandemic in 2020 also affected the preparation of the second funding call, Stations II. After its initial suspension, the call was relaunched in September 2020, and its group of eligible applicants was extended to include also businesses. The call was evaluated in 2021. Of the 214 applications submitted, 75 projects were implemented. These projects delivered 198 AC and 43 DC charging points.

In 2021, support for the development of charging infrastructure was incorporated into the Recovery and Resilience Plan of the Slovak Republic. Within Component 3 – Sustainable Transport, Reform 4 focused on introducing new policies for the long-term support of alternative propulsion systems, while Investment 4 focused on developing infrastructure for alternative propulsion systems. The Recovery and Resilience Plan therefore created the basis for substantially greater public support than that provided through the previous Stations I and Stations II calls.

The first calls under the Recovery and Resilience Plan supporting charging infrastructure were launched in 2023. However, because their goals were not compliant with the GBER, they were cancelled in 2025 and replaced by new calls. Consequently, none of the infrastructure planned under these calls had been put into operation by the end of 2024. The growth in publicly accessible charging infrastructure recorded between 2020 and 2024 therefore cannot be attributed to investments financed through the Recovery and Resilience Plan. During the monitored period, it resulted mainly from the expansion of commercial charging networks.

At the same time, expectations concerning the planned calls under the Recovery and Resilience Plan had a temporarily dampening effect on market-driven growth. Some operators, investors and local authorities postponed the implementation of prepared projects or adapted them to the expected conditions of public support. The exact scale of this effect cannot be quantified using the available aggregated data.

The new calls for businesses and local authorities, designated 03I04-26-V05 and 03I04-26-V06, were not launched until 11 April 2025. The substantial increase in charging points supported through the Recovery and Resilience Plan is therefore expected to become visible in the statistical data mainly for year 2026.

An important strategic milestone was the adoption of the new Action Plan for the Development of Electromobility in the Slovak Republic in 2023. The document contained 16 measures, including the development of ultra-fast charging along the TEN-T corridors, support for infrastructure in cities and municipalities, and the simplification of permitting procedures for the construction of charging stations.

At the European level, the AFID Directive was replaced by Regulation (EU) 2023/1804 of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, known as AFIR, which became applicable on 13 April 2024. The Regulation introduced more binding requirements concerning the deployment, power output, accessibility and user-related parameters of publicly accessible charging infrastructure.

Table 5.2: *Development of public charging infrastructure by region for 2020–2024.*

Region	points					locations				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Bratislava	*227*	316	*451*	*495*	647	*92*	109	*137*	*163*	207
Trnava	*57*	77	*144*	*163*	231	*29*	38	*56*	*74*	101
Trenčín	*68*	103	*147*	*173*	223	*35*	51	*69*	*81*	101
Nitra	*63*	91	*137*	*182*	241	*32*	42	*69*	*81*	104
Žilina	*73*	124	*163*	*180*	253	*31*	47	*62*	*74*	107
Banská Bystrica	*62*	92	*143*	*185*	262	*29*	39	*62*	*74*	101
Prešov	*64*	113	*179*	*244*	324	*31*	49	*87*	104	135
Košice	*63*	111	*119*	*186*	243	*36*	55	*87*	89	111
Slovakia	**677**	**1 027**	**1 483**	**1 808**	**2 424**	**315**	**430**	**629**	**740**	**967**

Regional values for 2020 were reconstructed by interpolation between the complete datasets for 2019 and 2021 (in italic). The 2021 values are based on a complete dataset. For 2022–2024, the regional values are partly reconstructed from published national totals and the available regional data; the regional numbers of charging locations for 2024 were directly available. All values refer to 31 December of the respective year. Where rounding was required, the largest remainder method was used to preserve the national totals.

According to the compiled project dataset, the number of publicly accessible charging locations more than tripled between 2020 and 2024, increasing from 315 to 967. The number of charging points rose by 258%, from 677 to 2 424. Installed charging power developed even more dynamically, increasing from approximately 25.24 MW to 125 MW, which represents an almost fivefold increase.

The faster growth in installed power compared with the number of charging points indicates a structural change in the network. Alongside the continued expansion of standard AC charging, more powerful DC and UFC charging points and larger charging hubs were introduced. The average number of charging points per location increased from 2.15 to 2.51. The infrastructure therefore expanded not only geographically, but the locations (both existing and new) were also strengthened in terms of capacity.

Growth continued throughout the entire period, although its pace was not uniform. In 2023, the year-on-year growth in the number of charging points slowed to approximately 22%, before increasing again to around 34% in 2024. Despite the slower growth in the number of points, total installed charging power increased by approximately 46% in 2023 and by a further 52% in 2024. Network development

therefore increasingly shifted from merely expanding the number of charging points towards the deployment of higher-power infrastructure.

The regional distribution became gradually more balanced during the monitored period 2020–2024, although the Bratislava region maintained the highest absolute number of charging points. Its share of the national total decreased from approximately 33.5% to 26.7%. By contrast, the combined share of the Prešov and Košice regions increased from 18.8% to 23.4%.

Particularly dynamic development was recorded in the Prešov region, where the number of charging points increased from 64 to 324 and the number of charging locations from 31 to 135. This development reflects the high participation of municipalities in eastern Slovakia in the first support call, followed by the expansion of commercial charging networks.

By the end of 2024, publicly accessible charging infrastructure had developed from a network concentrated mainly in Bratislava, regional capitals and along major transport corridors into a considerably more extensive and higher-powered system. Regional differences did not disappear, but their nature gradually changed. In addition to the basic availability of charging, differences in installed power, the capacity of individual locations, and the presence of fast and ultra-fast charging became increasingly important.

5.4. Current Situation

The year 2025 continued the dynamic expansion of publicly accessible charging infrastructure observed in the preceding period. As of 31 December 2025, Slovakia had 3 087 publicly accessible charging points at 1 197 locations. Their total installed charging power reached 201.237 MW.

Compared with the end of 2024, the number of charging points increased by 27.4%, the number of locations by 23.8%, and the installed charging power by 61%. The faster growth in power compared with the number of points indicates a continuing qualitative transformation of the network, characterised by a growing share of ultra-fast charging (UFC) points.

Following the cancellation of the original calls under the Slovak Recovery and Resilience Plan, new calls 03I04-26-V05 and 03I04-26-V06 were launched on 11 April 2025 with a combined allocation of more than 30 million EUR. The construction of a national network of UFC charging stations was also under way.

Given the time required to evaluate applications, conclude contracts and implement the projects, the effects of these calls will not become fully visible until the end of 2026 or in the beginning of 2027. The growth recorded in 2025 therefore continued to result mainly from investments by commercial charging network operators.

A further impetus for the development of charging infrastructure is provided by Directive (EU) 2024/1275 of the European Parliament and of the Council on the energy performance of buildings – the EPBD. Slovakia incorporated its requirements into an amendment to Act No. 555/2005 Coll. on the Energy Performance of Buildings. The National Council of the Slovak Republic approved the amendment on 15 September 2026, with effect from 1 January 2027.

Under the amendment, a new non-residential building with more than five parking spaces, as well as a non-residential building with the same number of parking spaces undergoing major renovation, must have at least one charging point for every five parking spaces, pre-cabling for at least 50% of the spaces, and cable ducting for the remaining spaces. New office buildings and office buildings undergoing major renovation with more than five parking spaces must have at least one charging point for every two parking spaces. From 1 January 2027, a non-residential building with more than 20 parking spaces must have either at least one charging point for every ten parking spaces or cable ducting for at least 50% of the parking spaces.

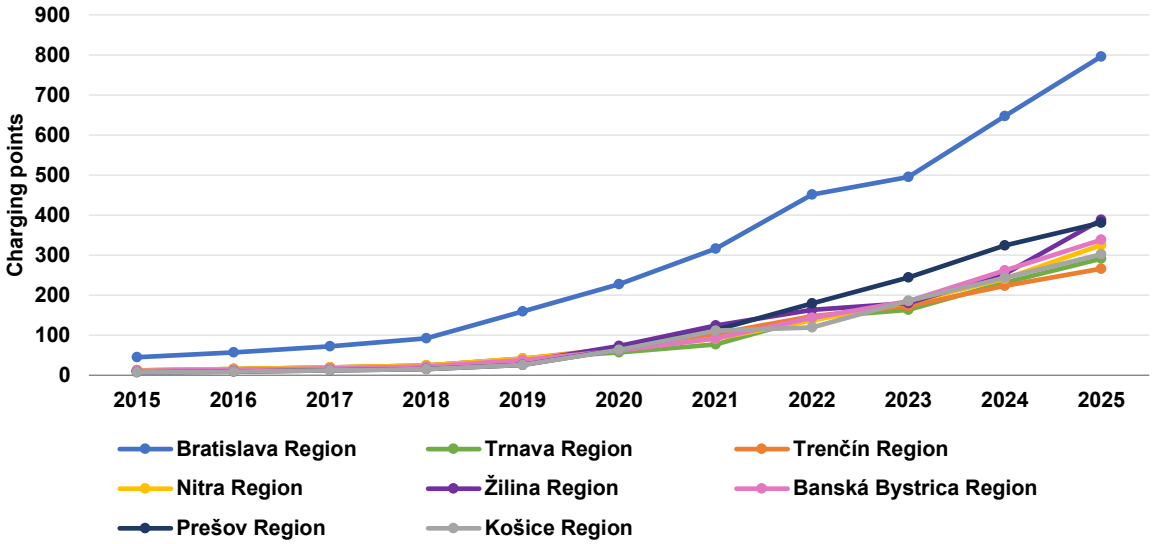
The implementation of these requirements may therefore further accelerate the development of charging infrastructure as early as 2027. However, not all charging points constructed to meet these requirements will be publicly accessible.

Table 5.3: *Regional comparison of public charging infrastructure in 2015, 2020, and 2025.*

Region	points				locations			
	2015	2020	2025	Improvement	2015	2020	2025	Improvement
Bratislava	45	227	796	1 669%	22	92	248	1 027%
Trnava	12	57	291	2 325%	6	29	124	1 967%
Trenčín	12	68	266	2 117%	6	35	117	1 850%
Nitra	12	63	325	2 608%	6	32	134	2 133%
Žilina	9	73	388	4 211%	5	31	167	3 240%
Banská Bystrica	11	62	338	2 973%	6	29	125	1 983%
Prešov	7	64	381	5 343%	4	31	153	3 725%
Košice	7	63	302	4 214%	5	36	129	2 480%
Slovakia	**115**	**677**	**3 087**	**2 584%**	**60**	**315**	**1 197**	**1 895%**

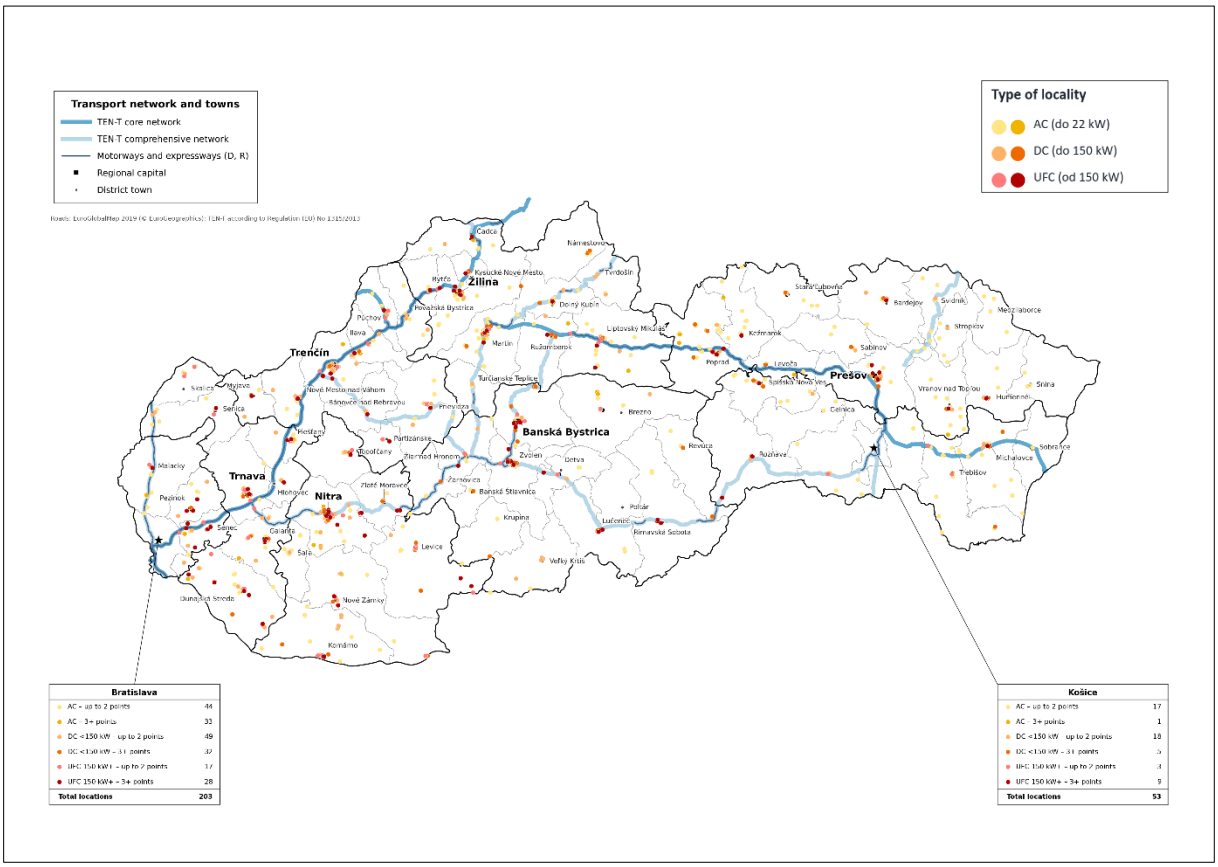
A comparison of the years 2015, 2020 and 2025 illustrates the scale of the transformation undergone by Slovakia's public charging infrastructure. The number of charging points increased from 115 in 2015 to 677 in 2020 and subsequently to 3 087 in 2025. Over the same period, the number of locations rose from 60 to 315 and then to 1 197. Over ten years, the number of charging points therefore increased approximately 26.8-fold, while the number of locations increased almost twentyfold.

Figure 5.1: *Publicly accessible charging points by region, 2015–2025.*



Number of charging points as of 31 December of the respective year. Regional values for years without complete metadata were reconstructed in accordance with the methodology applied in this report (Chapter 2.2.6).

Figure 5.2: *Public charging locations as of 31 December 2025 (1:1 250 000).*



By the end of 2025, at least one publicly accessible charging location was present in every district except Poltár, which was the only remaining district in Slovakia in which no publicly accessible charging location was recorded. This local gap is not visible in results aggregated at the regional level, which supports the use of a more detailed district-level map as a supplement to the results presented at NUTS 3 level.

The spatial distribution of the infrastructure remained uneven. The map indicates a strong concentration of charging points in cities and their surrounding areas, along major road corridors, and in areas with intensive tourism. Particularly visible concentrations can be observed, for example, in the Demänovská Valley and the High Tatras. The distribution within cities is associated with the concentration of population, economic activity and registered electric vehicles. Locations along the main road network primarily serve the needs of transit and long-distance travel, while destination charging at accommodation and recreational facilities plays a greater role in tourist areas.

6. Indices of evolution of electrification of road transport

This chapter presents the indices developed within the EVSTATION project to monitor the electrification of road transport in Slovakia and its regions. The indices are organised in three dimensions – adoption (demand side), infrastructure (supply side) and the balance between them – and are complemented by a composite Electromobility Maturity Index (IEV) and by location quotients that relate the regional results to the national average and to regional economic output. Each index has a physical unit or a defined scale and, where available, an external reference value: a legislative target or the EU level. The calculation procedures are described in **Chapter 3.3**.

Unless stated otherwise, the results refer to 2024, the latest year for which both vehicle data (**Chapter 4**) and charging-infrastructure data (**Chapter 5**) are available. Light vehicles are passenger cars (M1) and light commercial vehicles (N1); electric vehicles (EVs) comprise BEVs and PHEVs. All calculations behind the tables and figures in this chapter are provided in the accompanying calculation workbook.

6.1. Regional Indices in 2024

The values of all indices by region in 2024 are contained in ***Table 6.2***. BEV penetration (A1) reached 2.67 battery electric passenger cars per 1 000 inhabitants in Slovakia, compared with 12.85 in the EU. The Bratislava region recorded 7.72, i.e. 2.9 times the national value and 60% of the EU level; the other regions ranged from 1.44 (Prešov) to 2.53 (Trnava). The plug-in share of the passenger car stock (A2) was 0.95% nationally, 2.04% in the Bratislava region and 0.62% in the Prešov and Banská Bystrica regions.

The density of public charging points (B1) was 4.9 points per 100 km^2 in Slovakia and 20.8 in the EU. The Bratislava region (31.5) exceeded the EU value, while the other regions ranged from 2.8 (Banská Bystrica) to 5.6 (Trnava). Charging point availability (B2) was 0.45 points per 1,000 inhabitants in Slovakia and 1.96 in the EU, with regional values between 0.31 (Košice) and 0.88 (Bratislava).

On average, 11.0 light BEVs and PHEVs shared one public charging point in Slovakia (C1). The highest value was recorded in the Bratislava region (16.4) and the lowest in the Prešov (6.5) and Banská Bystrica (7.0) regions. The reference value of 10 vehicles per point was exceeded nationally and, in the Bratislava, Trnava and Nitra regions. Counting light BEVs only, there were 6.3 vehicles per point in Slovakia, compared with 6.5 battery electric passenger cars per point in the EU.

The AFIR coverage coefficient (C2) reached 4.3 in Slovakia: the installed power of public charging points (125 MW) exceeded the minimum required for the registered light electric fleet (29.0 MW) 4.3 times. All regions met the target, with values ranging from 2.6 in the Bratislava region to 8.7 in the Banská Bystrica region. The network location quotient (LQ_network) was 0.67 in the Bratislava region and above 1 in 5 regions, with the highest values in the Prešov (1.70) and Banská Bystrica (1.56) regions.

The ranking of regions by the AFIR coverage coefficient and by BEV penetration is negatively correlated (Spearman's rank correlation coefficient $\rho = -0.76$, $n = 8$; the critical value at the 0.05 significance level is 0.738). Excluding the Bratislava region, the rank correlation between charging point availability (B2) and BEV penetration is $\rho = -0.14$ ($n = 7$). Given the small number of regions, these results are indicative.

Table 6.1: *Indices of road transport electrification by NUTS 3 regions in 2024.*

Region	A1	A2 (%)	B1 CII	B2	C1 CCI	C2 K	IEV	LQ_GDP	LQ_network
Bratislava	7.72	2.04	31.5	0.88	16.4	2.6	52	1.41	0.67
Trnava	2.53	0.79	5.6	0.41	11.0	4.2	20	0.86	1.00
Trenčín	1.91	0.69	5.0	0.39	8.9	6.1	17	0.88	1.23
Nitra	2.25	0.76	3.8	0.36	11.5	4.7	18	0.93	0.96
Žilina	1.81	0.72	3.7	0.37	9.5	4.4	16	0.76	1.16
Banská Bystrica	1.70	0.62	2.8	0.43	7.0	8.7	17	0.84	1.56
Prešov	1.44	0.62	3.6	0.40	6.5	5.1	15	0.88	1.70
Košice	1.72	0.69	3.6	0.31	9.8	6.1	15	0.77	1.12
Slovakia	2.67	0.95	4.9	0.45	11.0	4.3	22	1.00	1.00
EU	12.85	–	20.8	1.96	–	2.7*	100	–	–

**EU, September 2025; end of 2023: 2.3*

6.2. Development over Time

The Charging Coverage Index for Slovakia increased from 2.4 light electric vehicles per public charging point in 2015 to 5.3 in 2019 and 11.0 in 2024 (***Table 6.2***, ***Figure 6.1a***). The index decreased temporarily in 2019 (from 6.6 in 2018) and in 2021 (from 7.3 in 2020). The national value exceeded the reference value of 10 for the first time in 2023. In 2015–2019 the highest value was recorded in the Košice region and from 2020 onwards in the Bratislava region. The ratio between the highest and the lowest regional value was 2.8 in 2015 and 2.5 in 2024.

Table 6.2: *Charging Coverage Index (CCI) by NUTS 3 regions, 2015–2024.*

Region	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bratislava	2.6	3.7	6.3	7.6	6.1	9.7	9.3	10.0	15.3	16.4
Trnava	2.2	3.2	5.1	6.2	4.8	7.7	8.0	7.2	10.2	11.0
Trenčín	2.2	3.1	4.9	4.6	3.9	5.2	4.9	5.6	7.7	8.9
Nitra	2.3	2.7	4.4	5.9	5.2	7.3	7.4	8.0	10.3	11.5
Žilina	2.4	4.0	5.3	7.6	6.2	5.6	4.9	6.1	9.0	9.5
Banská Bystrica	1.5	1.6	2.4	3.8	3.2	5.0	5.2	5.3	6.6	7.0
Prešov	1.4	2.2	3.9	5.3	4.3	4.7	4.1	4.3	5.4	6.5
Košice	4.0	4.4	7.5	9.6	7.4	6.7	5.4	7.9	8.4	9.8
Slovakia	2.4	3.2	5.3	6.6	5.3	7.3	6.7	7.4	10.1	11.0
Slovakia – light BEV only	1.8	2.3	3.4	4.1	3.2	4.2	3.8	4.1	5.7	6.3

Light BEV: BEV + PHEV per publicly accessible charging point (31 December of every year)

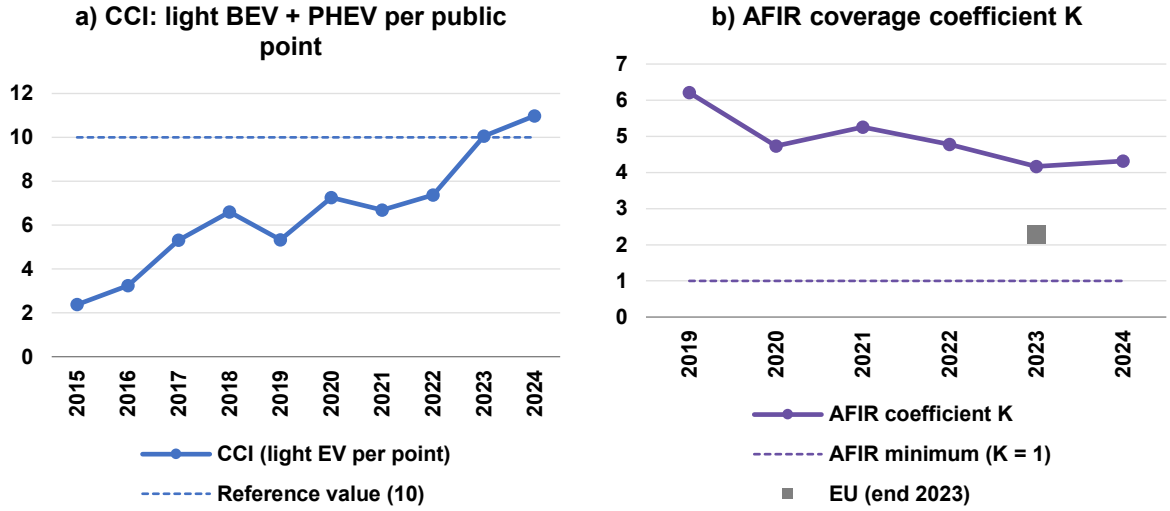
The AFIR coverage coefficient for Slovakia decreased from 6.2 in 2019 to 4.7 in 2020 and has since ranged between 4.2 and 5.3; in 2024 it reached 4.3 (***Table 6.3***, ***Figure 6.1b***). Over the period 2019–2024, the minimum power required by AFIR increased from 2.4 MW to 29.0 MW and the installed power from 14.8 MW to 125 MW; installed power per light electric vehicle decreased from 6.8 kW to 4.7 kW. All regions met the AFIR target in every year. The Banská Bystrica region had the highest value in each year, and the Bratislava region the lowest from 2020 onwards (in 2019, the Košice region). For comparison, the EU exceeded the fleet-based target 2.3 times at the end of 2023, when the value for Slovakia was 4.2, and 2.7 times in September 2025.

