HERE-SBD EV Index 2025 summary report

Assessing infrastructure maturity in the EV transition



Executive summary

Global electric vehicle (EV) sales are expected to surpass 20 million units in 2025, accounting for more than a quarter of all new cars sold worldwide. This rapid growth underscores the critical need for a robust and scalable EV charging infrastructure. To support the transition to electric mobility, public charging rollout needs to keep pace with EV sales across several factors, including charging speed, density, location and more.

For the third consecutive year, HERE Technologies, the leading location data and technology company, and **SBD Automotive**, a global automotive research firm, have published their annual EV index. The HERE-SBD EV Index 2025 measures and compares momentum in EV adoption and infrastructure development across the globe, using an innovative methodology for analysis that leverages HERE proprietary EV charge point data and several global government data sources.

This year's research includes a new addition: a consumer survey of more than 2,000 drivers across the United States (US), France, Germany, Spain, Italy, and the United Kingdom (UK). The survey aims to better understand how drivers experience daily car life, what motivates or discourages EV adoption, and how they perceive and experience charging infrastructure.

The survey indicates strong satisfaction among current EV drivers — only **7%** in the European countries surveyed and **5%** in the US said they would not choose electric again. Moreover, when presented with a choice between a fully electric vehicle and an internal combustion engine (ICE) vehicle with identical specifications and pricing, **80%** of UK consumers and **62%** of the rest of the European consumers surveyed said they would opt for an EV, suggesting a strong interest in shifting to fully electric.

The HERE-SBD EV Index 2025 assesses the infrastructure growth and, more significantly, the maturity of the EV ecosystem in key global markets, assessing how many EVs are on the road and the appropriateness of the charging networks for the market. The index includes 50 US states and Washington, D.C., and 30 countries in Europe. While the scoring concept in 2025 still includes average charger power, the share of battery electric vehicles (BEVs) in the total vehicle fleet, the number of chargers per BEV, and public charger density, a new balance metric has been introduced.

We look forward to working with our partners across the automotive industry, charge point operators and technology providers to deliver the data and location intelligence needed to ensure EV drivers can accurately find public charging stations, understand optimal times to charge.

Christopher Handley, HERE Technologies

The balance score identifies regions that may be missing a critical characteristic that could unlock increased EV market penetration and improve EV drivers' experience. Regions that are well-balanced tend to score similarly across all four metrics above, rather than exhibiting wide disparities. A higher balance score indicates greater consistency across the factors that must work in concert to support an optimal EV uptake and charging experience. This means regions with high balance scores are well-poised for sustainable growth, while a lower score highlights uneven advancement across infrastructure metrics, signaling an imbalance that can cause significant challenges in meeting evolving driver and infrastructure needs.

Assessing the maturity of EV infrastructure across multiple geographies is complex and requires a multidimensional approach. The HERE-SBD EV Index 2025 integrates multiple metrics beyond the conventional comparison of the number of EV charge points to the number of BEVs on the road. In early-stage EV markets — such as many US states — two indicators of infrastructure readiness are most important: the ratio of public charge points to BEVs and the geographic distribution of charge points.

The third edition of the EV Index shows how consumer views and policy decisions continue to shape the global EV and infrastructure landscape … By sharing these insights, we aim to equip decision-makers across the ecosystem with the clarity needed to accelerate progress for consumers, industry, and society alike.

Robert Fisher, SBD Automotive

These metrics help determine whether there are enough chargers to support growing adoption. However, in more mature markets where EVs are already widespread, the emphasis shifts toward the quality of the charging experience. In these cases, average charger power becomes a more critical measure, as it reflects how quickly and efficiently drivers can recharge their vehicles.

The index's core metrics have been designed from the consumer's perspective to evaluate regional performance factors that directly impact driver experience.

These metrics are used to assess:

- → **How far drivers must travel to find a charger —** measured by the number of public EV chargers per road length
- → **How quickly drivers can charge —** measured by the average power capacity of public EV chargers
- → **Number of BEVs on the road versus ICE vehicles —** measured by the share of BEVs in the total vehicle fleet
- → **Likelihood of finding an unoccupied charger —** measured by the ratio of public chargers to BEVs on the road

The index is calculated on a 100-point scale, with each of the four core metrics contributing up to 25 points. Each region's rank is determined by its total score.



Global EV policy: opportunity and impact

EV adoption is accelerating worldwide, driven by growing consumer demand and reinforced by **more than 115 countries** pledging to achieve net-zero emissions. **Nearly 50 nations** have committed to phasing out ICE vehicles within the next 10 to 30 years.

The success of this transition depends on three key factors: consistent regulation, sustained financial incentives and robust charging infrastructure, particularly in underserved areas. Without alignment across these elements, progress may falter.