Table 6.3: *AFIR coverage coefficient K by NUTS 3 regions, 2019 – 2024.*

Region	2019	2020	2021	2022	2023	2024
Bratislava	4.8	3.4	3.8	3.5	2.4	2.6
Trnava	6.7	4.2	4.1	4.7	3.7	4.2
Trenčín	7.9	5.6	6.0	6.3	5.8	6.1
Nitra	7.5	5.0	4.7	4.6	4.6	4.7
Žilina	5.3	6.4	7.6	5.8	4.1	4.4
Banská Bystrica	19.8	9.7	8.4	8.1	8.2	8.7
Prešov	5.8	5.4	6.4	5.8	5.6	5.1
Košice	3.1	5.2	7.5	5.1	6.6	6.1
Slovakia	6.2	4.7	5.3	4.8	4.2	4.3

Region	2019	2020	2021	2022	2023	2024
Region	2019	2020	2021	2022	2023	2024
Required power, Slovakia (MW)	2.4	5.3	7.4	11.8	19.7	29.0
Installed power, Slovakia (MW)	14.8	25.2	39.1	56.3	82.1	125.0
kW per light EV, Slovakia	6.8	5.1	5.7	5.2	4.5	4.7

Figure 6.1: *a) Charging Coverage Index (2015–2024) and b) AFIR coverage coefficient (2019–2024) in Slovakia.*



6.4. Electromobility Maturity Index and Economic Context

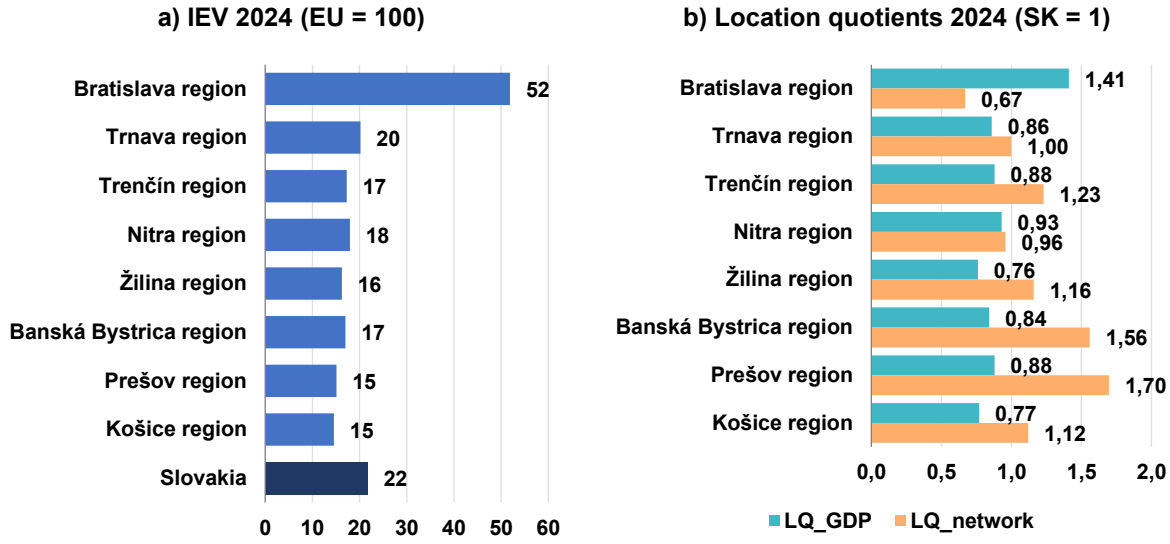
The Electromobility Maturity Index reached 22 in Slovakia in 2024 (EU = 100) (***Table 6.4***, ***Figure 6.2a***). The Bratislava region achieved 52, the other regions between 15 and 20, with the lowest values in the Košice (15) and Prešov (15) regions. Nationally, adoption reached 0.21 and infrastructure availability 0.23 of the EU level; in the Bratislava region the values were 0.60 and 0.45. Outside the Bratislava region, the adoption component ranged from 0.11 to 0.20 and the infrastructure component from 0.16 to 0.22.

The location quotient of BEV adoption relative to GDP (***Figure 6.2b***) was 1.41 in the Bratislava region and below 1 in all other regions, ranging from 0.76 (Žilina) to 0.93 (Nitra). The network location quotient was below 1 in the Bratislava region (0.67) and the Nitra region (0.96), equal to 1 in the Trnava region and highest in the Prešov (1.70) and Banská Bystrica (1.56) regions.

Table 6.4: *Electromobility Maturity Index (IEV), its components and location quotients by NUTS 3 in 2024.*

Region	Adoption (A1 / A1 EU)	Infrastructure (B2 / B2 EU)	IEV (EU = 100)	LQ_GDP	LQ_network
Bratislava	0.60	0.45	52	1.41	0.67
Trnava	0.20	0.21	20	0.86	1.00
Trenčín	0.15	0.20	17	0.88	1.23
Nitra	0.17	0.18	18	0.93	0.96
Žilina	0.14	0.19	16	0.76	1.16
Banská Bystrica	0.13	0.22	17	0.84	1.56
Prešov	0.11	0.20	15	0.88	1.70
Košice	0.13	0.16	15	0.77	1.12
Slovakia	**0.21**	**0.23**	**22**	**1.00**	**1.00**

Figure 6.2: *a) Electromobility Maturity Index IEV by NUTS 3 and b) location quotients LQ_GDP and LQ_network (Slovakia = 1) in 2024.*



6.5. National Scoreboard

For regular monitoring at national level, the indices are combined with flow indicators (new registrations) and stock indicators (vehicle fleet) in a national scoreboard (***Table 6.5***). The BEV share of new passenger car registrations was 2.4% in 2024 and 4.7% in 2025, compared with the target of more than 5% in 2025 set by the Action Plan for the Development of Electromobility and with 17.4% in the EU in 2025. The number of battery electric and plug-in hybrid passenger cars reached 25.7 thousand in 2024, i.e. 74% of the indicative value of 35 thousand vehicles in 2030 set by the National Policy Framework (2016). BEV penetration in 2024 corresponded to 21% of the EU level. The number of public charging points increased from 407 in 2019 to 2 424 in 2024 and 3 087 in 2025, and the average power per point increased from 36 kW to 52 kW and 65 kW.

Table 6.5: *National scoreboard of road transport electrification indicators.*

Indicator	Reference value	2019	2024	2025
BEV share of new passenger car registrations (%)	> 5 % in 2025 (Action Plan 2023); EU (2025): 17.4 %	–	2.4	4.7
BEV share of passenger car stock (%)	–	0.05	0.53	–
Passenger BEV + PHEV (thousand)	35 thousand in 2030 (National Policy Framework 2016)	2.1	25.7	–
A1 Passenger BEVs per 1,000 inhabitants	EU (2024): 12.85	0.22	2.67	–
Public charging points	–	407	2 424	3 087
C2 AFIR coverage coefficient K	≥ 1 (AFIR); EU: 2.3 (2023), 2.7 (9/2025)	6.2	4.3	–
C1 CCI: light BEV + PHEV per public point	10 (Directive 2014/94/EU)	5.3	11.0	–
Average power per public point (kW)	–	36	52	65
IEV (EU = 100)	100	–	22	–

New registrations: ACEA. EU AFIR coefficient: EEA (2024, 2025). Targets: Action Plan for the Development of Electromobility in the Slovak Republic (Government Resolution No 306/2023); National Policy Framework for the Development of the Alternative Fuels Market (Government Resolution No 504/2016); Regulation (EU) 2023/1804; Directive 2014/94/EU

Annexes

Annex 1 – Additional information on vehicles

Table A1.1: Mean annual mileage by vehicle category and fuel group, Slovakia, 2013–2024 (km per vehicle)

Cat.	Fuel group	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
M1	BEV	7 712	8 463	9 311	10 140	10 513	10 783	11 727	12 177	11 865	11 375	12 328	13 481
M1	Petrol PHEV	*17 091*	17 091	17 230	16 181	16 503	15 765	16 041	16 970	16 489	14 055	16 293	16 806
M1	Diesel PHEV	–	–	–	*28 360*	*28 360*	28 360	26 208	24 623	21 387	21 462	21 160	21 273
M1	Petrol HEV	17 758	19 812	18 041	17 130	18 082	19 163	20 815	44 069	27 404	16 163	13 860	13 561
M1	Diesel HEV	*34 660*	34 660	31 051	28 112	22 412	22 346	25 218	26 111	18 839	21 899	22 941	22 270
M1	LPG bifuel	13 906	13 843	13 280	13 104	12 926	12 450	12 583	13 521	12 663	12 613	12 027	11 752
M1	CNG bifuel	13 276	14 893	16 681	16 459	16 175	16 194	16 324	16 773	14 455	13 903	14 233	14 378
N1	BEV	*11 409*	*11 409*	*11 409*	*11 409*	11 409	10 446	10 686	10 338	11 514	11 314	11 152	16 403
N1	Petrol HEV	–	–	*11 791*	*11 791*	*11 791*	11 791	12 296	12 050	8 699	9 369	8 428	9 171
N1	LPG bifuel	18 003	16 572	14 537	13 977	13 537	12 747	12 522	12 574	11 489	11 121	10 723	10 062
N1	CNG bifuel	20 857	20 434	17 532	16 194	13 859	13 193	14 594	14 992	14 696	13 878	14 683	13 840
N2–N3	CNG	36 673	22 754	22 337	20 459	13 861	11 333	10 362	50 285	105 103	80 155	66 310	*66 310*
N2–N3	LNG	–	–	–	–	–	–	*112 075*	112 075	150 305	122 168	85 619	*85 619*
M2–M3	BEV	–	*21 120*	*21 120*	21 120	23 701	28 373	38 709	50 454	33 622	37 257	25 394	23 231
M2–M3	CNG	51 636	57 264	47 247	44 677	42 426	38 442	36 977	33 752	45 916	49 447	43 934	45 108
M2–M3	Diesel HEV	–	–	–	–	–	–	–	–	–	–	–	*48 718*
L	BEV	433	428	406	401	395	356	1 017	1 023	837	669	851	818

Italics = extrapolated from the nearest year with data; – = no vehicles registered. Source: road transport emission inventory dataset.

Table A1.2: Vehicle-kilometres by vehicle category and fuel group, Slovakia, 2013–2024 (million vehicle-km)

Cat.	Fuel group	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
M1	BEV	0.3	1.6	1.8	3.2	6.2	9.8	14.3	32.2	43.7	65.5	119.2	195.1
M1	Petrol PHEV	0.3	0.9	1.1	2.2	5.5	8.8	12.9	32.6	44.1	61.1	117.2	173.6
M1	Diesel PHEV	0.0	0.0	0.0	0.1	0.3	0.5	1.5	4.4	6.5	10.3	14.6	20.1

M1	Petrol HEV	1.3	6.3	7.2	10.8	47.4	95.8	189.7	842.0	764.0	696.4	878.2	1 191.5
M1	Diesel HEV	0.0	0.8	1.0	1.6	2.1	5.8	25.2	90.3	111.6	218.6	373.7	509.7
M1	LPG bifuel	525.8	587.5	620.1	617.6	624.2	609.4	609.9	635.8	599.5	607.2	591.4	580.4
M1	CNG bifuel	14.5	17.3	17.3	19.7	22.3	24.7	26.0	26.5	22.8	22.5	24.2	25.2
N1	BEV	0.1	0.2	0.1	0.3	0.5	0.7	1.0	1.7	2.4	3.8	7.1	14.4
N1	Petrol HEV	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.4	0.4	0.5
N1	LPG bifuel	39.9	44.0	48.4	45.4	43.2	40.8	38.6	37.8	34.9	33.7	32.8	30.7
N1	CNG bifuel	2.9	2.9	2.3	2.3	2.4	2.9	3.5	4.3	4.2	3.9	4.2	3.9
N2–N3	CNG	1.4	0.7	0.4	0.4	0.3	0.3	0.4	2.0	4.5	5.8	6.0	6.0
N2–N3	LNG	0.0	0.0	0.0	0.0	0.0	0.0	3.8	9.0	15.5	13.8	10.8	9.8
M2–M3	BEV	0.0	0.1	0.1	0.3	0.6	1.3	1.8	2.4	1.6	1.7	1.4	1.2
M2–M3	CNG	9.0	10.1	9.1	8.6	8.2	7.8	8.1	7.5	12.1	14.0	11.1	10.9
M2–M3	Diesel HEV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
L	BEV	0.1	0.1	0.1	0.1	0.1	0.1	0.7	1.1	1.1	1.1	1.8	2.0
Total		**595.4**	**672.4**	**709.2**	**712.5**	**763.4**	**808.8**	**937.5**	**1 729.7**	**1 668.7**	**1 759.9**	**2 194.1**	**2 775.3**

Number of vehicles according to Chapter 3 × mean annual mileage (Table A1). Dedicated CNG passenger cars and light commercial vehicles are not included.

Table A1.3: Mean annual mileage by NUTS 3 region, vehicle category and fuel group, 2024 (km per vehicle)

Cat.	Fuel group	Bratislava	Trnava	Trenčín	Nitra	Žilina	Banská Bystrica	Prešov	Košice	Slovakia
M1	BEV	13 510	13 444	13 332	13 997	12 911	14 014	13 356	13 505	13 481
M1	Petrol PHEV	16 747	17 094	17 485	16 427	17 286	15 733	14 732	15 221	16 806
M1	Diesel PHEV	24 303	*21 273*	*21 273*	*21 273*	*21 273*	*21 273*	*21 273*	*21 273*	21 273
M1	Petrol HEV	14 505	13 901	12 857	13 266	13 356	13 857	13 348	12 919	13 561
M1	Diesel HEV	22 465	22 226	22 503	22 822	21 673	22 239	22 431	22 949	22 270
M1	LPG bifuel	16 044	11 968	12 680	11 782	12 115	11 394	11 408	11 114	11 752
M1	CNG bifuel	15 205	16 077	16 972	15 597	15 492	17 008	20 050	13 487	14 378
N1	BEV	14 584	*16 403*	*16 403*	*16 403*	28 610	*16 403*	*16 403*	*16 403*	16 403
N1	Petrol HEV	*9 171*	*9 171*	*9 171*	*9 171*	*9 171*	*9 171*	*9 171*	*9 171*	9 171
N1	LPG bifuel	9 541	11 051	9 446	10 021	9 747	10 349	10 356	10 961	10 062
N1	CNG bifuel	14 701	*13 840*	*13 840*	*13 840*	*13 840*	*13 840*	*13 840*	*13 840*	13 840

N2–N3	CNG	*66 310*	*66 310*	*66 310*	*66 310*	*66 310*	*66 310*	*66 310*	*66 310*	66 310
N2–N3	LNG	*85 619*	*85 619*	*85 619*	*85 619*	*85 619*	*85 619*	*85 619*	*85 619*	85 619
M2–M3	BEV	*23 231*	*23 231*	*23 231*	*23 231*	*23 231*	*23 231*	*23 231*	22 965	23 231
M2–M3	CNG	*45 108*	34 194	22 966	44 200	68 702	44 335	*45 108*	*45 108*	45 108
M2–M3	Diesel HEV	*48 718*	*48 718*	*48 718*	*48 718*	*48 718*	*48 718*	*48 718*	*48 718*	48 718
L	BEV	779	*818*	2 324	*818*	*818*	*818*	*818*	2 420	818

Table A1.4: Electricity consumption of battery electric passenger cars by NUTS 3 region, 2013–2024 (MWh*)*

Region	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bratislava	20	106	127	236	493	766	1 079	2 298	3 011	4 320	8 088	13 102
Trnava	7	28	32	47	93	149	222	514	708	1 146	1 997	3 292
Trenčín	5	20	23	52	94	101	166	399	547	856	1 504	2 473
Nitra	1	34	40	57	88	160	244	533	741	1 171	2 252	3 586
Žilina	5	22	24	49	85	153	227	464	676	1 015	1 735	2 739
Banská Bystrica	3	15	17	26	41	82	125	366	534	852	1 476	2 502
Prešov	1	10	11	19	50	97	143	379	559	828	1 558	2 655
Košice	1	30	33	46	113	168	238	548	708	1 049	1 837	3 095
Slovakia	**44**	**266**	**308**	**533**	**1 057**	**1 676**	**2 443**	**5 500**	**7 483**	**11 235**	**20 448**	**33 442**
BEV M1 (vehicles)	33	186	195	311	592	912	1 218	2 646	3 685	5 760	9 671	14 473
kWh per vehicle	1 333	1 432	1 578	1 715	1 785	1 838	2 006	2 079	2 031	1 951	2 114	2 311

Table A1.5: Battery electric passenger cars by district, 2024: vehicles, mean annual mileage and electricity consumption

District	Region	Vehicles	Mileage (km)	Electricity (MWh)
Bratislava (I–V)	Bratislava	4 707	13 322	10 723
Malacky	Bratislava	256	14 799	648
Pezinok	Bratislava	212	13 932	505
Senec	Bratislava	496	14 452	1 226
Dunajská Streda	Trnava	421	14 712	1 059
Galanta	Trnava	190	13 618	442
Hlohovec	Trnava	83	12 873	183
Piešťany	Trnava	141	13 070	315

District	Region	Vehicles	Mileage (km)	Electricity (MWh)
Senica	Trnava	92	15 208	239
Skalica	Trnava	60	10 288	106
Trnava	Trnava	445	12 452	948
Bánovce nad Bebravou	Trenčín	49	16 221	136
Ilava	Trenčín	106	12 998	236
Myjava	Trenčín	62	13 248	140
Nové Mesto nad Váhom	Trenčín	120	11 557	237
Partizánske	Trenčín	79	10 532	142
Považská Bystrica	Trenčín	79	14 100	190
Prievidza	Trenčín	227	12 899	501
Púchov	Trenčín	70	19 705	236
Trenčín	Trenčín	293	13 059	654
Komárno	Nitra	270	14 550	672
Levice	Nitra	172	15 131	445
Nitra	Nitra	454	14 761	1 146
Nové Zámky	Nitra	282	12 352	596
Šala	Nitra	130	12 692	282
Topoľčany	Nitra	124	13 357	283
Zlaté Moravce	Nitra	66	14 339	162
Bytča	Žilina	66	13 896	157
Čadca	Žilina	69	17 794	210
Dolný Kubín	Žilina	82	13 653	191
Kysucké Nové Mesto	Žilina	34	9 488	55
Liptovský Mikuláš	Žilina	126	13 220	285
Martin	Žilina	218	12 694	473
Námestovo	Žilina	85	10 620	154
Ružomberok	Žilina	101	14 353	248
Turčianske Teplice	Žilina	19	*12 911*	42
Tvrdošín	Žilina	67	15 431	177

District	Region	Vehicles	Mileage (km)	Electricity (MWh)
Žilina	Žilina	374	11 678	747
Banská Bystrica	Banská Bystrica	357	14 434	881
Banská Štiavnica	Banská Bystrica	19	*14 014*	46
Brezno	Banská Bystrica	58	13 635	135
Detva	Banská Bystrica	47	13 810	111
Krupina	Banská Bystrica	58	14 046	139
Lučenec	Banská Bystrica	74	16 513	209
Poltár	Banská Bystrica	7	*14 014*	17
Revúca	Banská Bystrica	24	13 038	54
Rimavská Sobota	Banská Bystrica	70	11 427	137
Veľký Krtíš	Banská Bystrica	74	11 474	145
Zvolen	Banská Bystrica	157	14 114	379
Žarnovica	Banská Bystrica	34	14 162	82
Žiar nad Hronom	Banská Bystrica	65	15 067	167
Bardejov	Prešov	74	8 941	113
Humenné	Prešov	49	11 042	93
Kežmarok	Prešov	86	15 679	231
Levoča	Prešov	46	20 149	158
Medzilaborce	Prešov	5	*13 356*	11
Poprad	Prešov	222	12 516	475
Prešov	Prešov	453	12 320	954
Sabinov	Prešov	59	13 832	140
Snina	Prešov	21	*13 356*	48
Stará Ľubovňa	Prešov	50	11 818	101
Stropkov	Prešov	14	*13 356*	32
Svidník	Prešov	25	22 148	95
Vranov nad Topľou	Prešov	58	20 537	204
Gelnica	Košice	16	12 516	34
Košice (I–IV)	Košice	699	12 524	1 497

District	Region	Vehicles	Mileage (km)	Electricity (MWh)
Košice-okolie	Košice	186	14 830	472
Michalovce	Košice	118	14 306	289
Rožnava	Košice	64	15 576	170
Sobrance	Košice	19	17 088	56
Spišská Nová Ves	Košice	157	14 167	380
Trebišov	Košice	81	14 200	197
Slovakia		**14 473**	**13 481**	**33 442**

Italics = no district data, regional value used. Bratislava (I–V) and Košice (I–IV) are reported as single units. The national mileage is taken from the national dataset

Annex 2 – Deliverable D1.2: Statistical data on electric vehicles on NUTS 3 level for 2013-2024

Table A2.1: National total of battery electric vehicles

Type of vehicle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Electric vehicles - total	267	503	492	663	1 004	1 423	2 043	3 916	5 242	7 848	12 455	17 941
Electric Passenger Cars	33	186	195	311	592	912	1 218	2 646	3 685	5 760	9 671	14 473
Electric Light Commercial Vehicles	9	21	13	23	44	63	93	164	207	338	634	876
Electric Heavy Duty Trucks	0	0	0	0	0	0	0	0	0	2	15	42
Electric Buses	0	5	5	14	25	46	47	47	47	45	55	52
Electric L-Category Vehicles	225	291	279	315	343	402	685	1 059	1 303	1 703	2 080	2 498

Table A2.2: Number of electric vehicles (total) by NUTS regions

NUTS		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	267	503	492	663	1 004	1 423	2 043	3 916	5 242	7 848	12 455	17 941
NUTS2	Bratislava region	77	174	172	256	416	604	811	1 463	1 918	2 759	4 587	6 585
	West Slovakia	79	136	134	178	259	341	508	1 045	1 407	2 252	3 526	5 074
	Middle Slovakia	55	86	82	103	142	209	300	595	868	1 341	2 063	2 982
	East Slovakia	56	107	104	126	187	269	424	813	1 049	1 496	2 279	3 300
NUTS3	Bratislava	77	174	172	256	416	604	811	1 463	1 918	2 759	4 587	6 585
	Trnava	18	36	35	44	76	110	155	328	447	754	1 177	1 741
	Trenčín	36	49	47	67	94	102	172	333	439	691	1 044	1 460
	Nitra	25	51	52	67	89	129	181	384	521	807	1 305	1 873
	Žilina	27	40	36	52	76	121	179	325	479	730	1 136	1 615
	Banská Bystrica	28	46	46	51	66	88	121	270	389	611	927	1 367
	Prešov	33	46	44	52	68	96	134	289	406	617	981	1 470
	Košice	23	61	60	74	119	173	290	524	643	879	1 298	1 830

Table A2.3: Number of electric Passenger Cars by NUTS regions

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	33	186	195	311	592	912	1 218	2 646	3 685	5 760	9 671	14 473

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NUTS2	Bratislava region	15	74	80	137	274	415	538	1 103	1 479	2 213	3 827	5 671
	West Slovakia	10	57	60	91	154	222	313	693	981	1 614	2 698	4 015
	Middle Slovakia	6	26	26	44	72	131	179	401	597	963	1 531	2 285
	East Slovakia	2	29	29	39	92	144	188	449	628	970	1 615	2 502
NUTS3	Bratislava	15	74	80	137	274	415	538	1 103	1 479	2 213	3 827	5 671
	Trnava	6	20	21	28	53	82	111	250	352	588	945	1 432
	Trenčín	3	14	15	31	54	57	85	196	276	444	722	1 085
	Nitra	1	23	24	32	47	83	117	247	353	582	1 031	1 498
	Žilina	4	16	16	30	50	88	119	232	344	541	855	1 241
	Banská Bystrica	2	10	10	14	22	43	60	169	253	422	676	1 044
	Prešov	1	7	7	11	28	51	68	183	277	429	741	1 162
	Košice	1	22	22	28	64	93	120	266	351	541	874	1 340

Table A2.4: Number of electric Light Commercial Vehicles by NUTS regions

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	9	21	13	23	44	63	93	164	207	338	634	876
NUTS2	Bratislava region	7	15	10	16	30	42	65	93	119	182	315	400
	West Slovakia	2	2	1	4	9	13	17	37	40	62	128	188
	Middle Slovakia	0	2	1	1	3	4	5	12	22	45	114	173
	East Slovakia	0	2	1	2	2	4	6	22	26	49	77	115
NUTS3	Bratislava	7	15	10	16	30	42	65	93	119	182	315	400
	Trnava	2	2	1	2	3	4	6	9	7	14	30	52
	Trenčín	0	0	0	1	1	3	4	16	15	26	48	68
	Nitra	0	0	0	1	5	6	7	12	18	22	50	68
	Žilina	0	2	1	1	1	2	3	7	15	30	76	112
	Banská Bystrica	0	0	0	0	2	2	2	5	7	15	38	61
	Prešov	0	0	0	1	1	2	3	5	7	19	31	53
	Košice	0	2	1	1	1	2	3	17	19	30	46	62

Table A2.5: Number of electric Heavy-duty Trucks by NUTS regions

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	0	0	0	0	0	0	0	0	0	2	15	42
NUTS2	Bratislava region	0	0	0	0	0	0	0	0	0	1	11	29
	West Slovakia	0	0	0	0	0	0	0	0	0	0	1	8
	Middle Slovakia	0	0	0	0	0	0	0	0	0	1	2	2
	East Slovakia	0	0	0	0	0	0	0	0	0	0	1	3
NUTS3	Bratislava	0	0	0	0	0	0	0	0	0	1	11	29
	Trnava	0	0	0	0	0	0	0	0	0	0	0	1
	Trenčín	0	0	0	0	0	0	0	0	0	0	0	1
	Nitra	0	0	0	0	0	0	0	0	0	0	1	6
	Žilina	0	0	0	0	0	0	0	0	0	0	0	0
	Banská Bystrica	0	0	0	0	0	0	0	0	0	1	2	2
	Prešov	0	0	0	0	0	0	0	0	0	0	0	2
	Košice	0	0	0	0	0	0	0	0	0	0	1	1

Table A2.6: Number of electric Buses by NUTS regions

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	0	5	5	14	25	46	47	47	47	45	55	52
NUTS2	Bratislava region	0	0	0	0	0	18	18	18	18	18	16	13
	West Slovakia	0	0	0	0	1	1	2	2	3	4	6	6
	Middle Slovakia	0	0	0	0	0	2	2	2	2	3	7	7
	East Slovakia	0	5	5	14	24	25	25	25	24	20	26	26
NUTS3	Bratislava	0	0	0	0	0	18	18	18	18	18	16	13
	Trnava	0	0	0	0	0	0	1	1	2	3	5	5
	Trenčín	0	0	0	0	0	0	0	0	0	0	0	0
	Nitra	0	0	0	0	1	1	1	1	1	1	1	1
	Žilina	0	0	0	0	0	2	2	2	2	2	2	2

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	Banská Bystrica	0	0	0	0	0	0	0	0	0	1	5	5
	Prešov	0	0	0	0	1	2	2	2	1	1	5	5
	Košice	0	5	5	14	23	23	23	23	23	19	21	21

Table A2.7: Number of electric L-Category Vehicles by NUTS regions (mopeds, motorcycles, motorbikes, three-wheel motor vehicles, quadricycles)

	NUTS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
National	Slovakia	225	291	279	315	343	402	685	1 059	1 303	1 703	2 080	2 498
NUTS2	Bratislava region	55	85	82	103	112	129	190	249	302	345	418	472
	West Slovakia	67	77	73	83	95	105	176	313	383	572	693	857
	Middle Slovakia	49	58	55	58	67	72	114	180	247	329	409	515
	East Slovakia	54	71	69	71	69	96	205	317	371	457	560	654
NUTS3	Bratislava	55	85	82	103	112	129	190	249	302	345	418	472
	Trnava	10	14	13	14	20	24	37	68	86	149	197	251
	Trenčín	33	35	32	35	39	42	83	121	148	221	274	306
	Nitra	24	28	28	34	36	39	56	124	149	202	222	300
	Žilina	23	22	19	21	25	29	55	84	118	157	203	260
	Banská Bystrica	26	36	36	37	42	43	59	96	129	172	206	255
	Prešov	32	39	37	40	38	41	61	99	121	168	204	248
	Košice	22	32	32	31	31	55	144	218	250	289	356	406

Annex 3 – Deliverable D1.2: Statistical data on electric vehicles by NACE categories for 2013-2024

Table A3.1: Electric vehicles – total by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	267	503	492	663	1 004	1 423	2 043	3 916	5 242	7 848	12 455	17 941
Households	122	200	152	202	290	434	549	1 235	1 731	2 749	4 311	7 692
NACE A01	0	1	1	2	4	6	11	14	20	38	52	79
NACE A02	0	0	0	0	1	2	2	4	10	8	16	22
NACE A03	0	0	0	0	0	0	0	0	0	1	2	5
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	1	1
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	2	2	2	5	10	12	13	18	31	53	69
NACE C11	0	0	0	0	0	0	0	3	4	7	13	22
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	3	9	13	12
NACE C14	1	1	1	1	2	2	3	4	9	15	19	34
NACE C15	0	0	0	0	1	1	1	1	2	2	5	6
NACE C16	0	1	1	2	7	9	9	16	22	46	74	118
NACE C17	0	0	0	0	0	0	2	5	9	13	16	20
NACE C18	0	0	0	0	0	1	1	2	3	10	21	40
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	2	3	3	3	6
NACE C21	0	0	0	0	0	0	0	0	0	0	1	1
NACE C22	0	0	0	0	2	1	4	8	9	19	32	40
NACE C23	0	1	1	2	2	2	1	3	6	10	16	25
NACE C24	0	0	0	0	1	1	1	1	2	4	4	11
NACE C25	1	3	3	4	8	9	17	28	44	78	119	190
NACE C26	1	2	2	2	3	4	7	11	12	22	34	44
NACE C27	0	3	3	6	9	12	14	23	32	38	56	60
NACE C28	0	1	1	1	1	2	4	8	17	42	44	55
NACE C29	0	2	2	2	4	23	35	45	54	71	121	168
NACE C30	0	0	0	0	0	1	1	1	1	0	0	1
NACE C31	0	0	0	0	0	0	0	2	2	9	13	19
NACE C32	0	1	1	1	2	2	2	5	7	11	24	30
NACE C33	0	0	0	0	2	2	5	18	24	29	46	67
NACE D35	15	17	18	21	24	28	29	36	36	43	51	47
NACE E36	0	10	11	11	11	11	10	10	10	11	13	13
NACE E37	1	2	2	2	2	2	2	2	3	3	4	5
NACE E38	0	1	1	1	2	2	2	5	7	13	17	22
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	1	2	2	4	8	14	18	41	61	91	145	233

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE F42	2	4	4	5	5	7	7	10	13	21	31	41
NACE F43	3	4	4	9	14	24	36	71	107	182	295	413
NACE G45	10	20	22	29	46	66	121	359	488	519	1 029	954
NACE G46	13	25	29	38	52	71	95	177	257	353	518	677
NACE G47	3	16	17	26	46	88	124	245	293	436	616	817
NACE H49	0	7	9	22	42	65	85	123	142	179	270	377
NACE H50	0	0	0	0	0	0	0	0	1	2	3	3
NACE H51	0	0	0	0	0	0	0	0	10	6	5	4
NACE H52	0	0	0	0	2	2	9	19	29	46	76	96
NACE H53	33	50	59	72	70	72	71	84	84	106	177	197
NACE I55	1	3	4	6	6	6	6	11	16	28	39	54
NACE I56	4	6	7	8	17	20	28	49	60	106	145	220
NACE J58	0	0	0	0	1	1	2	5	8	15	21	36
NACE J59	0	0	0	0	0	1	1	8	13	17	21	31
NACE J60	0	0	0	0	0	0	0	0	0	0	1	1
NACE J61	4	4	4	5	6	10	79	130	149	157	173	184
NACE J62	3	7	9	13	26	41	55	117	153	236	340	464
NACE J63	0	0	0	1	2	7	8	17	23	47	78	106
NACE K64	0	2	2	2	3	4	9	21	30	79	234	246
NACE K65	0	0	0	0	0	0	1	1	0	0	2	2
NACE K66	0	1	1	1	3	3	4	5	7	17	20	28
NACE L68	7	12	13	17	26	36	51	89	135	204	335	397
NACE M69	0	1	1	2	9	16	19	40	49	95	160	214
NACE M70	13	16	19	24	38	52	92	134	182	238	340	430
NACE M71	5	11	13	11	18	26	36	66	78	133	191	272
NACE M72	0	0	0	0	0	0	4	5	10	12	12	11
NACE M73	0	4	5	8	10	10	22	39	51	83	137	193
NACE M74	4	7	7	11	13	18	21	37	45	86	120	149
NACE M75	0	0	0	0	0	0	1	2	4	4	4	6
NACE N77	7	26	31	48	89	108	119	167	209	332	689	978
NACE N78	0	0	0	0	1	1	1	2	2	8	20	22
NACE N79	0	0	0	0	2	2	2	2	2	6	11	15
NACE N80	0	0	0	0	0	1	1	6	9	16	22	27
NACE N81	0	2	2	2	6	7	9	16	21	41	70	108
NACE N82	4	10	11	15	23	28	50	115	154	231	346	409
NACE O84	2	2	2	2	2	3	75	88	95	116	130	15
NACE P85	1	2	2	3	3	3	6	16	24	50	92	108
NACE Q86	2	3	3	5	14	19	24	47	66	118	186	274
NACE Q87	0	0	0	0	0	0	0	1	2	3	4	6
NACE Q88	0	0	0	0	1	1	1	2	3	4	8	17
NACE R90	1	2	2	2	2	5	4	8	13	18	22	22
NACE R91	0	0	0	0	0	0	0	0	0	0	3	8
NACE R92	0	0	0	0	1	1	1	1	1	1	2	2

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE R93	0	0	0	1	1	1	1	2	3	8	17	34
NACE S94	1	2	2	3	3	3	4	3	4	6	18	23
NACE S95	2	2	2	3	6	7	8	14	17	21	23	29
NACE S96	0	2	2	3	4	6	8	16	19	36	60	64
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Table A3.2: Electric Passenger Cars by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	33	186	195	311	592	912	1 218	2 646	3 685	5 760	9 671	14 473
Households	12	62	53	81	150	250	249	697	989	1 644	2 769	5 592
NACE A01	0	1	1	1	3	5	10	13	20	35	46	73
NACE A02	0	0	0	0	1	2	2	2	2	2	10	18
NACE A03	0	0	0	0	0	0	0	0	0	1	2	5
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	1	1
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	0	0	0	2	7	8	9	13	26	47	59
NACE C11	0	0	0	0	0	0	0	3	4	7	13	22
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	2	7	10	10
NACE C14	0	0	0	0	0	0	1	2	7	13	17	32
NACE C15	0	0	0	0	1	1	1	1	2	2	4	5
NACE C16	0	1	1	2	5	7	7	14	18	41	68	109
NACE C17	0	0	0	0	0	0	2	4	8	11	14	17
NACE C18	0	0	0	0	0	1	1	2	3	10	20	38
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	2	3	3	3	6
NACE C21	0	0	0	0	0	0	0	0	0	0	0	0
NACE C22	0	0	0	0	2	1	3	6	6	16	28	36
NACE C23	0	1	1	2	2	2	1	3	5	9	15	24
NACE C24	0	0	0	0	1	1	1	1	2	4	4	11
NACE C25	0	2	2	3	7	9	14	25	40	68	107	176
NACE C26	0	1	1	1	2	3	5	9	10	20	32	42
NACE C27	0	0	0	3	6	8	10	15	24	30	46	51
NACE C28	0	1	1	1	1	2	3	5	13	39	42	52
NACE C29	0	2	2	2	4	22	34	44	53	70	121	168
NACE C30	0	0	0	0	0	0	0	0	0	0	0	1
NACE C31	0	0	0	0	0	0	0	2	2	9	11	17
NACE C32	0	1	1	1	2	2	2	5	7	11	24	30

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE C33	0	0	0	0	2	2	5	13	19	25	42	63
NACE D35	3	3	3	6	10	13	14	20	20	27	34	31
NACE E36	0	10	11	11	11	11	10	10	10	11	12	12
NACE E37	0	1	1	1	1	1	1	1	2	2	3	4
NACE E38	0	1	1	1	2	2	2	4	6	12	14	19
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	0	1	1	3	6	12	15	34	53	81	133	220
NACE F42	1	3	3	4	4	5	5	9	11	13	23	34
NACE F43	1	1	1	4	9	16	26	54	87	149	249	365
NACE G45	1	9	10	18	34	54	100	334	451	467	958	889
NACE G46	3	11	13	20	30	45	64	141	222	304	455	591
NACE G47	0	9	10	18	36	54	69	135	186	325	536	732
NACE H49	0	2	2	4	13	29	37	60	78	114	174	249
NACE H50	0	0	0	0	0	0	0	0	0	1	2	2
NACE H51	0	0	0	0	0	0	0	0	0	0	0	1
NACE H52	0	0	0	0	1	1	8	19	29	45	70	87
NACE H53	0	0	1	1	1	2	2	5	5	10	15	28
NACE I55	0	2	2	4	4	4	4	10	15	27	38	49
NACE I56	2	4	5	4	12	13	20	37	46	84	116	190
NACE J58	0	0	0	0	1	1	2	5	8	15	21	36
NACE J59	0	0	0	0	0	1	1	7	12	16	20	28
NACE J60	0	0	0	0	0	0	0	0	0	0	1	1
NACE J61	1	1	1	2	3	7	8	14	19	26	33	39
NACE J62	2	6	8	12	21	36	46	104	136	216	319	441
NACE J63	0	0	0	0	1	6	7	15	21	45	73	100
NACE K64	0	1	1	1	2	3	8	20	29	78	232	243
NACE K65	0	0	0	0	0	0	1	1	0	0	2	2
NACE K66	0	1	1	1	3	3	4	5	7	17	20	28
NACE L68	0	4	5	8	17	27	36	67	111	172	295	349
NACE M69	0	1	1	2	9	16	19	40	49	94	155	206
NACE M70	2	5	6	12	25	36	44	88	126	182	287	377
NACE M71	3	4	5	4	11	18	25	53	66	119	177	258
NACE M72	0	0	0	0	0	0	4	5	10	12	12	11
NACE M73	0	4	5	8	10	9	15	29	41	72	119	165
NACE M74	0	3	3	7	9	13	16	31	39	80	115	140
NACE M75	0	0	0	0	0	0	1	1	3	3	3	5
NACE N77	1	14	18	34	63	80	88	143	187	271	577	834
NACE N78	0	0	0	0	1	1	1	2	2	7	16	18
NACE N79	0	0	0	0	2	2	2	2	2	6	11	14
NACE N80	0	0	0	0	0	1	1	3	5	12	16	20
NACE N81	0	2	2	2	6	7	7	13	19	38	64	95
NACE N82	0	6	7	11	19	23	35	86	119	195	303	364
NACE O84	0	0	0	0	0	1	69	75	78	92	97	13

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE P85	0	1	1	2	2	2	5	14	21	31	72	89
NACE Q86	0	1	1	3	11	16	20	40	57	108	174	262
NACE Q87	0	0	0	0	0	0	0	0	1	2	3	6
NACE Q88	0	0	0	0	1	1	1	2	3	4	8	17
NACE R90	0	0	0	0	0	3	2	6	10	15	18	18
NACE R91	0	0	0	0	0	0	0	0	0	0	3	5
NACE R92	0	0	0	0	1	1	1	1	1	1	2	2
NACE R93	0	0	0	0	0	0	0	1	2	6	15	30
NACE S94	0	0	0	1	1	1	1	0	0	2	13	17
NACE S95	1	1	1	2	4	5	5	9	12	16	18	25
NACE S96	0	2	2	3	4	5	7	14	16	32	49	54
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Table A3.3: Electric Light Commercial Vehicles by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	9	21	13	23	44	63	93	164	207	338	634	876
Households	7	12	4	5	5	10	27	10	31	58	110	214
NACE A01	0	0	0	0	0	0	0	0	0	0	0	1
NACE A02	0	0	0	0	0	0	0	0	5	2	2	0
NACE A03	0	0	0	0	0	0	0	0	0	0	0	0
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	0	0
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	0	0	0	1	1	0	2	2	2	3	6
NACE C11	0	0	0	0	0	0	0	0	0	0	0	0
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	0	0	1	0
NACE C14	0	0	0	0	0	0	0	0	0	0	0	0
NACE C15	0	0	0	0	0	0	0	0	0	0	0	0
NACE C16	0	0	0	0	0	0	0	0	0	0	1	2
NACE C17	0	0	0	0	0	0	0	0	0	0	0	1
NACE C18	0	0	0	0	0	0	0	0	0	0	0	1
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	0	0	0	0	0
NACE C21	0	0	0	0	0	0	0	0	0	0	0	0
NACE C22	0	0	0	0	0	0	0	0	0	0	0	0
NACE C23	0	0	0	0	0	0	0	0	0	0	0	0
NACE C24	0	0	0	0	0	0	0	0	0	0	0	0
NACE C25	0	0	0	0	0	0	0	0	0	1	1	1
NACE C26	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE C27	0	1	1	1	1	2	0	2	2	2	2	2
NACE C28	0	0	0	0	0	0	0	0	0	0	0	1
NACE C29	0	0	0	0	0	0	0	0	0	0	0	0
NACE C30	0	0	0	0	0	1	0	1	1	0	0	0
NACE C31	0	0	0	0	0	0	0	0	0	0	0	0
NACE C32	0	0	0	0	0	0	0	0	0	0	0	0
NACE C33	0	0	0	0	0	0	0	0	0	1	1	1
NACE D35	0	1	1	1	1	2	0	8	8	8	9	9
NACE E36	0	0	0	0	0	0	0	0	0	0	1	1
NACE E37	1	1	1	1	1	1	0	0	0	0	0	0
NACE E38	0	0	0	0	0	0	0	0	0	0	1	2
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	0	0	0	0	0	0	0	1	1	1	3	3
NACE F42	0	0	0	0	0	1	0	1	1	6	3	2
NACE F43	0	0	0	2	2	4	0	6	6	10	21	22
NACE G45	1	2	2	2	2	2	0	11	20	34	49	41
NACE G46	0	0	0	1	4	5	0	8	8	17	25	41
NACE G47	0	2	2	2	4	5	0	10	12	13	23	33
NACE H49	0	0	0	0	0	0	0	12	14	19	50	85
NACE H50	0	0	0	0	0	0	0	0	0	0	0	0
NACE H51	0	0	0	0	0	0	0	0	0	0	0	0
NACE H52	0	0	0	0	0	0	0	0	0	1	6	9
NACE H53	0	0	0	4	5	6	0	49	49	63	133	157
NACE I55	0	0	0	0	0	0	0	0	0	0	0	2
NACE I56	0	0	0	1	2	3	0	4	4	6	14	17
NACE J58	0	0	0	0	0	0	0	0	0	0	0	0
NACE J59	0	0	0	0	0	0	0	0	0	0	0	1
NACE J60	0	0	0	0	0	0	0	0	0	0	0	0
NACE J61	0	0	0	0	0	0	0	2	3	4	7	7
NACE J62	0	0	0	0	0	0	0	0	0	2	4	6
NACE J63	0	0	0	0	0	0	0	0	0	0	0	1
NACE K64	0	1	1	1	1	1	0	1	1	1	2	2
NACE K65	0	0	0	0	0	0	0	0	0	0	0	0
NACE K66	0	0	0	0	0	0	0	0	0	0	0	0
NACE L68	0	0	0	0	0	0	0	0	2	3	4	5
NACE M69	0	0	0	0	0	0	0	0	0	0	0	0
NACE M70	0	0	0	0	0	0	0	4	4	6	8	15
NACE M71	0	0	0	0	0	0	0	0	0	0	1	1
NACE M72	0	0	0	0	0	0	0	0	0	0	0	0
NACE M73	0	0	0	0	0	0	0	1	2	2	3	5
NACE M74	0	0	0	0	0	1	0	4	5	5	4	6
NACE M75	0	0	0	0	0	0	0	0	0	0	0	0
NACE N77	0	1	1	2	15	17	0	20	17	56	108	137
NACE N78	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE N79	0	0	0	0	0	0	0	0	0	0	0	0
NACE N80	0	0	0	0	0	0	0	0	0	0	0	0
NACE N81	0	0	0	0	0	0	0	0	0	1	3	8
NACE N82	0	0	0	0	0	0	0	0	2	3	8	11
NACE O84	0	0	0	0	0	0	0	5	5	7	10	2
NACE P85	0	0	0	0	0	0	0	0	0	1	1	1
NACE Q86	0	0	0	0	0	0	0	0	0	0	2	2
NACE Q87	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q88	0	0	0	0	0	0	0	0	0	0	0	0
NACE R90	0	0	0	0	0	0	0	0	0	0	0	0
NACE R91	0	0	0	0	0	0	0	0	0	0	0	3
NACE R92	0	0	0	0	0	0	0	0	0	0	0	0
NACE R93	0	0	0	0	0	0	0	0	0	1	1	1
NACE S94	0	0	0	0	0	0	0	0	0	0	0	0
NACE S95	0	0	0	0	0	0	0	0	0	0	1	1
NACE S96	0	0	0	0	0	1	0	2	2	2	8	7
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Table A3.4: Electric Heavy-duty Trucks by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	0	0	0	0	0	0	0	0	0	2	15	42
Households	0	0	0	0	0	0	0	0	0	0	0	0
NACE A01	0	0	0	0	0	0	0	0	0	0	0	0
NACE A02	0	0	0	0	0	0	0	0	0	0	0	0
NACE A03	0	0	0	0	0	0	0	0	0	0	0	0
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	0	0
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	0	0	0	0	0	0	0	0	0	0	0
NACE C11	0	0	0	0	0	0	0	0	0	0	0	0
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	0	0	0	0
NACE C14	0	0	0	0	0	0	0	0	0	0	0	0
NACE C15	0	0	0	0	0	0	0	0	0	0	0	0
NACE C16	0	0	0	0	0	0	0	0	0	0	0	0
NACE C17	0	0	0	0	0	0	0	0	0	0	0	0
NACE C18	0	0	0	0	0	0	0	0	0	0	0	0
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	0	0	0	0	0
NACE C21	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE C22	0	0	0	0	0	0	0	0	0	0	0	0
NACE C23	0	0	0	0	0	0	0	0	0	0	0	0
NACE C24	0	0	0	0	0	0	0	0	0	0	0	0
NACE C25	0	0	0	0	0	0	0	0	0	0	0	0
NACE C26	0	0	0	0	0	0	0	0	0	0	0	0
NACE C27	0	0	0	0	0	0	0	0	0	0	0	0
NACE C28	0	0	0	0	0	0	0	0	0	0	0	0
NACE C29	0	0	0	0	0	0	0	0	0	0	0	0
NACE C30	0	0	0	0	0	0	0	0	0	0	0	0
NACE C31	0	0	0	0	0	0	0	0	0	0	0	0
NACE C32	0	0	0	0	0	0	0	0	0	0	0	0
NACE C33	0	0	0	0	0	0	0	0	0	0	0	0
NACE D35	0	0	0	0	0	0	0	0	0	0	0	0
NACE E36	0	0	0	0	0	0	0	0	0	0	0	0
NACE E37	0	0	0	0	0	0	0	0	0	0	0	0
NACE E38	0	0	0	0	0	0	0	0	0	0	0	0
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	0	0	0	0	0	0	0	0	0	0	0	0
NACE F42	0	0	0	0	0	0	0	0	0	0	0	0
NACE F43	0	0	0	0	0	0	0	0	0	0	0	0
NACE G45	0	0	0	0	0	0	0	0	0	0	0	0
NACE G46	0	0	0	0	0	0	0	0	0	0	0	0
NACE G47	0	0	0	0	0	0	0	0	0	0	0	0
NACE H49	0	0	0	0	0	0	0	0	0	2	15	42
NACE H50	0	0	0	0	0	0	0	0	0	0	0	0
NACE H51	0	0	0	0	0	0	0	0	0	0	0	0
NACE H52	0	0	0	0	0	0	0	0	0	0	0	0
NACE H53	0	0	0	0	0	0	0	0	0	0	0	0
NACE I55	0	0	0	0	0	0	0	0	0	0	0	0
NACE I56	0	0	0	0	0	0	0	0	0	0	0	0
NACE J58	0	0	0	0	0	0	0	0	0	0	0	0
NACE J59	0	0	0	0	0	0	0	0	0	0	0	0
NACE J60	0	0	0	0	0	0	0	0	0	0	0	0
NACE J61	0	0	0	0	0	0	0	0	0	0	0	0
NACE J62	0	0	0	0	0	0	0	0	0	0	0	0
NACE J63	0	0	0	0	0	0	0	0	0	0	0	0
NACE K64	0	0	0	0	0	0	0	0	0	0	0	0
NACE K65	0	0	0	0	0	0	0	0	0	0	0	0
NACE K66	0	0	0	0	0	0	0	0	0	0	0	0
NACE L68	0	0	0	0	0	0	0	0	0	0	0	0
NACE M69	0	0	0	0	0	0	0	0	0	0	0	0
NACE M70	0	0	0	0	0	0	0	0	0	0	0	0
NACE M71	0	0	0	0	0	0	0	0	0	0	0	0
NACE M72	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE M73	0	0	0	0	0	0	0	0	0	0	0	0
NACE M74	0	0	0	0	0	0	0	0	0	0	0	0
NACE M75	0	0	0	0	0	0	0	0	0	0	0	0
NACE N77	0	0	0	0	0	0	0	0	0	0	0	0
NACE N78	0	0	0	0	0	0	0	0	0	0	0	0
NACE N79	0	0	0	0	0	0	0	0	0	0	0	0
NACE N80	0	0	0	0	0	0	0	0	0	0	0	0
NACE N81	0	0	0	0	0	0	0	0	0	0	0	0
NACE N82	0	0	0	0	0	0	0	0	0	0	0	0
NACE O84	0	0	0	0	0	0	0	0	0	0	0	0
NACE P85	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q86	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q87	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q88	0	0	0	0	0	0	0	0	0	0	0	0
NACE R90	0	0	0	0	0	0	0	0	0	0	0	0
NACE R91	0	0	0	0	0	0	0	0	0	0	0	0
NACE R92	0	0	0	0	0	0	0	0	0	0	0	0
NACE R93	0	0	0	0	0	0	0	0	0	0	0	0
NACE S94	0	0	0	0	0	0	0	0	0	0	0	0
NACE S95	0	0	0	0	0	0	0	0	0	0	0	0
NACE S96	0	0	0	0	0	0	0	0	0	0	0	0
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Table A3.5: Electric Buses by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	0	5	5	14	25	46	47	47	47	45	55	52
Households	0	0	0	0	0	0	0	0	0	0	0	0
NACE A01	0	0	0	0	0	0	0	0	0	0	0	0
NACE A02	0	0	0	0	0	0	0	0	0	0	0	0
NACE A03	0	0	0	0	0	0	0	0	0	0	0	0
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	0	0
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	0	0	0	0	0	0	0	0	0	0	0
NACE C11	0	0	0	0	0	0	0	0	0	0	0	0
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	0	0	0	0
NACE C14	0	0	0	0	0	0	0	0	0	0	0	0
NACE C15	0	0	0	0	0	0	0	0	0	0	0	0
NACE C16	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE C17	0	0	0	0	0	0	0	0	0	0	0	0
NACE C18	0	0	0	0	0	0	0	0	0	0	0	0
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	0	0	0	0	0
NACE C21	0	0	0	0	0	0	0	0	0	0	0	0
NACE C22	0	0	0	0	0	0	0	0	0	0	0	0
NACE C23	0	0	0	0	0	0	0	0	0	0	0	0
NACE C24	0	0	0	0	0	0	0	0	0	0	0	0
NACE C25	0	0	0	0	0	0	0	0	0	0	0	0
NACE C26	0	0	0	0	0	0	0	0	0	0	0	0
NACE C27	0	0	0	0	0	0	0	0	0	0	0	0
NACE C28	0	0	0	0	0	0	0	0	0	0	0	0
NACE C29	0	0	0	0	0	1	1	1	1	1	0	0
NACE C30	0	0	0	0	0	0	0	0	0	0	0	0
NACE C31	0	0	0	0	0	0	0	0	0	0	0	0
NACE C32	0	0	0	0	0	0	0	0	0	0	0	0
NACE C33	0	0	0	0	0	0	0	0	0	0	0	0
NACE D35	0	0	0	0	0	0	0	0	0	0	0	0
NACE E36	0	0	0	0	0	0	0	0	0	0	0	0
NACE E37	0	0	0	0	0	0	0	0	0	0	0	0
NACE E38	0	0	0	0	0	0	0	0	0	0	0	0
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	0	0	0	0	0	0	0	0	0	0	0	0
NACE F42	0	0	0	0	0	0	0	0	0	0	0	0
NACE F43	0	0	0	0	0	0	0	0	0	0	0	0
NACE G45	0	0	0	0	0	0	0	0	1	1	1	1
NACE G46	0	0	0	0	0	0	0	0	0	0	0	0
NACE G47	0	0	0	0	0	0	1	1	0	0	0	0
NACE H49	0	5	5	14	25	46	45	45	45	43	52	51
NACE H50	0	0	0	0	0	0	0	0	0	0	0	0
NACE H51	0	0	0	0	0	0	0	0	0	0	0	0
NACE H52	0	0	0	0	0	0	0	0	0	0	0	0
NACE H53	0	0	0	0	0	0	0	0	0	0	0	0
NACE I55	0	0	0	0	0	0	0	0	0	0	0	0
NACE I56	0	0	0	0	0	0	0	0	0	0	0	0
NACE J58	0	0	0	0	0	0	0	0	0	0	0	0
NACE J59	0	0	0	0	0	0	0	0	0	0	0	0
NACE J60	0	0	0	0	0	0	0	0	0	0	0	0
NACE J61	0	0	0	0	0	0	0	0	0	0	0	0
NACE J62	0	0	0	0	0	0	0	0	0	0	0	0
NACE J63	0	0	0	0	0	0	0	0	0	0	0	0
NACE K64	0	0	0	0	0	0	0	0	0	0	0	0
NACE K65	0	0	0	0	0	0	0	0	0	0	0	0
NACE K66	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE L68	0	0	0	0	0	0	0	0	0	0	0	0
NACE M69	0	0	0	0	0	0	0	0	0	0	0	0
NACE M70	0	0	0	0	0	0	0	0	0	0	0	0
NACE M71	0	0	0	0	0	0	0	0	0	0	0	0
NACE M72	0	0	0	0	0	0	0	0	0	0	0	0
NACE M73	0	0	0	0	0	0	0	0	0	0	0	0
NACE M74	0	0	0	0	0	0	0	0	0	0	0	0
NACE M75	0	0	0	0	0	0	0	0	0	0	0	0
NACE N77	0	0	0	0	0	0	0	0	0	0	0	0
NACE N78	0	0	0	0	0	0	0	0	0	0	0	0
NACE N79	0	0	0	0	0	0	0	0	0	0	0	0
NACE N80	0	0	0	0	0	0	0	0	0	0	0	0
NACE N81	0	0	0	0	0	0	0	0	0	0	0	0
NACE N82	0	0	0	0	0	0	0	0	0	0	0	0
NACE O84	0	0	0	0	0	0	0	0	0	0	2	0
NACE P85	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q86	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q87	0	0	0	0	0	0	0	0	0	0	0	0
NACE Q88	0	0	0	0	0	0	0	0	0	0	0	0
NACE R90	0	0	0	0	0	0	0	0	0	0	0	0
NACE R91	0	0	0	0	0	0	0	0	0	0	0	0
NACE R92	0	0	0	0	0	0	0	0	0	0	0	0
NACE R93	0	0	0	0	0	0	0	0	0	0	0	0
NACE S94	0	0	0	0	0	0	0	0	0	0	0	0
NACE S95	0	0	0	0	0	0	0	0	0	0	0	0
NACE S96	0	0	0	0	0	0	0	0	0	0	0	0
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Table A3.6: Electric L-Category Vehicles by NACE categories

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total number	225	291	279	315	343	402	685	1 059	1 303	1 703	2 080	2 498
Households	165	187	167	186	201	227	325	528	710	1 043	1 403	1 827
NACE A01	0	0	0	1	1	1	1	1	0	3	6	5
NACE A02	0	0	0	0	0	0	0	2	3	4	4	4
NACE A03	0	0	0	0	0	0	0	0	0	0	0	0
NACE B05	0	0	0	0	0	0	0	0	0	0	0	0
NACE B06	0	0	0	0	0	0	0	0	0	0	0	0
NACE B07	0	0	0	0	0	0	0	0	0	0	0	0
NACE B08	0	0	0	0	0	0	0	0	0	0	0	0
NACE B09	0	0	0	0	0	0	0	0	0	0	0	0
NACE C10	0	2	2	2	2	2	2	2	3	3	3	4
NACE C11	0	0	0	0	0	0	0	0	0	0	0	0

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE C12	0	0	0	0	0	0	0	0	0	0	0	0
NACE C13	0	0	0	0	0	0	0	0	1	2	2	2
NACE C14	1	1	1	1	2	2	2	2	2	2	2	2
NACE C15	0	0	0	0	0	0	0	0	0	0	1	1
NACE C16	0	0	0	0	2	2	2	2	4	5	5	7
NACE C17	0	0	0	0	0	0	0	1	1	2	2	2
NACE C18	0	0	0	0	0	0	0	0	0	0	1	1
NACE C19	0	0	0	0	0	0	0	0	0	0	0	0
NACE C20	0	0	0	0	0	0	0	0	0	0	0	0
NACE C21	0	0	0	0	0	0	0	0	0	0	1	1
NACE C22	0	0	0	0	0	0	1	2	3	3	4	4
NACE C23	0	0	0	0	0	0	0	0	1	1	1	1
NACE C24	0	0	0	0	0	0	0	0	0	0	0	0
NACE C25	1	1	1	1	1	0	3	3	4	9	11	13
NACE C26	1	1	1	1	1	1	2	2	2	2	2	2
NACE C27	0	2	2	2	2	2	2	6	6	6	8	7
NACE C28	0	0	0	0	0	0	1	3	4	3	2	2
NACE C29	0	0	0	0	0	0	0	0	0	0	0	0
NACE C30	0	0	0	0	0	0	0	0	0	0	0	0
NACE C31	0	0	0	0	0	0	0	0	0	0	2	2
NACE C32	0	0	0	0	0	0	0	0	0	0	0	0
NACE C33	0	0	0	0	0	0	0	5	5	3	3	3
NACE D35	6	7	7	7	7	7	7	8	8	8	8	7
NACE E36	0	0	0	0	0	0	0	0	0	0	0	0
NACE E37	0	0	0	0	0	0	0	1	1	1	1	1
NACE E38	0	0	0	0	0	0	0	1	1	1	2	1
NACE E39	0	0	0	0	0	0	0	0	0	0	0	0
NACE F41	0	0	0	0	1	1	2	6	7	9	9	10
NACE F42	0	0	0	0	0	0	0	0	1	2	5	5
NACE F43	2	3	3	3	3	4	6	11	14	23	25	26
NACE G45	4	5	5	5	6	6	13	14	16	17	21	23
NACE G46	9	13	15	16	17	20	26	28	27	32	38	45
NACE G47	3	5	5	6	6	29	49	99	95	98	57	52
NACE H49	0	0	0	1	1	1	3	6	6	5	8	9
NACE H50	0	0	0	0	0	0	0	0	1	1	1	1
NACE H51	0	0	0	0	0	0	0	0	10	6	5	3
NACE H52	0	0	0	0	1	1	1	0	0	0	0	0
NACE H53	1	19	22	32	31	31	30	30	30	33	29	12
NACE I55	1	1	2	2	2	2	2	1	1	1	1	3
NACE I56	1	1	1	2	2	3	4	8	10	16	15	13
NACE J58	0	0	0	0	0	0	0	0	0	0	0	0
NACE J59	0	0	0	0	0	0	0	1	1	1	1	2
NACE J60	0	0	0	0	0	0	0	0	0	0	0	0
NACE J61	1	1	1	1	1	1	69	114	127	127	133	138

NACE categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NACE J62	1	1	1	1	5	5	9	13	17	18	17	17
NACE J63	0	0	0	1	1	1	1	2	2	2	5	5
NACE K64	0	0	0	0	0	0	0	0	0	0	0	1
NACE K65	0	0	0	0	0	0	0	0	0	0	0	0
NACE K66	0	0	0	0	0	0	0	0	0	0	0	0
NACE L68	7	8	8	9	9	9	15	22	22	29	36	43
NACE M69	0	0	0	0	0	0	0	0	0	1	5	8
NACE M70	7	7	8	8	9	12	44	42	52	50	45	38
NACE M71	2	7	8	7	7	8	11	13	12	14	13	13
NACE M72	0	0	0	0	0	0	0	0	0	0	0	0
NACE M73	0	0	0	0	0	1	7	9	8	9	15	23
NACE M74	1	1	1	1	1	1	2	2	1	1	1	3
NACE M75	0	0	0	0	0	0	0	1	1	1	1	1
NACE N77	1	6	6	6	6	6	9	4	5	5	4	7
NACE N78	0	0	0	0	0	0	0	0	0	1	4	4
NACE N79	0	0	0	0	0	0	0	0	0	0	0	1
NACE N80	0	0	0	0	0	0	0	3	4	4	6	7
NACE N81	0	0	0	0	0	0	2	3	2	2	3	5
NACE N82	4	4	4	4	4	5	15	29	33	33	35	34
NACE O84	0	0	0	0	0	0	3	8	12	17	21	0
NACE P85	1	1	1	1	1	1	1	2	3	18	19	18
NACE Q86	2	2	2	2	3	3	4	7	9	10	10	10
NACE Q87	0	0	0	0	0	0	0	1	1	1	1	0
NACE Q88	0	0	0	0	0	0	0	0	0	0	0	0
NACE R90	1	2	2	2	2	2	2	2	3	3	4	4
NACE R91	0	0	0	0	0	0	0	0	0	0	0	0
NACE R92	0	0	0	0	0	0	0	0	0	0	0	0
NACE R93	0	0	0	1	1	1	1	1	1	1	1	3
NACE S94	1	2	2	2	2	2	3	3	4	4	5	6
NACE S95	1	1	1	1	2	2	3	5	5	5	4	3
NACE S96	0	0	0	0	0	0	0	0	1	2	3	3
NACE T97	0	0	0	0	0	0	0	0	0	0	0	0
NACE T98	0	0	0	0	0	0	0	0	0	0	0	0
NACE U99	0	0	0	0	0	0	0	0	0	0	0	0

Annex 4

Table A4.1: *Publicly accessible charging locations in Slovakia as of 31 December 2025*

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BA_001	Bratislava	Bratislava	Bratislava	4	4	0	0	48.04	17.16
BA_002	Bratislava	Bratislava	Bratislava	3	2	1	0	48.08	17.08
BA_003	Bratislava	Bratislava	Bratislava	4	4	0	0	48.08	17.09
BA_004	Bratislava	Bratislava	Bratislava	6	6	0	0	48.08	17.09
BA_005	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.06
BA_006	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.08
BA_007	Bratislava	Bratislava	Bratislava	2	0	0	2	48.09	17.08
BA_008	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.11
BA_009	Bratislava	Bratislava	Bratislava	2	0	2	0	48.09	17.11
BA_010	Bratislava	Bratislava	Bratislava	2	0	2	0	48.09	17.11
BA_011	Bratislava	Bratislava	Bratislava	2	0	0	2	48.09	17.11
BA_012	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.12
BA_013	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.12
BA_014	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.12
BA_015	Bratislava	Bratislava	Bratislava	2	2	0	0	48.09	17.12
BA_016	Bratislava	Bratislava	Bratislava	6	6	0	0	48.09	17.12
BA_017	Bratislava	Bratislava	Bratislava	6	1	1	4	48.09	17.21
BA_018	Bratislava	Bratislava	Bratislava	4	4	0	0	48.10	17.08
BA_019	Bratislava	Bratislava	Bratislava	5	3	2	0	48.10	17.08
BA_020	Bratislava	Bratislava	Bratislava	6	1	1	4	48.10	17.21
BA_021	Bratislava	Bratislava	Bratislava	1	1	0	0	48.11	17.09
BA_022	Bratislava	Bratislava	Bratislava	6	3	3	0	48.11	17.10
BA_023	Bratislava	Bratislava	Bratislava	3	1	0	2	48.11	17.10
BA_024	Bratislava	Bratislava	Bratislava	2	0	2	0	48.11	17.10
BA_025	Bratislava	Bratislava	Bratislava	2	0	2	0	48.11	17.10
BA_026	Bratislava	Bratislava	Bratislava	2	1	1	0	48.11	17.10
BA_027	Bratislava	Bratislava	Bratislava	2	2	0	0	48.11	17.10
BA_028	Bratislava	Bratislava	Bratislava	2	2	0	0	48.11	17.10
BA_029	Bratislava	Bratislava	Bratislava	2	1	1	0	48.11	17.12
BA_030	Bratislava	Bratislava	Bratislava	2	2	0	0	48.11	17.12
BA_031	Bratislava	Bratislava	Bratislava	1	1	0	0	48.12	17.09
BA_032	Bratislava	Bratislava	Bratislava	3	2	1	0	48.12	17.10
BA_033	Bratislava	Bratislava	Bratislava	4	2	2	0	48.12	17.10
BA_034	Bratislava	Bratislava	Bratislava	4	4	0	0	48.12	17.11
BA_035	Bratislava	Bratislava	Bratislava	2	0	0	2	48.12	17.11
BA_036	Bratislava	Bratislava	Bratislava	4	4	0	0	48.12	17.13
BA_037	Bratislava	Bratislava	Bratislava	2	1	1	0	48.12	17.22
BA_038	Bratislava	Bratislava	Bratislava	2	2	0	0	48.13	17.09
BA_039	Bratislava	Bratislava	Bratislava	2	1	1	0	48.13	17.10
BA_040	Bratislava	Bratislava	Bratislava	5	5	0	0	48.13	17.11
BA_041	Bratislava	Bratislava	Bratislava	5	1	2	2	48.13	17.11
BA_042	Bratislava	Bratislava	Bratislava	8	6	0	2	48.13	17.11
BA_043	Bratislava	Bratislava	Bratislava	1	1	0	0	48.13	17.11
BA_044	Bratislava	Bratislava	Bratislava	1	1	0	0	48.13	17.11
BA_045	Bratislava	Bratislava	Bratislava	6	0	0	6	48.13	17.11
BA_046	Bratislava	Bratislava	Bratislava	6	4	0	2	48.13	17.11
BA_047	Bratislava	Bratislava	Bratislava	2	2	0	0	48.13	17.11
BA_048	Bratislava	Bratislava	Bratislava	2	0	2	0	48.13	17.11

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BA_049	Bratislava	Bratislava	Bratislava	4	0	0	4	48.13	17.11
BA_050	Bratislava	Bratislava	Bratislava	4	0	0	4	48.13	17.11
BA_051	Bratislava	Bratislava	Bratislava	2	2	0	0	48.13	17.12
BA_052	Bratislava	Bratislava	Bratislava	2	0	2	0	48.13	17.12
BA_053	Bratislava	Bratislava	Bratislava	4	0	0	4	48.13	17.12
BA_054	Bratislava	Bratislava	Bratislava	2	0	2	0	48.13	17.19
BA_055	Bratislava	Bratislava	Bratislava	3	3	0	0	48.14	17.09
BA_056	Bratislava	Bratislava	Bratislava	2	0	2	0	48.14	17.10
BA_057	Bratislava	Bratislava	Bratislava	10	0	8	2	48.14	17.10
BA_058	Bratislava	Bratislava	Bratislava	4	0	4	0	48.14	17.10
BA_059	Bratislava	Bratislava	Bratislava	4	4	0	0	48.14	17.11
BA_060	Bratislava	Bratislava	Bratislava	2	2	0	0	48.14	17.11
BA_061	Bratislava	Bratislava	Bratislava	2	0	2	0	48.14	17.12
BA_062	Bratislava	Bratislava	Bratislava	10	10	0	0	48.14	17.12
BA_063	Bratislava	Bratislava	Bratislava	4	4	0	0	48.14	17.13
BA_064	Bratislava	Bratislava	Bratislava	5	5	0	0	48.14	17.13
BA_065	Bratislava	Bratislava	Bratislava	2	1	1	0	48.14	17.13
BA_066	Bratislava	Bratislava	Bratislava	10	4	0	6	48.14	17.13
BA_067	Bratislava	Bratislava	Bratislava	8	2	6	0	48.14	17.13
BA_068	Bratislava	Bratislava	Bratislava	8	2	6	0	48.14	17.13
BA_069	Bratislava	Bratislava	Bratislava	6	5	1	0	48.14	17.15
BA_070	Bratislava	Bratislava	Bratislava	4	2	0	2	48.14	17.19
BA_071	Bratislava	Bratislava	Bratislava	4	0	0	4	48.14	17.21
BA_072	Bratislava	Bratislava	Bratislava	2	2	0	0	48.15	17.11
BA_073	Bratislava	Bratislava	Bratislava	2	2	0	0	48.15	17.11
BA_074	Bratislava	Bratislava	Bratislava	3	3	0	0	48.15	17.12
BA_075	Bratislava	Bratislava	Bratislava	2	0	2	0	48.15	17.12
BA_076	Bratislava	Bratislava	Bratislava	3	1	2	0	48.15	17.13
BA_077	Bratislava	Bratislava	Bratislava	10	6	0	4	48.15	17.13
BA_078	Bratislava	Bratislava	Bratislava	6	6	0	0	48.15	17.13
BA_079	Bratislava	Bratislava	Bratislava	2	2	0	0	48.15	17.14
BA_080	Bratislava	Bratislava	Bratislava	3	3	0	0	48.15	17.14
BA_081	Bratislava	Bratislava	Bratislava	2	1	1	0	48.15	17.14
BA_082	Bratislava	Bratislava	Bratislava	2	1	1	0	48.15	17.14
BA_083	Bratislava	Bratislava	Bratislava	3	3	0	0	48.15	17.14
BA_084	Bratislava	Bratislava	Bratislava	3	3	0	0	48.15	17.14
BA_085	Bratislava	Bratislava	Bratislava	7	5	2	0	48.15	17.14
BA_086	Bratislava	Bratislava	Bratislava	2	0	2	0	48.15	17.15
BA_087	Bratislava	Bratislava	Bratislava	1	1	0	0	48.15	17.16
BA_088	Bratislava	Bratislava	Bratislava	4	4	0	0	48.15	17.16
BA_089	Bratislava	Bratislava	Bratislava	2	0	2	0	48.15	17.16
BA_090	Bratislava	Bratislava	Bratislava	7	5	2	0	48.15	17.16
BA_091	Bratislava	Bratislava	Bratislava	5	1	0	4	48.15	17.16
BA_092	Bratislava	Bratislava	Bratislava	2	0	2	0	48.16	17.07
BA_093	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.07
BA_094	Bratislava	Bratislava	Bratislava	8	8	0	0	48.16	17.07
BA_095	Bratislava	Bratislava	Bratislava	2	0	0	2	48.16	17.08
BA_096	Bratislava	Bratislava	Bratislava	2	2	0	0	48.16	17.10
BA_097	Bratislava	Bratislava	Bratislava	8	7	1	0	48.16	17.11
BA_098	Bratislava	Bratislava	Bratislava	3	3	0	0	48.16	17.12
BA_099	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.12

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BA_100	Bratislava	Bratislava	Bratislava	2	2	0	0	48.16	17.12
BA_101	Bratislava	Bratislava	Bratislava	2	0	2	0	48.16	17.13
BA_102	Bratislava	Bratislava	Bratislava	2	0	0	2	48.16	17.13
BA_103	Bratislava	Bratislava	Bratislava	4	2	2	0	48.16	17.13
BA_104	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.14
BA_105	Bratislava	Bratislava	Bratislava	4	0	0	4	48.16	17.14
BA_106	Bratislava	Bratislava	Bratislava	2	2	0	0	48.16	17.15
BA_107	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.15
BA_108	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.17
BA_109	Bratislava	Bratislava	Bratislava	3	1	2	0	48.16	17.18
BA_110	Bratislava	Bratislava	Bratislava	3	1	2	0	48.16	17.18
BA_111	Bratislava	Bratislava	Bratislava	4	2	2	0	48.16	17.18
BA_112	Bratislava	Bratislava	Bratislava	4	4	0	0	48.16	17.18
BA_113	Bratislava	Bratislava	Bratislava	2	1	1	0	48.16	17.18
BA_114	Bratislava	Bratislava	Bratislava	4	4	0	0	48.16	17.19
BA_115	Bratislava	Bratislava	Bratislava	13	12	1	0	48.17	16.99
BA_116	Bratislava	Bratislava	Bratislava	4	4	0	0	48.17	17.07
BA_117	Bratislava	Bratislava	Bratislava	2	2	0	0	48.17	17.08
BA_118	Bratislava	Bratislava	Bratislava	2	1	1	0	48.17	17.08
BA_119	Bratislava	Bratislava	Bratislava	2	0	0	2	48.17	17.08
BA_120	Bratislava	Bratislava	Bratislava	2	2	0	0	48.17	17.10
BA_121	Bratislava	Bratislava	Bratislava	2	2	0	0	48.17	17.13
BA_122	Bratislava	Bratislava	Bratislava	4	0	0	4	48.17	17.13
BA_123	Bratislava	Bratislava	Bratislava	8	8	0	0	48.17	17.13
BA_124	Bratislava	Bratislava	Bratislava	5	2	1	2	48.17	17.14
BA_125	Bratislava	Bratislava	Bratislava	2	1	1	0	48.17	17.14
BA_126	Bratislava	Bratislava	Bratislava	4	0	0	4	48.17	17.14
BA_127	Bratislava	Bratislava	Bratislava	2	0	2	0	48.17	17.15
BA_128	Bratislava	Bratislava	Bratislava	4	0	4	0	48.17	17.15
BA_129	Bratislava	Bratislava	Bratislava	2	0	0	2	48.17	17.16
BA_130	Bratislava	Bratislava	Bratislava	1	1	0	0	48.17	17.17
BA_131	Bratislava	Bratislava	Bratislava	2	1	1	0	48.17	17.17
BA_132	Bratislava	Bratislava	Bratislava	2	2	0	0	48.17	17.17
BA_133	Bratislava	Bratislava	Bratislava	4	2	2	0	48.17	17.17
BA_134	Bratislava	Bratislava	Bratislava	4	4	0	0	48.17	17.17
BA_135	Bratislava	Bratislava	Bratislava	3	1	2	0	48.17	17.18
BA_136	Bratislava	Bratislava	Bratislava	6	2	2	2	48.17	17.18
BA_137	Bratislava	Bratislava	Bratislava	1	1	0	0	48.17	17.18
BA_138	Bratislava	Bratislava	Bratislava	6	0	0	6	48.17	17.18
BA_139	Bratislava	Bratislava	Bratislava	12	0	0	12	48.17	17.18
BA_140	Bratislava	Bratislava	Bratislava	3	2	1	0	48.17	17.18
BA_141	Bratislava	Bratislava	Bratislava	1	1	0	0	48.17	17.19
BA_142	Bratislava	Bratislava	Bratislava	6	6	0	0	48.18	17.04
BA_143	Bratislava	Bratislava	Bratislava	2	0	0	2	48.18	17.05
BA_144	Bratislava	Bratislava	Bratislava	2	2	0	0	48.18	17.06
BA_145	Bratislava	Bratislava	Bratislava	2	0	2	0	48.18	17.07
BA_146	Bratislava	Bratislava	Bratislava	8	8	0	0	48.18	17.07
BA_147	Bratislava	Bratislava	Bratislava	2	1	1	0	48.18	17.16
BA_148	Bratislava	Bratislava	Bratislava	2	1	1	0	48.18	17.16
BA_149	Bratislava	Bratislava	Bratislava	2	0	2	0	48.18	17.17
BA_150	Bratislava	Bratislava	Bratislava	2	1	1	0	48.18	17.17

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BA_151	Bratislava	Bratislava	Bratislava	2	1	1	0	48.18	17.17
BA_152	Bratislava	Bratislava	Bratislava	2	1	1	0	48.19	17.03
BA_153	Bratislava	Bratislava	Bratislava	2	2	0	0	48.19	17.03
BA_154	Bratislava	Bratislava	Bratislava	1	1	0	0	48.19	17.04
BA_155	Bratislava	Bratislava	Bratislava	1	1	0	0	48.19	17.04
BA_156	Bratislava	Bratislava	Bratislava	6	6	0	0	48.19	17.04
BA_157	Bratislava	Bratislava	Bratislava	4	0	0	4	48.19	17.04
BA_158	Bratislava	Bratislava	Bratislava	4	4	0	0	48.19	17.05
BA_159	Bratislava	Bratislava	Bratislava	3	1	0	2	48.19	17.18
BA_160	Bratislava	Bratislava	Bratislava	2	2	0	0	48.19	17.18
BA_161	Bratislava	Bratislava	Bratislava	4	0	0	4	48.19	17.18
BA_162	Bratislava	Bratislava	Bratislava	5	3	2	0	48.19	17.19
BA_163	Bratislava	Bratislava	Bratislava	6	5	1	0	48.19	17.19
BA_164	Bratislava	Bratislava	Bratislava	2	0	0	2	48.19	17.19
BA_165	Bratislava	Bratislava	Bratislava	2	0	2	0	48.19	17.19
BA_166	Bratislava	Bratislava	Bratislava	2	1	1	0	48.19	17.20
BA_167	Bratislava	Bratislava	Bratislava	4	4	0	0	48.19	17.20
BA_168	Bratislava	Bratislava	Bratislava	2	2	0	0	48.19	17.20
BA_169	Bratislava	Bratislava	Bratislava	2	1	1	0	48.19	17.25
BA_170	Bratislava	Bratislava	Bratislava	4	3	1	0	48.20	17.03
BA_171	Bratislava	Bratislava	Bratislava	6	6	0	0	48.20	17.03
BA_172	Bratislava	Bratislava	Bratislava	2	2	0	0	48.20	17.03
BA_173	Bratislava	Bratislava	Bratislava	5	4	1	0	48.20	17.04
BA_174	Bratislava	Bratislava	Bratislava	3	1	0	2	48.20	17.04
BA_175	Bratislava	Bratislava	Bratislava	2	0	2	0	48.20	17.04
BA_176	Bratislava	Bratislava	Bratislava	2	1	1	0	48.20	17.14
BA_177	Bratislava	Bratislava	Bratislava	3	1	2	0	48.20	17.15
BA_178	Bratislava	Bratislava	Bratislava	2	1	1	0	48.20	17.20
BA_179	Bratislava	Bratislava	Bratislava	3	1	2	0	48.21	16.98
BA_180	Bratislava	Bratislava	Bratislava	2	2	0	0	48.21	16.98
BA_181	Bratislava	Bratislava	Bratislava	1	0	0	1	48.21	16.99
BA_182	Bratislava	Bratislava	Bratislava	2	1	1	0	48.21	17.01
BA_183	Bratislava	Bratislava	Bratislava	6	4	2	0	48.21	17.01
BA_184	Bratislava	Bratislava	Bratislava	3	1	0	2	48.21	17.02
BA_185	Bratislava	Bratislava	Bratislava	2	1	1	0	48.21	17.02
BA_186	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.02
BA_187	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.02
BA_188	Bratislava	Bratislava	Bratislava	11	2	5	4	48.21	17.03
BA_189	Bratislava	Bratislava	Bratislava	2	1	1	0	48.21	17.03
BA_190	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.03
BA_191	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.03
BA_192	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.03
BA_193	Bratislava	Bratislava	Bratislava	2	0	0	2	48.21	17.15
BA_194	Bratislava	Bratislava	Bratislava	8	7	1	0	48.21	17.16
BA_195	Bratislava	Bratislava	Bratislava	2	1	1	0	48.21	17.16
BA_196	Bratislava	Bratislava	Bratislava	1	1	0	0	48.22	17.15
BA_197	Bratislava	Bratislava	Bratislava	4	4	0	0	48.23	17.03
BA_198	Bratislava	Bratislava	Bratislava	6	4	2	0	48.24	17.03
BA_199	Bratislava	Bratislava	Bratislava	2	0	0	2	48.24	17.04
BA_200	Bratislava	Bratislava	Bratislava	2	2	0	0	48.24	17.04
BA_201	Bratislava	Bratislava	Bratislava	2	1	1	0	48.25	17.03

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BA_202	Bratislava	Bratislava	Bratislava	2	2	0	0	48.99	21.26
BA_203	Bratislva	Bratislava	Bratislava	2	2	0	0	48.14	17.09
MA_001	Lozorno	Bratislava	Malacky	6	6	0	0	48.32	17.01
MA_002	Lozorno	Bratislava	Malacky	0	0	0	0	48.32	17.02
MA_003	Lozorno	Bratislava	Malacky	2	2	0	0	48.34	17.04
MA_004	Malacky	Bratislava	Malacky	2	2	0	0	48.25	17.01
MA_005	Malacky	Bratislava	Malacky	2	2	0	0	48.41	17.03
MA_006	Malacky	Bratislava	Malacky	3	1	0	2	48.43	17.03
MA_007	Malacky	Bratislava	Malacky	2	1	1	0	48.43	17.03
MA_008	Malacky	Bratislava	Malacky	2	0	2	0	48.43	17.03
MA_009	Malacky	Bratislava	Malacky	2	2	0	0	48.43	17.03
MA_010	Malacky	Bratislava	Malacky	2	0	0	2	48.44	17.01
MA_011	Malacky	Bratislava	Malacky	2	2	0	0	48.44	17.02
MA_012	Stupava	Bratislava	Malacky	1	1	0	0	48.28	17.03
PK_001	Častá	Bratislava	Pezinok	1	0	1	0	48.40	17.36
PK_002	Modra	Bratislava	Pezinok	2	2	0	0	48.21	17.18
PK_003	Modra	Bratislava	Pezinok	1	1	0	0	48.33	17.31
PK_004	Modra	Bratislava	Pezinok	2	1	1	0	48.33	17.31
PK_005	Modra	Bratislava	Pezinok	4	0	0	4	48.33	17.31
PK_006	Modra	Bratislava	Pezinok	1	1	0	0	48.36	17.31
PK_007	Modra	Bratislava	Pezinok	2	2	0	0	48.38	17.27
PK_008	Pezinok	Bratislava	Pezinok	1	0	1	0	48.28	17.26
PK_009	Pezinok	Bratislava	Pezinok	3	1	0	2	48.28	17.26
PK_010	Pezinok	Bratislava	Pezinok	4	0	0	4	48.28	17.29
PK_011	Pezinok	Bratislava	Pezinok	4	1	3	0	48.29	17.28
PK_012	Svätý Jur	Bratislava	Pezinok	1	0	1	0	48.26	17.21
SC_001	Bernolákovo	Bratislava	Senec	2	2	0	0	48.20	17.29
SC_002	Bernolákovo	Bratislava	Senec	2	1	1	0	48.20	17.30
SC_003	Bernolákovo	Bratislava	Senec	5	1	1	3	48.21	17.26
SC_004	Chorvátsky Grob	Bratislava	Senec	5	1	0	4	48.23	17.27
SC_005	Dunajská Lužná	Bratislava	Senec	2	0	2	0	48.08	17.27
SC_006	Dunajská Lužná	Bratislava	Senec	2	0	2	0	48.08	17.27
SC_007	Ivanka pri Dunaji	Bratislava	Senec	2	0	0	2	48.19	17.23
SC_008	Ivanka pri Dunaji	Bratislava	Senec	1	1	0	0	48.19	17.25
SC_009	Ivanka pri Dunaji	Bratislava	Senec	4	4	0	0	48.19	17.26
SC_010	Ivanka pri Dunaji	Bratislava	Senec	4	4	0	0	48.19	17.26
SC_011	Miloslavov	Bratislava	Senec	2	2	0	0	48.11	17.29
SC_012	Most pri Bratislave	Bratislava	Senec	2	1	1	0	48.14	17.28
SC_013	Senec	Bratislava	Senec	1	0	0	1	48.21	17.38
SC_014	Senec	Bratislava	Senec	3	1	0	2	48.22	17.39
SC_015	Senec	Bratislava	Senec	2	2	0	0	48.22	17.39
SC_016	Senec	Bratislava	Senec	2	1	1	0	48.22	17.40
SC_017	Senec	Bratislava	Senec	4	0	4	0	48.22	17.40
SC_018	Senec	Bratislava	Senec	2	1	1	0	48.23	17.40
SC_019	Senec	Bratislava	Senec	2	0	0	2	48.24	17.36
SC_020	Senec	Bratislava	Senec	2	0	0	2	48.24	17.36

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
SC_021	Tomášov	Bratislava	Senec	4	0	0	4	48.14	17.33
DS_001	Dunajská Streda	Trnava	Dunajská Streda	1	1	0	0	47.98	17.61
DS_002	Dunajská Streda	Trnava	Dunajská Streda	1	1	0	0	47.99	17.62
DS_003	Dunajská Streda	Trnava	Dunajská Streda	3	1	0	2	47.99	17.63
DS_004	Dunajská Streda	Trnava	Dunajská Streda	3	1	2	0	47.99	17.63
DS_005	Dunajská Streda	Trnava	Dunajská Streda	2	1	1	0	48.00	17.60
DS_006	Dunajská Streda	Trnava	Dunajská Streda	2	0	0	2	48.00	17.63
DS_007	Dunajská Streda	Trnava	Dunajská Streda	2	1	1	0	48.00	17.63
DS_008	Dunajská Streda	Trnava	Dunajská Streda	2	0	2	0	48.00	17.63
DS_009	Dunajská Streda	Trnava	Dunajská Streda	2	2	0	0	48.00	17.64
DS_010	Dunajská Streda	Trnava	Dunajská Streda	2	1	1	0	48.00	17.64
DS_011	Dunajská Streda	Trnava	Dunajská Streda	2	1	0	1	48.00	17.64
DS_012	Dunajská Streda	Trnava	Dunajská Streda	4	1	1	2	48.01	17.46
DS_013	Dunajská Streda	Trnava	Dunajská Streda	4	1	1	2	48.01	17.46
DS_014	Dunajská Streda	Trnava	Dunajská Streda	1	0	1	0	48.02	17.33
DS_015	Dunajská Streda	Trnava	Dunajská Streda	2	0	0	2	48.12	17.42
DS_016	Gabčíkovo	Trnava	Dunajská Streda	3	1	2	0	47.89	17.58
DS_017	Gabčíkovo	Trnava	Dunajská Streda	1	1	0	0	47.89	17.58
DS_018	Hviezdoslavov	Trnava	Dunajská Streda	2	0	2	0	48.06	17.36
DS_019	Hviezdoslavov	Trnava	Dunajská Streda	2	2	0	0	48.06	17.37
DS_020	Kútniky	Trnava	Dunajská Streda	3	1	0	2	47.98	17.66
DS_021	Okoč	Trnava	Dunajská Streda	2	0	2	0	47.90	17.81
DS_022	Orechová Potôň	Trnava	Dunajská Streda	2	2	0	0	48.05	17.57
DS_023	Orechová Potôň	Trnava	Dunajská Streda	1	1	0	0	48.05	17.57
DS_024	Šamorín	Trnava	Dunajská Streda	4	4	0	0	48.01	17.30
DS_025	Šamorín	Trnava	Dunajská Streda	2	1	1	0	48.03	17.30
DS_026	Šamorín	Trnava	Dunajská Streda	4	0	0	4	48.03	17.30
DS_027	Šamorín	Trnava	Dunajská Streda	2	1	1	0	48.04	17.30
DS_028	Veľké Blahovo	Trnava	Dunajská Streda	2	2	0	0	48.01	17.58
DS_029	Veľký Meder	Trnava	Dunajská Streda	1	1	0	0	47.86	17.76
DS_030	Veľký Meder	Trnava	Dunajská Streda	2	1	1	0	47.86	17.76
DS_031	Veľký Meder	Trnava	Dunajská Streda	2	0	2	0	47.86	17.77

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
DS_032	Veľký Meder	Trnava	Dunajská Streda	2	1	1	0	47.87	17.76
DS_033	Veľký Meder	Trnava	Dunajská Streda	4	0	0	4	47.87	17.76
GA_001	Galanta	Trnava	Galanta	3	1	0	2	48.19	17.73
GA_002	Galanta	Trnava	Galanta	4	0	0	4	48.19	17.73
GA_003	Galanta	Trnava	Galanta	2	1	1	0	48.19	17.74
GA_004	Galanta	Trnava	Galanta	2	0	0	2	48.20	17.63
GA_005	Galanta	Trnava	Galanta	2	1	1	0	48.20	17.73
GA_006	Galanta	Trnava	Galanta	4	0	2	2	48.20	17.73
GA_007	Galanta	Trnava	Galanta	3	1	2	0	48.20	17.75
GA_008	Galanta	Trnava	Galanta	2	2	0	0	48.21	17.73
GA_009	Matúškovo	Trnava	Galanta	2	2	0	0	48.17	17.73
GA_010	Sereď	Trnava	Galanta	2	1	1	0	48.28	17.70
GA_011	Sereď	Trnava	Galanta	2	2	0	0	48.28	17.74
GA_012	Sereď	Trnava	Galanta	2	0	2	0	48.28	17.74
GA_013	Sereď	Trnava	Galanta	2	2	0	0	48.29	17.74
GA_014	Sládkovičovo	Trnava	Galanta	1	0	1	0	48.12	17.38
GA_015	Sládkovičovo	Trnava	Galanta	2	2	0	0	48.19	17.62
GA_016	Sládkovičovo	Trnava	Galanta	3	1	2	0	48.20	17.64
GA_017	Trstice	Trnava	Galanta	1	1	0	0	48.01	17.80
GA_018	Veľké Úľany	Trnava	Galanta	8	8	0	0	48.11	17.59
GA_019	Vozokany	Trnava	Galanta	1	0	1	0	48.11	17.68
HC_001	Hlohovec	Trnava	Hlohovec	2	1	1	0	48.42	17.81
HC_002	Hlohovec	Trnava	Hlohovec	1	0	1	0	48.43	17.79
HC_003	Hlohovec	Trnava	Hlohovec	4	0	0	4	48.43	17.81
PN_001	Piešťany	Trnava	Piešťany	6	0	0	6	48.59	17.80
PN_002	Piešťany	Trnava	Piešťany	2	1	1	0	48.59	17.80
PN_003	Piešťany	Trnava	Piešťany	2	0	0	2	48.59	17.80
PN_004	Piešťany	Trnava	Piešťany	3	2	1	0	48.59	17.82
PN_005	Piešťany	Trnava	Piešťany	2	1	1	0	48.59	17.82
PN_006	Piešťany	Trnava	Piešťany	2	0	0	2	48.59	17.82
PN_007	Piešťany	Trnava	Piešťany	2	1	1	0	48.59	17.83
PN_008	Piešťany	Trnava	Piešťany	4	2	2	0	48.59	17.83
PN_009	Piešťany	Trnava	Piešťany	2	2	0	0	48.59	17.84
PN_010	Piešťany	Trnava	Piešťany	2	2	0	0	48.59	17.84
PN_011	Piešťany	Trnava	Piešťany	2	2	0	0	48.59	17.85
PN_012	Piešťany	Trnava	Piešťany	2	2	0	0	48.59	17.85
PN_013	Piešťany	Trnava	Piešťany	4	0	0	4	48.60	17.83
PN_014	Piešťany	Trnava	Piešťany	4	4	0	0	48.60	17.84
PN_015	Piešťany	Trnava	Piešťany	1	1	0	0	48.61	17.84
PN_016	Vrbové	Trnava	Piešťany	2	1	1	0	48.62	17.73
SE_001	Borský Svätý Jur	Trnava	Senica	2	2	0	0	48.61	17.04
SE_002	Kúty	Trnava	Senica	2	1	1	0	48.64	17.00
SE_003	Kúty	Trnava	Senica	2	1	1	0	48.65	17.01
SE_004	Kúty	Trnava	Senica	2	2	0	0	48.66	17.02
SE_005	Kúty	Trnava	Senica	1	1	0	0	48.66	17.02
SE_006	Sekule	Trnava	Senica	2	2	0	0	48.60	17.00
SE_007	Senica	Trnava	Senica	2	0	0	2	48.66	17.36
SE_008	Senica	Trnava	Senica	10	10	0	0	48.66	17.36
SE_009	Senica	Trnava	Senica	4	2	2	0	48.69	17.36

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
SE_010	Senica	Trnava	Senica	3	1	0	2	48.69	17.37
SE_011	Senica	Trnava	Senica	2	0	0	2	48.69	17.37
SE_012	Senica	Trnava	Senica	2	0	0	2	48.69	17.37
SE_013	Smrdáky	Trnava	Senica	2	2	0	0	48.72	17.30
SI_001	Holíč	Trnava	Skalica	2	0	0	2	48.48	17.09
SI_002	Holíč	Trnava	Skalica	2	2	0	0	48.81	17.15
SI_003	Holíč	Trnava	Skalica	2	0	2	0	48.81	17.16
SI_004	Skalica	Trnava	Skalica	2	2	0	0	48.50	17.13
SI_005	Skalica	Trnava	Skalica	3	1	2	0	48.84	17.22
SI_006	Skalica	Trnava	Skalica	2	2	0	0	48.84	17.22
SI_007	Skalica	Trnava	Skalica	2	0	2	0	48.84	17.22
SI_008	Skalica	Trnava	Skalica	2	0	0	2	48.84	17.22
TT_001	Jaslovské Bohunice	Trnava	Trnava	1	1	0	0	48.49	17.68
TT_002	Trnava	Trnava	Trnava	2	2	0	0	48.21	17.34
TT_003	Trnava	Trnava	Trnava	4	2	0	2	48.22	17.36
TT_004	Trnava	Trnava	Trnava	2	2	0	0	48.23	17.34
TT_005	Trnava	Trnava	Trnava	2	0	2	0	48.23	17.36
TT_006	Trnava	Trnava	Trnava	2	1	1	0	48.34	17.62
TT_007	Trnava	Trnava	Trnava	2	0	0	2	48.34	17.62
TT_008	Trnava	Trnava	Trnava	3	1	2	0	48.36	17.58
TT_009	Trnava	Trnava	Trnava	3	1	2	0	48.36	17.60
TT_010	Trnava	Trnava	Trnava	2	2	0	0	48.36	17.60
TT_011	Trnava	Trnava	Trnava	2	1	1	0	48.37	17.58
TT_012	Trnava	Trnava	Trnava	2	2	0	0	48.37	17.59
TT_013	Trnava	Trnava	Trnava	2	1	1	0	48.37	17.59
TT_014	Trnava	Trnava	Trnava	2	2	0	0	48.37	17.59
TT_015	Trnava	Trnava	Trnava	2	0	2	0	48.37	17.59
TT_016	Trnava	Trnava	Trnava	2	0	2	0	48.37	17.59
TT_017	Trnava	Trnava	Trnava	2	0	2	0	48.37	17.59
TT_018	Trnava	Trnava	Trnava	2	1	1	0	48.37	17.60
TT_019	Trnava	Trnava	Trnava	1	0	1	0	48.37	17.60
TT_020	Trnava	Trnava	Trnava	2	1	1	0	48.37	17.61
TT_021	Trnava	Trnava	Trnava	2	0	0	2	48.37	17.62
TT_022	Trnava	Trnava	Trnava	2	1	1	0	48.38	17.58
TT_023	Trnava	Trnava	Trnava	2	0	2	0	48.38	17.58
TT_024	Trnava	Trnava	Trnava	2	0	0	2	48.38	17.58
TT_025	Trnava	Trnava	Trnava	2	0	2	0	48.38	17.59
TT_026	Trnava	Trnava	Trnava	2	1	1	0	48.39	17.57
TT_027	Trnava	Trnava	Trnava	2	2	0	0	48.39	17.58
TT_028	Trnava	Trnava	Trnava	1	0	1	0	48.39	17.60
TT_029	Trnava	Trnava	Trnava	2	2	0	0	48.39	17.60
TT_030	Trnava	Trnava	Trnava	4	0	0	4	48.39	17.60
TT_031	Vlčkovce	Trnava	Trnava	2	0	0	2	48.31	17.65
TT_032	Zavar	Trnava	Trnava	2	2	0	0	48.21	17.38
BN_001	Bánovce nad Bebravou	Trenčín	Bánovce nad Bebravou	3	1	0	2	48.72	18.26
BN_002	Bánovce nad Bebravou	Trenčín	Bánovce nad Bebravou	2	2	0	0	48.72	18.26
BN_003	Bánovce nad Bebravou	Trenčín	Bánovce nad Bebravou	2	2	0	0	48.72	18.26
BN_004	Bánovce nad Bebravou	Trenčín	Bánovce nad Bebravou	2	2	0	0	48.72	18.26

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BN_005	Bánovce nad Bebravou	Trenčín	Bánovce nad Bebravou	2	0	2	0	48.73	18.25
IL_001	Dubnica nad Váhom	Trenčín	Ilava	6	0	0	6	48.95	18.15
IL_002	Dubnica nad Váhom	Trenčín	Ilava	2	2	0	0	48.95	18.16
IL_003	Dubnica nad Váhom	Trenčín	Ilava	5	5	0	0	48.95	18.19
IL_004	Dubnica nad Váhom	Trenčín	Ilava	2	2	0	0	48.96	18.17
IL_005	Dubnica nad Váhom	Trenčín	Ilava	3	1	2	0	48.96	18.18
IL_006	Dubnica nad Váhom	Trenčín	Ilava	2	0	2	0	48.96	18.18
IL_007	Ilava	Trenčín	Ilava	2	1	1	0	48.99	18.23
IL_008	Ilava	Trenčín	Ilava	2	0	0	2	48.99	18.23
IL_009	Ilava	Trenčín	Ilava	2	0	2	0	48.99	18.23
IL_010	Ilava	Trenčín	Ilava	2	2	0	0	48.99	18.23
IL_011	Ilava	Trenčín	Ilava	2	1	1	0	48.99	18.23
IL_012	Ilava	Trenčín	Ilava	2	2	0	0	49.10	21.10
IL_013	Košeca	Trenčín	Ilava	2	2	0	0	49.01	18.26
IL_014	Ladce	Trenčín	Ilava	1	0	1	0	49.03	18.29
IL_015	Nová Dubnica	Trenčín	Ilava	2	2	0	0	48.56	18.08
IL_016	Nová Dubnica	Trenčín	Ilava	2	2	0	0	48.93	18.15
IL_017	Nová Dubnica	Trenčín	Ilava	2	1	1	0	48.94	18.14
MY_001	Brezová pod Bradlom	Trenčín	Myjava	2	1	1	0	48.67	17.54
MY_002	Myjava	Trenčín	Myjava	3	1	2	0	48.75	17.57
MY_003	Myjava	Trenčín	Myjava	3	1	2	0	48.75	17.57
MY_004	Myjava	Trenčín	Myjava	2	1	1	0	48.75	17.57
MY_005	Myjava	Trenčín	Myjava	4	0	0	4	48.75	17.57
MY_006	Poriadie	Trenčín	Myjava	2	2	0	0	48.78	17.61
NM_001	Čachtice	Trenčín	Nové Mesto nad Váhom	2	2	0	0	48.71	17.78
NM_002	Čachtice	Trenčín	Nové Mesto nad Váhom	2	2	0	0	48.71	17.79
NM_003	Nové Mesto n. Váhom	Trenčín	Nové Mesto nad Váhom	2	1	1	0	48.76	17.85
NM_004	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	1	1	0	0	48.74	17.84
NM_005	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	2	2	0	0	48.75	17.83
NM_006	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	2	1	1	0	48.75	17.84
NM_007	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	1	0	1	0	48.76	17.83
NM_008	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	2	1	1	0	48.76	17.83
NM_009	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	2	0	0	2	48.76	17.84
NM_010	Nové Mesto nad Váhom	Trenčín	Nové Mesto nad Váhom	4	0	0	4	48.76	17.84
NM_011	Potvorice	Trenčín	Nové Mesto nad Váhom	2	2	0	0	48.69	17.85
NM_012	Stará Turá	Trenčín	Nové Mesto nad Váhom	2	1	1	0	48.78	17.69
PB_001	Domaniža	Trenčín	Považská Bystrica	2	2	0	0	49.05	18.55
PB_002	Malé Lednice	Trenčín	Považská Bystrica	1	0	1	0	49.04	18.34

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
PB_003	Papradno	Trenčín	Považská Bystrica	2	2	0	0	49.23	18.41
PB_004	Papradno	Trenčín	Považská Bystrica	2	2	0	0	49.23	18.41
PB_005	Považská Bystrica	Trenčín	Považská Bystrica	1	0	1	0	49.10	18.44
PB_006	Považská Bystrica	Trenčín	Považská Bystrica	2	2	0	0	49.10	18.46
PB_007	Považská Bystrica	Trenčín	Považská Bystrica	2	2	0	0	49.12	18.43
PB_008	Považská Bystrica	Trenčín	Považská Bystrica	2	1	1	0	49.12	18.44
PB_009	Považská Bystrica	Trenčín	Považská Bystrica	1	0	1	0	49.12	18.44
PD_001	Bojnice	Trenčín	Prievidza	1	1	0	0	48.78	18.58
PD_002	Bojnice	Trenčín	Prievidza	2	2	0	0	48.78	18.58
PD_003	Bojnice	Trenčín	Prievidza	2	1	1	0	48.78	18.59
PD_004	Bojnice	Trenčín	Prievidza	2	2	0	0	48.78	18.60
PD_005	Handlová	Trenčín	Prievidza	2	2	0	0	49.22	18.56
PD_006	Nedožery-Brezany	Trenčín	Prievidza	2	2	0	0	48.82	18.64
PD_007	Nedožery-Brezany	Trenčín	Prievidza	2	2	0	0	48.82	18.65
PD_008	Nitrianske Pravno	Trenčín	Prievidza	2	2	0	0	48.87	18.63
PD_009	Nováky	Trenčín	Prievidza	2	2	0	0	49.00	18.23
PD_010	Prievidza	Trenčín	Prievidza	2	2	0	0	48.46	18.36
PD_011	Prievidza	Trenčín	Prievidza	4	0	0	4	48.76	18.63
PD_012	Prievidza	Trenčín	Prievidza	2	1	1	0	48.77	18.62
PD_013	Prievidza	Trenčín	Prievidza	2	2	0	0	48.77	18.63
PD_014	Prievidza	Trenčín	Prievidza	2	2	0	0	48.77	18.63
PD_015	Prievidza	Trenčín	Prievidza	2	0	2	0	48.78	18.60
PD_016	Prievidza	Trenčín	Prievidza	2	0	0	2	48.78	18.60
PD_017	Prievidza	Trenčín	Prievidza	3	1	2	0	48.78	18.61
PD_018	Prievidza	Trenčín	Prievidza	3	1	2	0	48.78	18.61
PD_019	Prievidza	Trenčín	Prievidza	2	1	0	1	48.78	18.61
PD_020	Prievidza	Trenčín	Prievidza	2	1	1	0	48.78	18.63
PD_021	Zemianske Kostoľany	Trenčín	Prievidza	2	2	0	0	48.69	18.53
PD_022	Zemianske Kostoľany	Trenčín	Prievidza	1	0	1	0	48.69	18.53
PE_001	Malé Uherce	Trenčín	Partizánske	1	1	0	0	48.62	18.40
PE_002	Malé Uherce	Trenčín	Partizánske	4	0	0	4	48.62	18.40
PE_003	Partizánske	Trenčín	Partizánske	2	1	1	0	48.63	18.36
PE_004	Partizánske	Trenčín	Partizánske	2	1	1	0	48.63	18.36
PE_005	Partizánske	Trenčín	Partizánske	2	0	0	2	48.63	18.36
PU_001	Dohňany	Trenčín	Púchov	2	2	0	0	49.15	18.29
PU_002	Lúky	Trenčín	Púchov	2	2	0	0	49.19	18.23
PU_003	Púchov	Trenčín	Púchov	2	0	0	2	49.10	18.32
PU_004	Púchov	Trenčín	Púchov	2	1	1	0	49.11	18.32
PU_005	Púchov	Trenčín	Púchov	2	2	0	0	49.12	18.32
PU_006	Púchov	Trenčín	Púchov	2	1	1	0	49.12	18.32
PU_007	Púchov	Trenčín	Púchov	4	0	0	4	49.13	18.30
PU_008	Púchov	Trenčín	Púchov	2	1	1	0	49.13	18.33
PU_009	Púchov	Trenčín	Púchov	2	1	1	0	49.13	18.33
PU_010	Púchov	Trenčín	Púchov	2	0	0	2	49.13	18.33

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
TN_001	Chocholná-Velčice	Trenčín	Trenčín	2	0	0	2	48.87	17.96
TN_002	Chocholná-Velčice	Trenčín	Trenčín	2	0	0	2	48.87	17.96
TN_003	Nemšová	Trenčín	Trenčín	3	3	0	0	48.98	18.08
TN_004	Soblahov	Trenčín	Trenčín	2	2	0	0	48.85	18.10
TN_005	Trenčianska Turná	Trenčín	Trenčín	0	0	0	0	48.84	18.03
TN_006	Trenčianske Teplice	Trenčín	Trenčín	2	1	1	0	48.91	18.17
TN_007	Trenčianske Teplice	Trenčín	Trenčín	2	2	0	0	48.91	18.17
TN_008	Trenčín	Trenčín	Trenčín	3	1	0	2	48.86	18.02
TN_009	Trenčín	Trenčín	Trenčín	8	0	0	8	48.86	18.02
TN_010	Trenčín	Trenčín	Trenčín	2	0	2	0	48.86	18.02
TN_011	Trenčín	Trenčín	Trenčín	4	2	0	2	48.87	18.02
TN_012	Trenčín	Trenčín	Trenčín	2	2	0	0	48.87	18.02
TN_013	Trenčín	Trenčín	Trenčín	2	1	1	0	48.87	18.04
TN_014	Trenčín	Trenčín	Trenčín	1	1	0	0	48.88	18.02
TN_015	Trenčín	Trenčín	Trenčín	2	2	0	0	48.88	18.03
TN_016	Trenčín	Trenčín	Trenčín	1	0	1	0	48.88	18.03
TN_017	Trenčín	Trenčín	Trenčín	2	1	1	0	48.88	18.03
TN_018	Trenčín	Trenčín	Trenčín	2	2	0	0	48.88	18.03
TN_019	Trenčín	Trenčín	Trenčín	2	2	0	0	48.89	18.00
TN_020	Trenčín	Trenčín	Trenčín	2	0	2	0	48.89	18.00
TN_021	Trenčín	Trenčín	Trenčín	3	1	2	0	48.89	18.01
TN_022	Trenčín	Trenčín	Trenčín	7	3	4	0	48.89	18.06
TN_023	Trenčín	Trenčín	Trenčín	2	0	0	2	48.89	18.06
TN_024	Trenčín	Trenčín	Trenčín	2	1	1	0	48.89	18.06
TN_025	Trenčín	Trenčín	Trenčín	2	1	1	0	48.89	18.06
TN_026	Trenčín	Trenčín	Trenčín	2	0	2	0	48.89	18.07
TN_027	Trenčín	Trenčín	Trenčín	2	1	1	0	48.90	18.01
TN_028	Trenčín	Trenčín	Trenčín	1	0	1	0	48.90	18.02
TN_029	Trenčín	Trenčín	Trenčín	2	1	1	0	48.90	18.03
TN_030	Trenčín	Trenčín	Trenčín	4	4	0	0	48.90	18.05
TN_031	Veľké Bierovce	Trenčín	Trenčín	7	1	0	6	48.85	17.96
TN_032	Veľké Bierovce	Trenčín	Trenčín	2	0	0	2	48.85	17.96
KN_001	Bajč	Nitra	Komárno	2	1	1	0	47.92	18.21
KN_002	Bajč	Nitra	Komárno	2	1	1	0	47.93	18.21
KN_003	Búč	Nitra	Komárno	2	2	0	0	47.81	18.45
KN_004	Číčov	Nitra	Komárno	2	2	0	0	47.77	17.77
KN_005	Dedina Mládeže	Nitra	Komárno	2	2	0	0	47.95	18.01
KN_006	Dedina Mládeže	Nitra	Komárno	2	2	0	0	47.95	18.01
KN_007	Iža	Nitra	Komárno	2	2	0	0	47.75	18.22
KN_008	Kameničná	Nitra	Komárno	2	2	0	0	47.82	18.04
KN_009	Kolárovo	Nitra	Komárno	1	1	0	0	47.91	18.00
KN_010	Kolárovo	Nitra	Komárno	2	2	0	0	47.92	18.00
KN_011	Komárno	Nitra	Komárno	2	1	1	0	47.76	18.09
KN_012	Komárno	Nitra	Komárno	2	0	0	2	47.76	18.09
KN_013	Komárno	Nitra	Komárno	2	1	1	0	47.76	18.10
KN_014	Komárno	Nitra	Komárno	1	1	0	0	47.76	18.12

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
KN_015	Komárno	Nitra	Komárno	2	0	0	2	47.76	18.12
KN_016	Komárno	Nitra	Komárno	4	0	0	4	47.76	18.13
KN_017	Komárno	Nitra	Komárno	2	0	2	0	47.77	18.09
KN_018	Komárno	Nitra	Komárno	2	0	0	2	47.77	18.12
KN_019	Komárno	Nitra	Komárno	3	1	2	0	47.77	18.15
KN_020	Svätý Peter	Nitra	Komárno	1	1	0	0	47.85	18.28
KN_021	Zemianska Olča	Nitra	Komárno	4	2	2	0	47.80	17.88
LV_001	Kalná nad Hronom	Nitra	Levice	2	2	0	0	48.20	18.52
LV_002	Kalná nad Hronom	Nitra	Levice	2	2	0	0	48.20	18.52
LV_003	Kalná nad Hronom	Nitra	Levice	2	2	0	0	48.20	18.52
LV_004	Levice	Nitra	Levice	3	1	2	0	48.21	18.60
LV_005	Levice	Nitra	Levice	2	0	0	2	48.21	18.61
LV_006	Levice	Nitra	Levice	2	0	0	2	48.22	18.61
LV_007	Levice	Nitra	Levice	2	0	2	0	48.22	18.61
LV_008	Levice	Nitra	Levice	2	0	2	0	48.22	18.61
LV_009	Levice	Nitra	Levice	3	1	2	0	48.24	18.61
LV_010	Mochovce	Nitra	Levice	1	1	0	0	48.26	18.46
LV_011	Mochovce	Nitra	Levice	1	0	1	0	48.26	18.46
LV_012	Šahy	Nitra	Levice	2	0	0	2	48.06	18.96
LV_013	Šahy	Nitra	Levice	4	0	0	4	48.08	18.95
LV_014	Šahy	Nitra	Levice	2	2	0	0	49.41	19.48
LV_015	Tlmače-Lipník	Nitra	Levice	1	1	0	0	48.29	18.52
LV_016	Tupá	Nitra	Levice	4	0	0	4	48.11	18.88
LV_017	Želiezovce	Nitra	Levice	3	1	2	0	48.03	18.39
LV_018	Želiezovce	Nitra	Levice	2	2	0	0	49.14	20.42
NR_001	Čabaj-Čápor	Nitra	Nitra	2	2	0	0	48.24	18.02
NR_002	Čechynce	Nitra	Nitra	2	2	0	0	48.25	18.16
NR_003	Čechynce	Nitra	Nitra	2	2	0	0	48.26	18.16
NR_004	Dolné Obdokovce	Nitra	Nitra	1	0	1	0	48.18	18.12
NR_005	Hosťová	Nitra	Nitra	2	2	0	0	48.34	18.21
NR_006	Lehota	Nitra	Nitra	2	2	0	0	48.31	17.99
NR_007	Lehota	Nitra	Nitra	2	2	0	0	48.31	17.99
NR_008	Nitra	Nitra	Nitra	2	1	1	0	48.18	18.05
NR_009	Nitra	Nitra	Nitra	4	4	0	0	48.19	18.01
NR_010	Nitra	Nitra	Nitra	4	4	0	0	48.19	18.05
NR_011	Nitra	Nitra	Nitra	1	0	1	0	48.29	18.07
NR_012	Nitra	Nitra	Nitra	4	2	2	0	48.29	18.08
NR_013	Nitra	Nitra	Nitra	2	1	1	0	48.30	18.06
NR_014	Nitra	Nitra	Nitra	2	1	1	0	48.30	18.07
NR_015	Nitra	Nitra	Nitra	4	4	0	0	48.31	18.06
NR_016	Nitra	Nitra	Nitra	2	1	1	0	48.31	18.06
NR_017	Nitra	Nitra	Nitra	3	1	2	0	48.31	18.06
NR_018	Nitra	Nitra	Nitra	3	1	0	2	48.31	18.07
NR_019	Nitra	Nitra	Nitra	4	4	0	0	48.31	18.08
NR_020	Nitra	Nitra	Nitra	4	4	0	0	48.31	18.08
NR_021	Nitra	Nitra	Nitra	2	1	1	0	48.31	18.09
NR_022	Nitra	Nitra	Nitra	1	1	0	0	48.31	18.09
NR_023	Nitra	Nitra	Nitra	5	2	1	2	48.31	18.09

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
NR_024	Nitra	Nitra	Nitra	2	1	1	0	48.31	18.11
NR_025	Nitra	Nitra	Nitra	2	1	1	0	48.31	18.11
NR_026	Nitra	Nitra	Nitra	2	1	1	0	48.32	18.04
NR_027	Nitra	Nitra	Nitra	3	1	2	0	48.32	18.06
NR_028	Nitra	Nitra	Nitra	3	1	2	0	48.32	18.10
NR_029	Nitra	Nitra	Nitra	2	0	0	2	48.32	18.10
NR_030	Nitra	Nitra	Nitra	2	1	1	0	48.32	18.12
NR_031	Nitra	Nitra	Nitra	4	2	2	0	48.33	18.05
NR_032	Nitra	Nitra	Nitra	2	0	0	2	48.33	18.08
NR_033	Nitra	Nitra	Nitra	3	1	0	2	48.33	18.08
NR_034	Nitra	Nitra	Nitra	4	0	0	4	48.33	18.08
NR_035	Nitra	Nitra	Nitra	8	0	0	8	48.33	18.27
NR_036	Nitra	Nitra	Nitra	6	6	0	0	48.35	18.05
NR_037	Pohranice	Nitra	Nitra	1	0	0	1	48.32	18.17
NR_038	Pohranice	Nitra	Nitra	1	0	0	1	48.32	18.17
NR_039	Štitáre	Nitra	Nitra	1	0	1	0	48.36	18.20
NR_040	Veľké Janíkovce	Nitra	Nitra	4	2	0	2	48.28	18.14
NR_041	Veľký Cetín	Nitra	Nitra	2	2	0	0	48.22	18.19
NR_042	Vráble	Nitra	Nitra	2	2	0	0	48.08	18.95
NR_043	Vráble	Nitra	Nitra	3	1	2	0	48.25	18.30
NR_044	Výčapy-Opatovce	Nitra	Nitra	2	1	1	0	48.24	18.05
NZ_001	Gbelce	Nitra	Nové Zámky	1	1	0	0	47.85	18.53
NZ_002	Hurbanovo	Nitra	Nové Zámky	2	0	2	0	47.88	18.19
NZ_003	Hurbanovo	Nitra	Nové Zámky	2	1	1	0	47.88	18.20
NZ_004	Hurbanovo	Nitra	Nové Zámky	2	1	1	0	47.89	18.20
NZ_005	Nové Zámky	Nitra	Nové Zámky	3	1	0	2	47.97	18.18
NZ_006	Nové Zámky	Nitra	Nové Zámky	4	2	2	0	47.98	18.15
NZ_007	Nové Zámky	Nitra	Nové Zámky	2	0	2	0	47.98	18.18
NZ_008	Nové Zámky	Nitra	Nové Zámky	3	1	2	0	47.99	18.16
NZ_009	Nové Zámky	Nitra	Nové Zámky	2	2	0	0	47.99	18.16
NZ_010	Nové Zámky	Nitra	Nové Zámky	2	0	0	2	47.99	18.17
NZ_011	Nové Zámky	Nitra	Nové Zámky	3	1	1	1	48.00	18.16
NZ_012	Nové Zámky	Nitra	Nové Zámky	2	1	0	1	48.00	18.16
NZ_013	Podhajská	Nitra	Nové Zámky	2	2	0	0	48.09	18.34
NZ_014	Štúrovo	Nitra	Nové Zámky	4	4	0	0	47.80	18.71
NZ_015	Štúrovo	Nitra	Nové Zámky	2	0	0	2	47.80	18.71
NZ_016	Štúrovo	Nitra	Nové Zámky	2	2	0	0	47.80	18.72
NZ_017	Štúrovo	Nitra	Nové Zámky	3	1	2	0	47.80	18.73
NZ_018	Štúrovo	Nitra	Nové Zámky	1	0	1	0	47.80	18.73
NZ_019	Šurany	Nitra	Nové Zámky	1	1	0	0	48.09	18.18
NZ_020	Šurany	Nitra	Nové Zámky	2	2	0	0	48.09	18.18
NZ_021	Šurany	Nitra	Nové Zámky	2	0	2	0	48.09	18.18
NZ_022	Šurany	Nitra	Nové Zámky	2	0	2	0	48.09	18.18
NZ_023	Šurany	Nitra	Nové Zámky	2	2	0	0	48.09	18.18
NZ_024	Šurany	Nitra	Nové Zámky	4	4	0	0	48.09	18.19
SA_001	Močenok	Nitra	Šaľa	2	2	0	0	48.23	17.93
SA_002	Močenok	Nitra	Šaľa	2	2	0	0	48.23	17.93
SA_003	Močenok	Nitra	Šaľa	2	2	0	0	48.23	17.93
SA_004	Šaľa	Nitra	Šaľa	2	2	0	0	48.12	17.86
SA_005	Šaľa	Nitra	Šaľa	2	2	0	0	48.15	17.87

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
SA_006	Šaľa	Nitra	Šaľa	2	2	0	0	48.15	17.87
SA_007	Šaľa	Nitra	Šaľa	2	2	0	0	48.15	17.87
SA_008	Šaľa	Nitra	Šaľa	2	2	0	0	48.16	17.86
SA_009	Šaľa	Nitra	Šaľa	2	0	2	0	48.16	17.88
SA_010	Šaľa	Nitra	Šaľa	2	2	0	0	48.17	17.84
TO_001	Topoľčany	Nitra	Topoľčany	2	0	2	0	48.55	18.17
TO_002	Topoľčany	Nitra	Topoľčany	2	2	0	0	48.56	18.14
TO_003	Topoľčany	Nitra	Topoľčany	2	1	1	0	48.56	18.15
TO_004	Topoľčany	Nitra	Topoľčany	3	1	2	0	48.56	18.17
TO_005	Topoľčany	Nitra	Topoľčany	3	1	1	1	48.56	18.18
TO_006	Topoľčany	Nitra	Topoľčany	2	1	1	0	48.56	18.18
TO_007	Topoľčany	Nitra	Topoľčany	2	0	0	2	48.57	18.19
ZM_001	Beladice	Nitra	Zlaté Moravce	4	0	0	4	48.33	18.27
ZM_002	Čaradice	Nitra	Zlaté Moravce	4	0	0	4	48.36	18.50
ZM_003	Čaradice	Nitra	Zlaté Moravce	4	0	0	4	48.36	18.50
ZM_004	Čaradice	Nitra	Zlaté Moravce	4	0	0	4	48.36	18.50
ZM_005	Topoľčianky	Nitra	Zlaté Moravce	2	2	0	0	48.42	18.41
ZM_006	Volkovce	Nitra	Zlaté Moravce	4	0	0	4	48.35	18.48
ZM_007	Zlaté Moravce	Nitra	Zlaté Moravce	3	1	2	0	48.39	18.39
ZM_008	Zlaté Moravce	Nitra	Zlaté Moravce	2	2	0	0	48.39	18.39
ZM_009	Zlaté Moravce	Nitra	Zlaté Moravce	2	2	0	0	48.39	18.39
ZM_010	Zlaté Moravce	Nitra	Zlaté Moravce	2	1	1	0	48.39	18.39
BY_001	Bytča	Žilina	Bytča	2	2	0	0	49.22	18.56
BY_002	Bytča	Žilina	Bytča	2	2	0	0	49.22	18.56
BY_003	Bytča	Žilina	Bytča	2	2	0	0	49.22	18.56
BY_004	Bytča	Žilina	Bytča	2	1	1	0	49.22	18.56
BY_005	Bytča	Žilina	Bytča	4	0	0	4	49.22	18.57
BY_006	Bytča	Žilina	Bytča	2	0	2	0	49.22	18.57
BY_007	Bytča	Žilina	Bytča	1	1	0	0	49.23	18.56
CA_001	Čadca	Žilina	Čadca	4	1	1	2	48.38	18.79
CA_002	Čadca	Žilina	Čadca	6	6	0	0	49.43	18.80
CA_003	Čadca	Žilina	Čadca	2	2	0	0	49.43	18.80
CA_004	Čadca	Žilina	Čadca	2	1	1	0	49.44	18.79
CA_005	Krásno nad Kysucou	Žilina	Čadca	2	2	0	0	49.40	18.83
CA_006	Krásno nad Kysucou	Žilina	Čadca	1	1	0	0	49.40	18.83
CA_007	Osčadnica	Žilina	Čadca	2	2	0	0	49.42	18.92
CA_008	Turzovka	Žilina	Čadca	2	1	1	0	49.40	18.63
CA_009	Turzovka	Žilina	Čadca	1	1	0	0	49.41	18.63
CA_010	Vysoká nad Kysucou	Žilina	Čadca	2	2	0	0	49.38	18.55
CA_011	Vysoká nad Kysucou	Žilina	Čadca	2	2	0	0	49.38	18.55
CA_012	Vysoká nad Kysucou	Žilina	Čadca	2	2	0	0	49.38	18.55
DK_001	Dlhá nad Oravou	Žilina	Dolný Kubín	1	0	1	0	49.16	19.26
DK_002	Dlhá nad Oravou	Žilina	Dolný Kubín	2	2	0	0	49.26	19.45
DK_003	Dolný Kubín	Žilina	Dolný Kubín	2	2	0	0	49.12	19.16
DK_004	Dolný Kubín	Žilina	Dolný Kubín	2	2	0	0	49.12	19.16
DK_005	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.17
DK_006	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.17

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
DK_007	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.17
DK_008	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.17
DK_009	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.18
DK_010	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.12	19.18
DK_011	Dolný Kubín	Žilina	Dolný Kubín	1	1	0	0	49.14	19.18
DK_012	Dolný Kubín	Žilina	Dolný Kubín	2	2	0	0	49.21	19.29
DK_013	Dolný Kubín	Žilina	Dolný Kubín	2	2	0	0	49.21	19.29
DK_014	Dolný Kubín	Žilina	Dolný Kubín	3	1	2	0	49.21	19.30
DK_015	Dolný Kubín	Žilina	Dolný Kubín	6	0	0	6	49.21	19.30
DK_016	Dolný Kubín	Žilina	Dolný Kubín	2	2	0	0	49.21	19.30
DK_017	Dolný Kubín	Žilina	Dolný Kubín	2	1	1	0	49.21	19.30
DK_018	Dolný Kubín	Žilina	Dolný Kubín	2	0	0	2	49.22	19.30
DK_019	Istebné	Žilina	Dolný Kubín	10	8	2	0	49.20	19.22
DK_020	Kraľovany	Žilina	Dolný Kubín	2	2	0	0	49.15	19.10
DK_021	Oravský Podzámok	Žilina	Dolný Kubín	2	2	0	0	49.26	19.36
DK_022	Oravský Podzámok	Žilina	Dolný Kubín	1	0	1	0	49.26	19.36
DK_023	Zázrivá	Žilina	Dolný Kubín	4	2	2	0	49.26	19.10
KM_001	Kysucké Nové Mesto	Žilina	Kysucké Nové Mesto	2	0	0	2	49.18	18.46
KM_002	Kysucké Nové Mesto	Žilina	Kysucké Nové Mesto	6	4	0	2	49.30	18.77
KM_003	Kysucké Nové Mesto	Žilina	Kysucké Nové Mesto	2	2	0	0	49.30	18.79
KM_004	Kysucké Nové Mesto	Žilina	Kysucké Nové Mesto	3	1	2	0	49.31	18.79
LM_001	Demänovská Dolina	Žilina	Liptovský Mikuláš	4	0	0	4	48.97	19.58
LM_002	Demänovská Dolina	Žilina	Liptovský Mikuláš	2	2	0	0	48.98	19.59
LM_003	Demänovská Dolina	Žilina	Liptovský Mikuláš	1	1	0	0	48.98	19.59
LM_004	Demänovská Dolina	Žilina	Liptovský Mikuláš	4	0	0	4	49.05	19.58
LM_005	Kráľova Lehota	Žilina	Liptovský Mikuláš	2	2	0	0	49.03	19.78
LM_006	Liptovská Sielnica	Žilina	Liptovský Mikuláš	2	2	0	0	49.14	19.51
LM_007	Liptovský Hrádok	Žilina	Liptovský Mikuláš	2	2	0	0	48.27	19.82
LM_008	Liptovský Hrádok	Žilina	Liptovský Mikuláš	2	1	1	0	49.04	19.71
LM_009	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	2	0	0	49.02	19.34
LM_010	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	2	0	0	49.02	19.58
LM_011	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	0	0	2	49.04	19.36
LM_012	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	2	0	0	49.05	19.58
LM_013	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	4	0	0	4	49.05	19.58
LM_014	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	0	0	2	49.07	19.59
LM_015	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	2	0	0	49.07	19.66
LM_016	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	0	0	2	49.08	19.60

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
LM_017	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	1	1	0	49.08	19.61
LM_018	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	1	1	0	49.09	19.60
LM_019	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	4	3	1	0	49.09	19.61
LM_020	Liptovský Mikuláš	Žilina	Liptovský Mikuláš	2	2	0	0	49.09	19.63
LM_021	Liptovský Trnovec	Žilina	Liptovský Mikuláš	2	2	0	0	49.11	19.55
LM_022	Nižná Boca	Žilina	Liptovský Mikuláš	4	4	0	0	48.97	19.77
LM_023	Pribylina	Žilina	Liptovský Mikuláš	2	2	0	0	49.10	19.80
MT_001	Benice	Žilina	Martin	1	1	0	0	49.00	18.87
MT_002	Blatnica	Žilina	Martin	1	1	0	0	48.94	18.92
MT_003	Blatnica	Žilina	Martin	1	1	0	0	48.94	18.92
MT_004	Bystrička	Žilina	Martin	1	1	0	0	49.05	18.88
MT_005	Bystrička	Žilina	Martin	2	2	0	0	49.05	18.88
MT_006	Košťany nad Turcom	Žilina	Martin	3	1	0	2	49.03	18.91
MT_007	Lipovec	Žilina	Martin	1	1	0	0	49.13	18.92
MT_008	Martin	Žilina	Martin	6	6	0	0	49.05	18.91
MT_009	Martin	Žilina	Martin	2	2	0	0	49.05	18.92
MT_010	Martin	Žilina	Martin	1	1	0	0	49.05	18.93
MT_011	Martin	Žilina	Martin	1	0	1	0	49.06	18.92
MT_012	Martin	Žilina	Martin	2	1	1	0	49.06	18.92
MT_013	Martin	Žilina	Martin	2	2	0	0	49.06	18.92
MT_014	Martin	Žilina	Martin	4	2	2	0	49.07	18.90
MT_015	Martin	Žilina	Martin	4	0	2	2	49.07	18.91
MT_016	Martin	Žilina	Martin	2	2	0	0	49.07	18.91
MT_017	Martin	Žilina	Martin	4	2	2	0	49.07	18.91
MT_018	Martin	Žilina	Martin	2	2	0	0	49.07	18.93
MT_019	Martin	Žilina	Martin	2	2	0	0	49.08	18.86
MT_020	Martin	Žilina	Martin	1	1	0	0	49.08	18.90
MT_021	Martin	Žilina	Martin	2	2	0	0	49.08	18.90
MT_022	Martin	Žilina	Martin	1	1	0	0	49.08	18.92
MT_023	Martin	Žilina	Martin	2	1	1	0	49.08	18.92
MT_024	Martin	Žilina	Martin	4	0	0	4	49.08	18.92
MT_025	Martin	Žilina	Martin	2	1	1	0	49.09	18.92
MT_026	Martin	Žilina	Martin	2	1	1	0	49.09	18.93
MT_027	Martin	Žilina	Martin	2	0	0	2	49.09	18.93
MT_028	Martin	Žilina	Martin	1	1	0	0	49.10	18.92
MT_029	Martin	Žilina	Martin	6	4	2	0	49.10	18.92
MT_030	Martin	Žilina	Martin	2	2	0	0	49.10	18.92
MT_031	Martin	Žilina	Martin	4	2	2	0	49.10	18.94
MT_032	Martin	Žilina	Martin	2	2	0	0	49.11	18.93
MT_033	Sučany	Žilina	Martin	1	1	0	0	49.10	18.99
MT_034	Valča	Žilina	Martin	2	2	0	0	49.01	18.81
MT_035	Valča	Žilina	Martin	2	2	0	0	49.01	18.81
MT_036	Valča	Žilina	Martin	4	2	2	0	49.01	18.81
MT_037	Valča	Žilina	Martin	4	2	2	0	49.01	18.81
MT_038	Valča	Žilina	Martin	2	2	0	0	49.02	18.80
MT_039	Vrútky	Žilina	Martin	1	1	0	0	49.11	18.92

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
NO_001	Námestovo	Žilina	Námestovo	2	2	0	0	48.55	22.07
NO_002	Námestovo	Žilina	Námestovo	2	2	0	0	49.41	19.48
NO_003	Námestovo	Žilina	Námestovo	3	1	2	0	49.41	19.49
NO_004	Námestovo	Žilina	Námestovo	2	2	0	0	49.41	19.50
NO_005	Námestovo	Žilina	Námestovo	2	2	0	0	49.41	19.50
NO_006	Námestovo	Žilina	Námestovo	3	1	2	0	49.42	19.50
RK_001	Hubová	Žilina	Ružomberok	2	2	0	0	49.12	19.20
RK_002	Ivachnová	Žilina	Ružomberok	2	1	0	1	49.09	19.42
RK_003	Ivachnová	Žilina	Ružomberok	2	0	2	0	49.09	19.42
RK_004	Lúčky	Žilina	Ružomberok	4	4	0	0	49.13	19.40
RK_005	Ružomberok	Žilina	Ružomberok	3	1	0	2	49.08	19.28
RK_006	Ružomberok	Žilina	Ružomberok	2	1	1	0	49.08	19.32
RK_007	Ružomberok	Žilina	Ružomberok	2	2	0	0	49.08	19.32
RK_008	Ružomberok	Žilina	Ružomberok	4	1	3	0	49.08	19.33
RK_009	Ružomberok	Žilina	Ružomberok	6	4	2	0	49.09	19.31
TR_001	Turčianske Teplice	Žilina	Turčianske Teplice	2	2	0	0	48.86	18.86
TR_002	Turčianske Teplice	Žilina	Turčianske Teplice	1	1	0	0	48.87	18.86
TR_003	Turčianske Teplice	Žilina	Turčianske Teplice	2	1	1	0	48.87	18.86
TS_001	Tvrdošín	Žilina	Tvrdošín	2	0	2	0	49.32	19.54
TS_002	Tvrdošín	Žilina	Tvrdošín	2	0	2	0	49.32	19.54
TS_003	Tvrdošín	Žilina	Tvrdošín	2	1	1	0	49.32	19.55
TS_004	Tvrdošín	Žilina	Tvrdošín	1	1	0	0	49.33	19.55
TS_005	Tvrdošín	Žilina	Tvrdošín	2	1	1	0	49.33	19.55
TS_006	Zuberec	Žilina	Tvrdošín	2	1	1	0	49.26	19.61
TS_007	Zuberec	Žilina	Tvrdošín	2	2	0	0	49.26	19.61
ZA_001	Dolný Hričov	Žilina	Žilina	4	0	0	4	49.23	18.62
ZA_002	Gbeľany	Žilina	Žilina	2	2	0	0	49.21	18.85
ZA_003	Rajec	Žilina	Žilina	2	2	0	0	49.09	18.63
ZA_004	Rajec	Žilina	Žilina	1	1	0	0	49.09	18.64
ZA_005	Rajecké Teplice	Žilina	Žilina	1	1	0	0	49.13	18.68
ZA_006	Terchová	Žilina	Žilina	1	1	0	0	49.26	19.04
ZA_007	Žilina	Žilina	Žilina	4	2	0	2	49.13	18.42
ZA_008	Žilina	Žilina	Žilina	2	0	2	0	49.13	18.45
ZA_009	Žilina	Žilina	Žilina	2	2	0	0	49.19	18.73
ZA_010	Žilina	Žilina	Žilina	4	4	0	0	49.20	18.77
ZA_011	Žilina	Žilina	Žilina	2	0	2	0	49.20	18.77
ZA_012	Žilina	Žilina	Žilina	2	2	0	0	49.21	18.72
ZA_013	Žilina	Žilina	Žilina	2	2	0	0	49.21	18.72
ZA_014	Žilina	Žilina	Žilina	2	2	0	0	49.21	18.73
ZA_015	Žilina	Žilina	Žilina	6	2	1	3	49.21	18.75
ZA_016	Žilina	Žilina	Žilina	2	2	0	0	49.21	18.75
ZA_017	Žilina	Žilina	Žilina	2	2	0	0	49.21	18.76
ZA_018	Žilina	Žilina	Žilina	3	1	2	0	49.22	18.74
ZA_019	Žilina	Žilina	Žilina	2	2	0	0	49.22	18.74
ZA_020	Žilina	Žilina	Žilina	1	1	0	0	49.22	18.75
ZA_021	Žilina	Žilina	Žilina	2	2	0	0	49.22	18.75
ZA_022	Žilina	Žilina	Žilina	2	1	1	0	49.22	18.76
ZA_023	Žilina	Žilina	Žilina	2	0	0	2	49.23	18.61

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
ZA_024	Žilina	Žilina	Žilina	2	1	1	0	49.23	18.72
ZA_025	Žilina	Žilina	Žilina	1	1	0	0	49.23	18.73
ZA_026	Žilina	Žilina	Žilina	2	0	2	0	49.23	18.73
ZA_027	Žilina	Žilina	Žilina	2	2	0	0	49.23	18.74
ZA_028	Žilina	Žilina	Žilina	4	4	0	0	49.23	18.74
ZA_029	Žilina	Žilina	Žilina	3	1	1	1	49.23	18.74
ZA_030	Žilina	Žilina	Žilina	2	2	0	0	49.23	18.74
ZA_031	Žilina	Žilina	Žilina	2	2	0	0	49.23	18.74
ZA_032	Žilina	Žilina	Žilina	3	1	2	0	49.24	18.71
ZA_033	Žilina	Žilina	Žilina	1	1	0	0	49.26	18.75
BB_001	Banská Bystrica	Banská Bystrica	Banská Bystrica	7	5	2	0	48.70	19.14
BB_002	Banská Bystrica	Banská Bystrica	Banská Bystrica	4	4	0	0	48.71	19.13
BB_003	Banská Bystrica	Banská Bystrica	Banská Bystrica	4	0	0	4	48.71	19.14
BB_004	Banská Bystrica	Banská Bystrica	Banská Bystrica	4	0	0	4	48.73	19.12
BB_005	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	0	2	0	48.73	19.13
BB_006	Banská Bystrica	Banská Bystrica	Banská Bystrica	8	0	0	8	48.73	19.14
BB_007	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	1	1	0	48.73	19.14
BB_008	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	0	2	0	48.73	19.14
BB_009	Banská Bystrica	Banská Bystrica	Banská Bystrica	5	1	0	4	48.73	19.14
BB_010	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	1	1	0	48.74	19.13
BB_011	Banská Bystrica	Banská Bystrica	Banská Bystrica	3	3	0	0	48.74	19.15
BB_012	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	1	1	0	48.74	19.16
BB_013	Banská Bystrica	Banská Bystrica	Banská Bystrica	6	0	0	6	48.74	19.16
BB_014	Banská Bystrica	Banská Bystrica	Banská Bystrica	4	0	0	4	48.74	19.16
BB_015	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	0	0	2	48.74	19.19
BB_016	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	1	1	0	48.75	19.17
BB_017	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	0	0	2	48.76	19.14
BB_018	Banská Bystrica	Banská Bystrica	Banská Bystrica	2	2	0	0	48.76	19.14
BB_019	Banská Bystrica	Banská Bystrica	Banská Bystrica	3	1	2	0	48.79	19.10
BB_020	Donovaly	Banská Bystrica	Banská Bystrica	3	1	2	0	48.88	19.23
BB_021	Donovaly	Banská Bystrica	Banská Bystrica	5	4	1	0	48.88	19.24
BB_022	Vlkanová	Banská Bystrica	Banská Bystrica	6	4	2	0	48.39	19.09
BB_023	Vlkanová	Banská Bystrica	Banská Bystrica	6	6	0	0	48.39	19.09
BB_024	Vlkanová	Banská Bystrica	Banská Bystrica	6	6	0	0	48.39	19.09
BR_001	Beňuš	Banská Bystrica	Brezno	2	2	0	0	48.83	19.76
BR_002	Brezno	Banská Bystrica	Brezno	3	1	2	0	48.81	19.63

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
BR_003	Brezno	Banská Bystrica	Brezno	2	2	0	0	48.81	19.63
BR_004	Brezno	Banská Bystrica	Brezno	2	1	1	0	48.81	19.63
BR_005	Brezno	Banská Bystrica	Brezno	2	0	0	2	48.81	19.63
BR_006	Bystrá	Banská Bystrica	Brezno	4	4	0	0	48.52	19.36
BR_007	Bystrá	Banská Bystrica	Brezno	2	2	0	0	48.85	19.60
BR_008	Bystrá	Banská Bystrica	Brezno	4	4	0	0	48.87	19.61
BR_009	Polomka	Banská Bystrica	Brezno	2	1	1	0	48.51	19.52
BS_001	Banská Štiavnica	Banská Bystrica	Banská Štiavnica	4	2	2	0	48.27	18.55
BS_002	Banská Štiavnica	Banská Bystrica	Banská Štiavnica	1	1	0	0	48.46	18.90
DT_001	Detva	Banská Bystrica	Detva	3	1	2	0	48.32	19.24
DT_002	Detva	Banská Bystrica	Detva	1	1	0	0	48.54	19.40
DT_003	Detva	Banská Bystrica	Detva	2	0	0	2	48.54	19.40
DT_004	Detva	Banská Bystrica	Detva	2	1	1	0	48.54	19.40
DT_005	Hriňová	Banská Bystrica	Detva	2	2	0	0	48.58	19.52
DT_006	Hriňová	Banská Bystrica	Detva	1	1	0	0	48.58	19.53
DT_007	Kriváň	Banská Bystrica	Detva	2	1	1	0	48.53	19.46
DT_008	Vígľaš	Banská Bystrica	Detva	1	1	0	0	48.32	19.19
DT_009	Vígľaš	Banská Bystrica	Detva	4	0	0	4	48.55	19.32
KA_001	Dudince	Banská Bystrica	Krupina	2	2	0	0	48.17	18.88
KA_002	Krupina	Banská Bystrica	Krupina	3	1	2	0	48.20	19.04
KA_003	Krupina	Banská Bystrica	Krupina	1	1	0	0	48.35	19.07
LC_001	Fiľakovo	Banská Bystrica	Lučenec	2	2	0	0	48.26	19.82
LC_002	Fiľakovo	Banská Bystrica	Lučenec	2	2	0	0	48.27	19.82
LC_003	Lučenec	Banská Bystrica	Lučenec	4	2	2	0	48.33	19.66
LC_004	Lučenec	Banská Bystrica	Lučenec	2	0	2	0	48.33	19.66
LC_005	Lučenec	Banská Bystrica	Lučenec	3	1	1	1	48.33	19.67
LC_006	Lučenec	Banská Bystrica	Lučenec	3	1	2	0	48.34	19.66
LC_007	Lučenec	Banská Bystrica	Lučenec	1	0	1	0	48.34	19.68
LC_008	Lučenec	Banská Bystrica	Lučenec	4	0	0	4	48.34	19.68
LC_009	Lučenec	Banská Bystrica	Lučenec	2	2	0	0	48.34	19.69
LC_010	Lučenec	Banská Bystrica	Lučenec	1	0	1	0	48.34	19.69
LC_011	Lučenec	Banská Bystrica	Lučenec	4	0	0	4	48.34	19.69

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
RA_001	Muráň	Banská Bystrica	Revúca	2	2	0	0	48.74	20.05
RA_002	Revúca	Banská Bystrica	Revúca	2	2	0	0	48.24	18.30
RA_003	Revúca	Banská Bystrica	Revúca	2	2	0	0	48.68	20.11
RA_004	Revúca	Banská Bystrica	Revúca	2	2	0	0	48.68	20.12
RA_005	Revúca	Banská Bystrica	Revúca	2	2	0	0	48.68	20.12
RA_006	Revúca	Banská Bystrica	Revúca	3	1	2	0	48.68	20.13
RA_007	Tornaľa	Banská Bystrica	Revúca	2	2	0	0	48.24	20.19
RA_008	Tornaľa	Banská Bystrica	Revúca	2	1	1	0	48.41	20.32
RA_009	Tornaľa	Banská Bystrica	Revúca	3	1	2	0	48.42	20.32
RS_001	Hnúšťa	Banská Bystrica	Rimavská Sobota	1	1	0	0	48.57	19.95
RS_002	Hnúšťa	Banská Bystrica	Rimavská Sobota	2	2	0	0	48.58	19.95
RS_003	Hnúšťa	Banská Bystrica	Rimavská Sobota	2	2	0	0	48.58	19.95
RS_004	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	2	0	2	0	48.38	20.02
RS_005	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	2	0	2	0	48.38	20.02
RS_006	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	4	0	0	4	48.38	20.02
RS_007	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	4	0	0	4	48.39	20.00
RS_008	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	4	0	0	4	48.39	20.00
RS_009	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	2	2	0	0	48.39	20.02
RS_010	Rimavská Sobota	Banská Bystrica	Rimavská Sobota	2	2	0	0	48.39	20.02
VK_001	Ipeľské Predmostie	Banská Bystrica	Veľký Krtíš	2	2	0	0	48.06	19.06
VK_002	Slovenské Ďarmoty	Banská Bystrica	Veľký Krtíš	2	2	0	0	48.09	19.29
VK_003	Veľký Krtíš	Banská Bystrica	Veľký Krtíš	1	0	1	0	48.13	19.20
VK_004	Veľký Krtíš	Banská Bystrica	Veľký Krtíš	1	0	1	0	48.21	19.34
VK_005	Veľký Krtíš	Banská Bystrica	Veľký Krtíš	2	0	2	0	48.21	19.34
VK_006	Veľký Krtíš	Banská Bystrica	Veľký Krtíš	2	1	1	0	48.21	19.35
ZC_001	Hronský Beňadik	Banská Bystrica	Žarnovica	1	1	0	0	48.34	18.56
ZC_002	Nová Baňa	Banská Bystrica	Žarnovica	2	2	0	0	48.42	18.64
ZC_003	Žarnovica	Banská Bystrica	Žarnovica	3	1	2	0	48.48	18.72
ZH_001	Kremnica	Banská Bystrica	Žiar nad Hronom	2	0	2	0	48.70	18.91
ZH_002	Kremnica	Banská Bystrica	Žiar nad Hronom	1	1	0	0	48.74	18.99
ZH_003	Lehôtka pod Brehmi	Banská Bystrica	Žiar nad Hronom	4	0	0	4	48.55	18.82
ZH_004	Žiar n. Hronom	Banská Bystrica	Žiar nad Hronom	2	2	0	0	48.59	18.85

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
ZH_005	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	2	2	0	0	48.34	18.52
ZH_006	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	3	1	2	0	48.59	18.85
ZH_007	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	2	2	0	0	48.59	18.85
ZH_008	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	2	1	1	0	48.60	18.85
ZH_009	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	2	1	1	0	48.60	18.85
ZH_010	Žiar nad Hronom	Banská Bystrica	Žiar nad Hronom	2	0	0	2	48.60	18.85
ZV_001	Budča	Banská Bystrica	Zvolen	2	1	1	0	48.57	19.06
ZV_002	Budča	Banská Bystrica	Zvolen	2	1	1	0	48.57	19.06
ZV_003	Budča	Banská Bystrica	Zvolen	2	0	0	2	48.57	19.06
ZV_004	Budča	Banská Bystrica	Zvolen	2	0	0	2	48.57	19.06
ZV_005	Sielnica	Banská Bystrica	Zvolen	4	0	0	4	48.63	19.10
ZV_006	Sielnica	Banská Bystrica	Zvolen	2	2	0	0	48.64	19.14
ZV_007	Zvolen	Banská Bystrica	Zvolen	3	2	1	0	48.34	19.09
ZV_008	Zvolen	Banská Bystrica	Zvolen	4	2	2	0	48.34	19.09
ZV_009	Zvolen	Banská Bystrica	Zvolen	1	1	0	0	48.56	19.15
ZV_010	Zvolen	Banská Bystrica	Zvolen	2	2	0	0	48.57	19.12
ZV_011	Zvolen	Banská Bystrica	Zvolen	6	2	0	4	48.57	19.14
ZV_012	Zvolen	Banská Bystrica	Zvolen	6	6	0	0	48.57	19.14
ZV_013	Zvolen	Banská Bystrica	Zvolen	4	0	0	4	48.57	19.14
ZV_014	Zvolen	Banská Bystrica	Zvolen	1	1	0	0	48.57	19.16
ZV_015	Zvolen	Banská Bystrica	Zvolen	2	1	1	0	48.58	19.10
ZV_016	Zvolen	Banská Bystrica	Zvolen	4	4	0	0	48.58	19.10
ZV_017	Zvolen	Banská Bystrica	Zvolen	2	1	1	0	48.58	19.10
ZV_018	Zvolen	Banská Bystrica	Zvolen	4	0	0	4	48.58	19.10
ZV_019	Zvolen	Banská Bystrica	Zvolen	1	1	0	0	48.58	19.11
ZV_020	Zvolen	Banská Bystrica	Zvolen	4	0	0	4	48.58	19.11
ZV_021	Zvolen	Banská Bystrica	Zvolen	6	0	0	6	48.58	19.11
ZV_022	Zvolen	Banská Bystrica	Zvolen	2	1	1	0	48.58	19.11
ZV_023	Zvolen	Banská Bystrica	Zvolen	2	0	2	0	48.58	19.11
ZV_024	Zvolen	Banská Bystrica	Zvolen	3	1	0	2	48.58	19.12
ZV_025	Zvolen	Banská Bystrica	Zvolen	4	4	0	0	48.58	19.12
ZV_026	Zvolen	Banská Bystrica	Zvolen	2	0	2	0	48.58	19.14

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
ZV_027	Zvolen	Banská Bystrica	Zvolen	2	1	1	0	48.58	19.15
ZV_028	Zvolen	Banská Bystrica	Zvolen	2	0	2	0	48.58	19.15
ZV_029	Zvolen	Banská Bystrica	Zvolen	2	2	0	0	48.59	19.12
BJ_001	Bardejov	Prešov	Bardejov	2	2	0	0	49.17	21.16
BJ_002	Bardejov	Prešov	Bardejov	2	2	0	0	49.20	21.17
BJ_003	Bardejov	Prešov	Bardejov	1	1	0	0	49.29	21.27
BJ_004	Bardejov	Prešov	Bardejov	2	2	0	0	49.29	21.28
BJ_005	Bardejov	Prešov	Bardejov	2	2	0	0	49.30	21.25
BJ_006	Bardejov	Prešov	Bardejov	6	4	2	0	49.30	21.26
BJ_007	Bardejov	Prešov	Bardejov	2	0	2	0	49.30	21.27
BJ_008	Bardejov	Prešov	Bardejov	2	1	1	0	49.30	21.28
BJ_009	Bardejov	Prešov	Bardejov	2	1	1	0	49.30	21.28
BJ_010	Bardejov	Prešov	Bardejov	4	0	0	4	49.30	21.28
HE_001	Humenné	Prešov	Humenné	2	0	2	0	48.93	21.88
HE_002	Humenné	Prešov	Humenné	2	1	1	0	48.93	21.89
HE_003	Humenné	Prešov	Humenné	3	1	2	0	48.93	21.90
HE_004	Humenné	Prešov	Humenné	5	3	2	0	48.93	21.91
HE_005	Humenné	Prešov	Humenné	2	0	2	0	48.93	21.91
HE_006	Koškovce	Prešov	Humenné	2	2	0	0	49.03	21.57
HE_007	Udavské	Prešov	Humenné	2	2	0	0	48.97	21.97
KK_001	Červený Kláštor	Prešov	Kežmarok	2	2	0	0	49.40	20.41
KK_002	Kežmarok	Prešov	Kežmarok	2	2	0	0	49.04	19.72
KK_003	Kežmarok	Prešov	Kežmarok	3	1	0	2	49.13	20.43
KK_004	Kežmarok	Prešov	Kežmarok	2	0	2	0	49.13	20.43
KK_005	Kežmarok	Prešov	Kežmarok	2	2	0	0	49.14	20.43
KK_006	Kežmarok	Prešov	Kežmarok	2	2	0	0	49.16	20.45
KK_007	Slovenská Ves	Prešov	Kežmarok	2	2	0	0	49.23	20.43
KK_008	Spišská Belá	Prešov	Kežmarok	1	1	0	0	49.19	20.45
KK_009	Spišská Belá	Prešov	Kežmarok	2	2	0	0	49.19	20.45
KK_010	Stará Lesná	Prešov	Kežmarok	2	2	0	0	49.15	20.28
KK_011	Stará Lesná	Prešov	Kežmarok	2	2	0	0	49.15	20.29
KK_012	Stará Lesná	Prešov	Kežmarok	2	2	0	0	49.15	20.29
KK_013	Stará Lesná	Prešov	Kežmarok	2	2	0	0	49.15	20.29
KK_014	Veľká Franková	Prešov	Kežmarok	2	2	0	0	49.34	20.30
KK_015	Veľká Lomnica	Prešov	Kežmarok	2	2	0	0	49.08	20.20
LE_001	Beharovce	Prešov	Levoča	2	2	0	0	49.00	20.81
LE_002	Levoča	Prešov	Levoča	3	1	2	0	49.02	20.58
LE_003	Levoča	Prešov	Levoča	1	1	0	0	49.02	20.58
LE_004	Levoča	Prešov	Levoča	2	1	1	0	49.02	20.58
LE_005	Levoča	Prešov	Levoča	2	2	0	0	49.03	20.59
LE_006	Spišské Podhradie	Prešov	Levoča	4	4	0	0	48.59	20.45
ML_001	Habura	Prešov	Medzilaborce	2	2	0	0	49.32	21.86
ML_002	Kalinov	Prešov	Medzilaborce	2	2	0	0	49.32	21.92
ML_003	Medzilaborce	Prešov	Medzilaborce	1	1	0	0	49.27	21.90
ML_004	Výrava	Prešov	Medzilaborce	2	2	0	0	49.19	22.01
PO_001	Ľubotice	Prešov	Prešov	4	2	0	2	49.01	21.26

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
PO_002	Nižná Šebastová	Prešov	Prešov	2	2	0	0	49.03	21.28
PO_003	Prešov	Prešov	Prešov	2	2	0	0	48.96	21.26
PO_004	Prešov	Prešov	Prešov	3	1	2	0	48.96	21.26
PO_005	Prešov	Prešov	Prešov	3	2	1	0	48.98	21.24
PO_006	Prešov	Prešov	Prešov	2	2	0	0	48.98	21.25
PO_007	Prešov	Prešov	Prešov	4	1	3	0	48.99	21.24
PO_008	Prešov	Prešov	Prešov	3	2	1	0	48.99	21.24
PO_009	Prešov	Prešov	Prešov	14	6	4	4	48.99	21.25
PO_010	Prešov	Prešov	Prešov	4	3	1	0	48.99	21.26
PO_011	Prešov	Prešov	Prešov	2	1	1	0	48.99	21.26
PO_012	Prešov	Prešov	Prešov	2	0	2	0	48.99	21.26
PO_013	Prešov	Prešov	Prešov	2	2	0	0	48.99	21.26
PO_014	Prešov	Prešov	Prešov	3	3	0	0	49.00	21.21
PO_015	Prešov	Prešov	Prešov	2	2	0	0	49.00	21.22
PO_016	Prešov	Prešov	Prešov	2	0	2	0	49.00	21.27
PO_017	Prešov	Prešov	Prešov	2	0	2	0	49.00	21.27
PO_018	Prešov	Prešov	Prešov	2	2	0	0	49.00	21.27
PO_019	Prešov	Prešov	Prešov	3	1	2	0	49.01	21.22
PO_020	Prešov	Prešov	Prešov	4	0	0	4	49.01	21.22
PO_021	Prešov	Prešov	Prešov	2	1	1	0	49.01	21.26
PO_022	Prešov	Prešov	Prešov	2	1	1	0	49.01	21.26
PO_023	Prešov	Prešov	Prešov	4	0	0	4	49.04	21.21
PO_024	Prešov	Prešov	Prešov	2	0	0	2	49.04	21.21
PO_025	Ruská Nová Ves	Prešov	Prešov	2	2	0	0	48.98	21.33
PO_026	Veľký Šariš	Prešov	Prešov	2	2	0	0	49.04	21.19
PO_027	Veľký Šariš	Prešov	Prešov	2	2	0	0	49.04	21.19
PP_001	Batizovce	Prešov	Poprad	2	2	0	0	49.07	20.19
PP_002	Batizovce	Prešov	Poprad	2	2	0	0	49.07	20.19
PP_003	Poprad	Prešov	Poprad	3	1	2	0	49.03	20.15
PP_004	Poprad	Prešov	Poprad	2	2	0	0	49.03	20.17
PP_005	Poprad	Prešov	Poprad	3	1	0	2	49.05	20.29
PP_006	Poprad	Prešov	Poprad	4	4	0	0	49.05	20.29
PP_007	Poprad	Prešov	Poprad	7	5	2	0	49.05	20.29
PP_008	Poprad	Prešov	Poprad	2	2	0	0	49.05	20.29
PP_009	Poprad	Prešov	Poprad	2	2	0	0	49.05	20.29
PP_010	Poprad	Prešov	Poprad	2	1	1	0	49.05	20.30
PP_011	Poprad	Prešov	Poprad	6	6	0	0	49.05	20.30
PP_012	Poprad	Prešov	Poprad	2	1	1	0	49.06	20.26
PP_013	Poprad	Prešov	Poprad	5	2	1	2	49.06	20.27
PP_014	Poprad	Prešov	Poprad	2	2	0	0	49.06	20.27
PP_015	Poprad	Prešov	Poprad	2	0	0	2	49.06	20.27
PP_016	Poprad	Prešov	Poprad	2	2	0	0	49.06	20.29
PP_017	Poprad	Prešov	Poprad	1	1	0	0	49.06	20.30
PP_018	Poprad	Prešov	Poprad	2	1	1	0	49.06	20.31
PP_019	Poprad	Prešov	Poprad	2	2	0	0	49.07	20.25
PP_020	Poprad	Prešov	Poprad	6	0	0	6	49.07	20.33
PP_021	Poprad	Prešov	Poprad	2	1	0	1	49.07	20.33
PP_022	Poprad	Prešov	Poprad	4	0	0	4	49.07	20.33
PP_023	Poprad	Prešov	Poprad	2	1	1	0	49.17	20.28
PP_024	Štrba	Prešov	Poprad	2	2	0	0	49.12	20.06

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
PP_025	Štrba	Prešov	Poprad	4	4	0	0	49.12	20.07
PP_026	Svit	Prešov	Poprad	2	2	0	0	49.06	20.19
PP_027	Svit	Prešov	Poprad	2	2	0	0	49.06	20.20
PP_028	Svit	Prešov	Poprad	2	2	0	0	49.06	20.20
PP_029	Svit	Prešov	Poprad	2	2	0	0	49.06	20.20
PP_030	Tatranská Štrba	Prešov	Poprad	8	8	0	0	49.09	20.06
PP_031	Vysoké Tatry	Prešov	Poprad	1	1	0	0	49.12	20.06
PP_032	Vysoké Tatry	Prešov	Poprad	1	1	0	0	49.12	20.06
PP_033	Vysoké Tatry	Prešov	Poprad	4	4	0	0	49.14	20.22
PP_034	Vysoké Tatry	Prešov	Poprad	2	0	2	0	49.14	20.22
PP_035	Vysoké Tatry	Prešov	Poprad	3	1	2	0	49.14	20.23
PP_036	Vysoké Tatry	Prešov	Poprad	1	1	0	0	49.16	20.16
PP_037	Vysoké Tatry	Prešov	Poprad	1	1	0	0	49.16	20.29
PP_038	Ždiar	Prešov	Poprad	3	1	2	0	49.16	20.15
PP_039	Ždiar	Prešov	Poprad	4	4	0	0	49.27	20.31
SB_001	Lipany	Prešov	Sabinov	2	2	0	0	49.15	20.96
SB_002	Lúčka	Prešov	Sabinov	2	2	0	0	49.06	21.28
SB_003	Sabinov	Prešov	Sabinov	2	2	0	0	48.73	18.25
SB_004	Sabinov	Prešov	Sabinov	2	2	0	0	49.10	21.10
SB_005	Sabinov	Prešov	Sabinov	2	1	1	0	49.10	21.11
SB_006	Sabinov	Prešov	Sabinov	4	0	4	0	49.11	21.08
SK_001	Giraltovce	Prešov	Svidník	2	2	0	0	49.12	21.52
SK_002	Kružlová	Prešov	Svidník	2	2	0	0	49.36	21.58
SK_003	Okrúhle	Prešov	Svidník	2	2	0	0	49.18	21.55
SK_004	Roztoky	Prešov	Svidník	2	2	0	0	49.39	21.49
SK_005	Soboš	Prešov	Svidník	2	2	0	0	49.15	21.55
SK_006	Svidník	Prešov	Svidník	2	2	0	0	49.30	21.57
SK_007	Svidník	Prešov	Svidník	2	1	1	0	49.31	21.57
SL_001	Ľubotín	Prešov	Stará Ľubovňa	2	2	0	0	49.26	20.87
SL_002	Plaveč	Prešov	Stará Ľubovňa	2	2	0	0	49.26	20.84
SL_003	Plavnica	Prešov	Stará Ľubovňa	2	2	0	0	49.28	20.79
SL_004	Stará Ľubovňa	Prešov	Stará Ľubovňa	2	2	0	0	49.30	20.69
SL_005	Stará Ľubovňa	Prešov	Stará Ľubovňa	2	0	2	0	49.30	20.69
SL_006	Stará Ľubovňa	Prešov	Stará Ľubovňa	5	3	2	0	49.31	20.68
SP_001	Baňa	Prešov	Stropkov	2	2	0	0	49.22	21.61
SP_002	Bžany	Prešov	Stropkov	2	2	0	0	49.06	21.66
SP_003	Bžany	Prešov	Stropkov	2	2	0	0	49.06	21.66
SP_004	Lúčka	Prešov	Stropkov	2	2	0	0	49.02	20.73
SP_005	Stropkov	Prešov	Stropkov	1	1	0	0	49.20	21.65
SP_006	Stropkov	Prešov	Stropkov	2	1	1	0	49.20	21.65
SP_007	Vyšná Olšava	Prešov	Stropkov	2	2	0	0	49.16	21.61
SV_001	Belá nad Cirochou	Prešov	Snina	2	2	0	0	48.98	22.10
SV_002	Belá nad Cirochou	Prešov	Snina	2	2	0	0	48.98	22.10
SV_003	Pichne	Prešov	Snina	2	2	0	0	49.04	22.12
SV_004	Snina	Prešov	Snina	1	1	0	0	48.59	22.07
SV_005	Snina	Prešov	Snina	2	2	0	0	48.72	18.54

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
VT_001	Čičava	Prešov	Vranov nad Topľou	2	2	0	0	48.92	21.67
VT_002	Čierne nad Topľou	Prešov	Vranov nad Topľou	2	2	0	0	49.00	21.57
VT_003	Kladzany	Prešov	Vranov nad Topľou	2	2	0	0	48.89	21.75
VT_004	Nižný Hrabovec	Prešov	Vranov nad Topľou	2	2	0	0	48.85	21.75
VT_005	Nižný Hrušov	Prešov	Vranov nad Topľou	2	2	0	0	48.81	21.77
VT_006	Nižný Hrušov	Prešov	Vranov nad Topľou	2	2	0	0	48.81	21.77
VT_007	Sačurov	Prešov	Vranov nad Topľou	2	2	0	0	48.82	21.69
VT_008	Sečovská Polianka	Prešov	Vranov nad Topľou	4	4	0	0	48.47	21.41
VT_009	Soľ	Prešov	Vranov nad Topľou	2	2	0	0	48.55	21.36
VT_010	Vranov nad Topľou	Prešov	Vranov nad Topľou	3	2	1	0	48.88	21.67
VT_011	Vranov nad Topľou	Prešov	Vranov nad Topľou	3	1	2	0	48.88	21.68
VT_012	Vranov nad Topľou	Prešov	Vranov nad Topľou	2	0	2	0	48.88	21.70
VT_013	Vranov nad Topľou	Prešov	Vranov nad Topľou	2	2	0	0	48.89	21.68
VT_014	Vranov nad Topľou	Prešov	Vranov nad Topľou	2	2	0	0	48.89	21.69
GL_001	Gelnica	Košice	Gelnica	1	1	0	0	48.85	20.94
GL_002	Margecany	Košice	Gelnica	2	2	0	0	48.89	21.01
KE_001	Košice	Košice	Košice	1	1	0	0	48.42	21.15
KE_002	Košice	Košice	Košice	2	2	0	0	48.44	21.15
KE_003	Košice	Košice	Košice	2	2	0	0	48.44	21.15
KE_004	Košice	Košice	Košice	4	4	0	0	48.44	21.16
KE_005	Košice	Košice	Košice	2	2	0	0	48.44	21.16
KE_006	Košice	Košice	Košice	2	0	2	0	48.44	21.16
KE_007	Košice	Košice	Košice	2	1	1	0	48.63	21.17
KE_008	Košice	Košice	Košice	1	1	0	0	48.67	21.24
KE_009	Košice	Košice	Košice	2	1	1	0	48.67	21.24
KE_010	Košice	Košice	Košice	2	1	1	0	48.67	21.27
KE_011	Košice	Košice	Košice	1	1	0	0	48.67	21.30
KE_012	Košice	Košice	Košice	2	1	1	0	48.68	21.27
KE_013	Košice	Košice	Košice	3	1	2	0	48.68	21.29
KE_014	Košice	Košice	Košice	6	0	0	6	48.69	21.24
KE_015	Košice	Košice	Košice	12	0	0	12	48.69	21.24
KE_016	Košice	Košice	Košice	2	0	0	2	48.69	21.24
KE_017	Košice	Košice	Košice	2	0	0	2	48.69	21.24
KE_018	Košice	Košice	Košice	2	0	0	2	48.69	21.25
KE_019	Košice	Košice	Košice	1	1	0	0	48.69	21.27
KE_020	Košice	Košice	Košice	3	1	2	0	48.70	21.24
KE_021	Košice	Košice	Košice	5	3	2	0	48.70	21.24
KE_022	Košice	Košice	Košice	2	1	1	0	48.70	21.24
KE_023	Košice	Košice	Košice	1	1	0	0	48.70	21.25
KE_024	Košice	Košice	Košice	4	2	2	0	48.70	21.25
KE_025	Košice	Košice	Košice	4	0	0	4	48.70	21.25
KE_026	Košice	Košice	Košice	4	0	0	4	48.70	21.26
KE_027	Košice	Košice	Košice	2	1	1	0	48.71	21.23

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
KE_028	Košice	Košice	Košice	1	1	0	0	48.71	21.24
KE_029	Košice	Košice	Košice	2	0	2	0	48.71	21.25
KE_030	Košice	Košice	Košice	2	1	1	0	48.72	21.21
KE_031	Košice	Košice	Košice	2	2	0	0	48.72	21.21
KE_032	Košice	Košice	Košice	2	2	0	0	48.72	21.21
KE_033	Košice	Košice	Košice	7	3	0	4	48.72	21.24
KE_034	Košice	Košice	Košice	5	3	2	0	48.72	21.25
KE_035	Košice	Košice	Košice	2	0	2	0	48.72	21.25
KE_036	Košice	Košice	Košice	2	1	1	0	48.72	21.26
KE_037	Košice	Košice	Košice	2	2	0	0	48.72	21.26
KE_038	Košice	Košice	Košice	1	1	0	0	48.72	21.26
KE_039	Košice	Košice	Košice	2	0	2	0	48.72	21.27
KE_040	Košice	Košice	Košice	2	0	2	0	48.73	21.24
KE_041	Košice	Košice	Košice	1	1	0	0	48.73	21.26
KE_042	Košice	Košice	Košice	4	0	0	4	48.73	21.28
KE_043	Košice	Košice	Košice	2	1	1	0	48.73	21.29
KE_044	Košice	Košice	Košice	2	0	2	0	48.73	21.29
KE_045	Košice	Košice	Košice	2	1	1	0	48.74	21.26
KE_046	Košice	Košice	Košice	6	0	0	6	48.74	21.26
KE_047	Košice	Košice	Košice	1	1	0	0	48.74	21.27
KE_048	Košice	Košice	Košice	3	1	0	2	48.74	21.27
KE_049	Košice	Košice	Košice	3	1	0	2	48.74	21.28
KE_050	Košice	Košice	Košice	1	1	0	0	48.75	21.21
KE_051	Košice	Košice	Košice	1	1	0	0	48.75	21.23
KE_052	Košice	Košice	Košice	2	1	1	0	48.75	21.27
KE_053	Košice	Košice	Košice	2	1	1	0	48.76	21.26
KS_001	Herľany	Košice	Košice-okolie	2	2	0	0	48.80	21.47
KS_002	Moldava nad Bodvou	Košice	Košice-okolie	1	1	0	0	48.61	20.99
KS_003	Moldava nad Bodvou	Košice	Košice-okolie	2	1	1	0	48.61	20.99
KS_004	Moldava nad Bodvou	Košice	Košice-okolie	2	2	0	0	48.61	20.99
KS_005	Moldava nad Bodvou	Košice	Košice-okolie	2	0	0	2	48.61	20.99
KS_006	Moldava nad Bodvou	Košice	Košice-okolie	1	1	0	0	48.61	21.00
KS_007	Perín-Chym	Košice	Košice-okolie	2	2	0	0	48.54	21.19
KS_008	Rešica	Košice	Košice-okolie	2	2	0	0	48.54	21.04
KS_009	Štós	Košice	Košice-okolie	1	1	0	0	48.72	20.80
KS_010	Veľká Ida	Košice	Košice-okolie	2	2	0	0	48.59	21.16
MI_001	Drahňov	Košice	Michalovce	2	2	0	0	48.59	21.97
MI_002	Drahňov	Košice	Michalovce	2	2	0	0	48.59	21.97
MI_003	Kaluža	Košice	Michalovce	4	2	2	0	48.48	22.00
MI_004	Michalovce	Košice	Michalovce	3	2	1	0	48.44	21.55
MI_005	Michalovce	Košice	Michalovce	2	0	2	0	48.45	21.54
MI_006	Michalovce	Košice	Michalovce	2	2	0	0	48.45	21.55
MI_007	Michalovce	Košice	Michalovce	2	2	0	0	48.74	21.89
MI_008	Michalovce	Košice	Michalovce	2	0	2	0	48.74	21.89
MI_009	Michalovce	Košice	Michalovce	2	2	0	0	48.75	21.91
MI_010	Michalovce	Košice	Michalovce	2	2	0	0	48.75	21.91
MI_011	Michalovce	Košice	Michalovce	6	0	0	6	48.75	21.92
MI_012	Michalovce	Košice	Michalovce	2	2	0	0	48.76	21.92

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
MI_014	Michalovce	Košice	Michalovce	2	2	0	0	48.76	21.92
MI_015	Michalovce	Košice	Michalovce	2	2	0	0	48.76	21.92
MI_016	Michalovce	Košice	Michalovce	2	2	0	0	48.76	21.92
MI_017	Pavlovce nad Uhom	Košice	Michalovce	2	2	0	0	48.62	22.06
MI_018	Ptrukša	Košice	Michalovce	2	2	0	0	48.49	22.14
MI_019	Šamudovce	Košice	Michalovce	2	2	0	0	48.42	21.53
MI_020	Trhovište	Košice	Michalovce	2	2	0	0	48.70	21.80
MI_021	Tušice	Košice	Michalovce	2	2	0	0	48.72	21.75
MI_022	Tušická Nová Ves	Košice	Michalovce	2	2	0	0	48.72	21.75
MI_023	Veľké Kapušany	Košice	Michalovce	2	2	0	0	48.05	18.65
MI_024	Veľké Kapušany	Košice	Michalovce	2	2	0	0	48.56	22.07
MI_025	Veľké Kapušany	Košice	Michalovce	1	1	0	0	48.56	22.08
RV_001	Čoltovo	Košice	Rožňava	6	0	0	6	48.49	20.37
RV_002	Rožňava	Košice	Rožňava	2	0	2	0	48.65	20.53
RV_003	Rožňava	Košice	Rožňava	3	1	2	0	48.66	20.53
RV_004	Rožňava	Košice	Rožňava	3	1	1	1	48.66	20.54
SN_001	Hrabušice	Košice	Spišská Nová Ves	2	2	0	0	48.58	20.23
SN_002	Hrabušice	Košice	Spišská Nová Ves	2	2	0	0	48.98	20.41
SN_003	Kolinovce	Košice	Spišská Nová Ves	2	2	0	0	48.93	20.85
SN_004	Krompachy	Košice	Spišská Nová Ves	2	1	1	0	48.92	20.87
SN_005	Krompachy	Košice	Spišská Nová Ves	2	2	0	0	48.92	20.87
SN_006	Krompachy	Košice	Spišská Nová Ves	1	1	0	0	48.92	20.88
SN_007	Poráč	Košice	Spišská Nová Ves	2	2	0	0	48.88	20.73
SN_008	Rudňany	Košice	Spišská Nová Ves	2	2	0	0	48.88	20.68
SN_009	Smižany	Košice	Spišská Nová Ves	2	2	0	0	48.56	20.29
SN_010	Smižany	Košice	Spišská Nová Ves	2	2	0	0	48.95	20.53
SN_011	Smižany	Košice	Spišská Nová Ves	3	1	2	0	48.96	20.52
SN_012	Spišská Nová Ves	Košice	Spišská Nová Ves	4	2	0	2	48.56	20.33
SN_013	Spišská Nová Ves	Košice	Spišská Nová Ves	5	3	2	0	48.94	20.58
SN_014	Spišská Nová Ves	Košice	Spišská Nová Ves	2	1	1	0	48.95	20.53
SN_015	Spišská Nová Ves	Košice	Spišská Nová Ves	2	2	0	0	48.95	20.55
SN_016	Spišská Nová Ves	Košice	Spišská Nová Ves	1	1	0	0	48.95	20.56
SN_017	Spišská Nová Ves	Košice	Spišská Nová Ves	2	2	0	0	48.95	20.56
SN_018	Spišské Tomášovce	Košice	Spišská Nová Ves	2	2	0	0	48.56	20.28
SO_001	Sobrance	Košice	Sobrance	2	2	0	0	48.75	22.18
TV_001	Čerhov	Košice	Trebišov	2	2	0	0	48.46	21.65
TV_002	Dargov	Košice	Trebišov	2	2	0	0	48.73	21.58

Charging location ID	Municipality	Region	District	Charging points	AC	DC	UFC	Latitude	Longitude
TV_004	Dargov	Košice	Trebišov	2	0	0	2	48.74	21.56
TV_005	Dvorianky	Košice	Trebišov	2	2	0	0	48.73	21.71
TV_006	Kráľovský Chlmec	Košice	Trebišov	2	2	0	0	48.42	21.98
TV_007	Kráľovský Chlmec	Košice	Trebišov	3	1	2	0	48.43	21.98
TV_008	Lastovce	Košice	Trebišov	2	2	0	0	48.54	21.63
TV_009	Sečovce	Košice	Trebišov	1	1	0	0	48.70	21.66
TV_010	Sečovce	Košice	Trebišov	2	2	0	0	48.70	21.66
TV_011	Slovenské Nové Mesto	Košice	Trebišov	2	2	0	0	48.40	21.67
TV_012	Trebišov	Košice	Trebišov	2	2	0	0	48.62	21.72
TV_013	Trebišov	Košice	Trebišov	2	2	0	0	48.62	21.72
TV_014	Trebišov	Košice	Trebišov	2	2	0	0	48.62	21.72
TV_015	Trebišov	Košice	Trebišov	2	0	0	2	48.63	21.71
TV_016	Trebišov	Košice	Trebišov	2	1	1	0	48.63	21.72
Total	**1 197 locations**			**3087**	**1740**	**675**	**672**		