The HERE–SBD EV Index 2025 identifies this inflection point, especially in the US, where infrastructure deployment is falling behind rising EV demand. Delays and inconsistencies in the rollout of National Electric Vehicle Infrastructure (NEVI) funding — including a six-month freeze and uneven state-level implementation — have resulted in fragmented access to public charging. These challenges reinforce the survey's finding that limited public charging remains the primary obstacle to broader EV adoption among US drivers.

Europe continues to push electrification through emission targets and investment, but regional progress varies, and short-term regulations have been relaxed despite the 2035 phase-out target for petrol and diesel vehicles remaining in place.

Key findings



Overview and market trends

Global EV sales surged by 35% year-over-year (YOY) in Q1 2025, setting records across major markets. China leads this growth, driven by ongoing incentives and lower EV prices, with EVs projected to reach 60% of total car sales in 2025. Europe is also growing, with stricter emissions standards in the European Union (EU) and the UK expected to push EV market share to 25% this year. This growth builds on strong first-quarter performance, despite regulatory flexibility granted to automakers.

Within the evolving global EV landscape, the HERE-SBD EV Index 2025 provides a comprehensive view of infrastructure readiness across the US and Europe. By analyzing key metrics, this year's report offers critical insights into how markets are progressing and where further investment and innovation are needed.

Consumer sentiment on EV adoption

Consumer attitudes toward EV adoption differ widely across markets. According to our consumer survey, the UK is the most optimistic, with 56% of respondents expecting that fully electric vehicles will account for more than half of total vehicle sales by 2030. In contrast, only 30% of respondents in Spain and 28% in Germany anticipate reaching that milestone. This is followed by 24% in the US, 23% in France, and 15% in Italy.

In the US, current owners of ICE vehicles are the most resistant to switching to electric, with 57% intending to choose ICE vehicles for their next purchase or lease. Meanwhile, intent to switch to BEVs was highest in Germany and the UK, where one-quarter of consumers surveyed in each market are most likely to choose a BEV as their next purchase or lease.

Survey findings reveal that EV ownership strongly shapes perceptions of adoption barriers. Current EV owners are significantly less likely than non-owners to perceive these barriers as major obstacles, though they remain of moderate concern. This trend is reflected in the fact that 77% of current US and European EV owners surveyed say they are likely to choose an EV again for their next car.

Charge points, charging power and market maturity

As EV markets mature, the focus is shifting from simply adding more chargers to increasing their power and efficiency.

In the 12 months since the last HERE-SBD EV Index, 37,000 charge points have been added in the US — a 19% increase — raising total public charging power by 52% and average charger power from 48 kW to 61 kW. Across Europe, 245,000 charge points were deployed, contributing to a 43% increase in total public charging power, largely driven by the accelerated rollout of high-capacity chargers.

In Europe, utility and energy companies were responsible for the largest number of chargers installed, adding over 3 GW of new charging capacity, followed by charging platform providers contributing 2.5 GW. While in the US, automakers delivered 2.8 GW of new power, with pure-play charging platform providers close behind at 1.5 GW — many prioritizing high-speed direct current (DC) installations. However, early signs of saturation in some markets underscore the need for strategic planning to keep charger density, speed, and accessibility aligned with actual demand.

The growing reliance on home charging in countries with concentrated urban areas or US states with largely suburban environments highlights the importance of convenience. However, a large portion of the population, including those living in apartments, condos, and dense urban areas, doesn't have dedicated parking or a place to install a home charger, underscoring the importance of available public charging.

Today's consumers are demanding greater convenience and enhanced amenities at public charging stations. Our survey shows that beyond improved availability of high-speed charging, the most highly valued charging features include standardized connectors across networks, secure and well-lit parking, automatic payment, and availability of amenities like dining and shopping. This points to a rising demand for a user-friendly charging experience.

As infrastructure scales to meet this demand, embedded navigation technology, such as **HERE Navigation**, can enhance the driver's experience with physical infrastructure. By providing real-time visibility into charger availability, amenities next to charging stations, and routing based on charging needs and battery consumption model, this solution helps reduce the friction that accompanies rapid infrastructure expansion.



Balancing priorities

This year's index shows that rather than excelling in a single metric, balanced infrastructure is key to sustainable EV growth. For example, having too many chargers with low power, or a few ultra-fast chargers with limited coverage, can create frustrating gaps in the user experience.

The Netherlands, for example, despite ranking fourth overall, ranks second-from-last in average charger power due to the country's early push to electrify its vehicles, leading to mass installation of low-speed chargers before DC charging became commonplace. While this helped build density, it now limits long-distance convenience. Regions that grow charger numbers, speed, and distribution in sync are better positioned to avoid bottlenecks and support long-term adoption.

In Europe, the most advanced EV markets are found in northern and western countries, with Norway, Luxembourg, and Denmark leading the index. Yet even Norway, which takes the number one European spot and leads in both average charging power and EV fleet penetration metrics, faces infrastructure challenges, with just one public charger for every 25 BEVs.

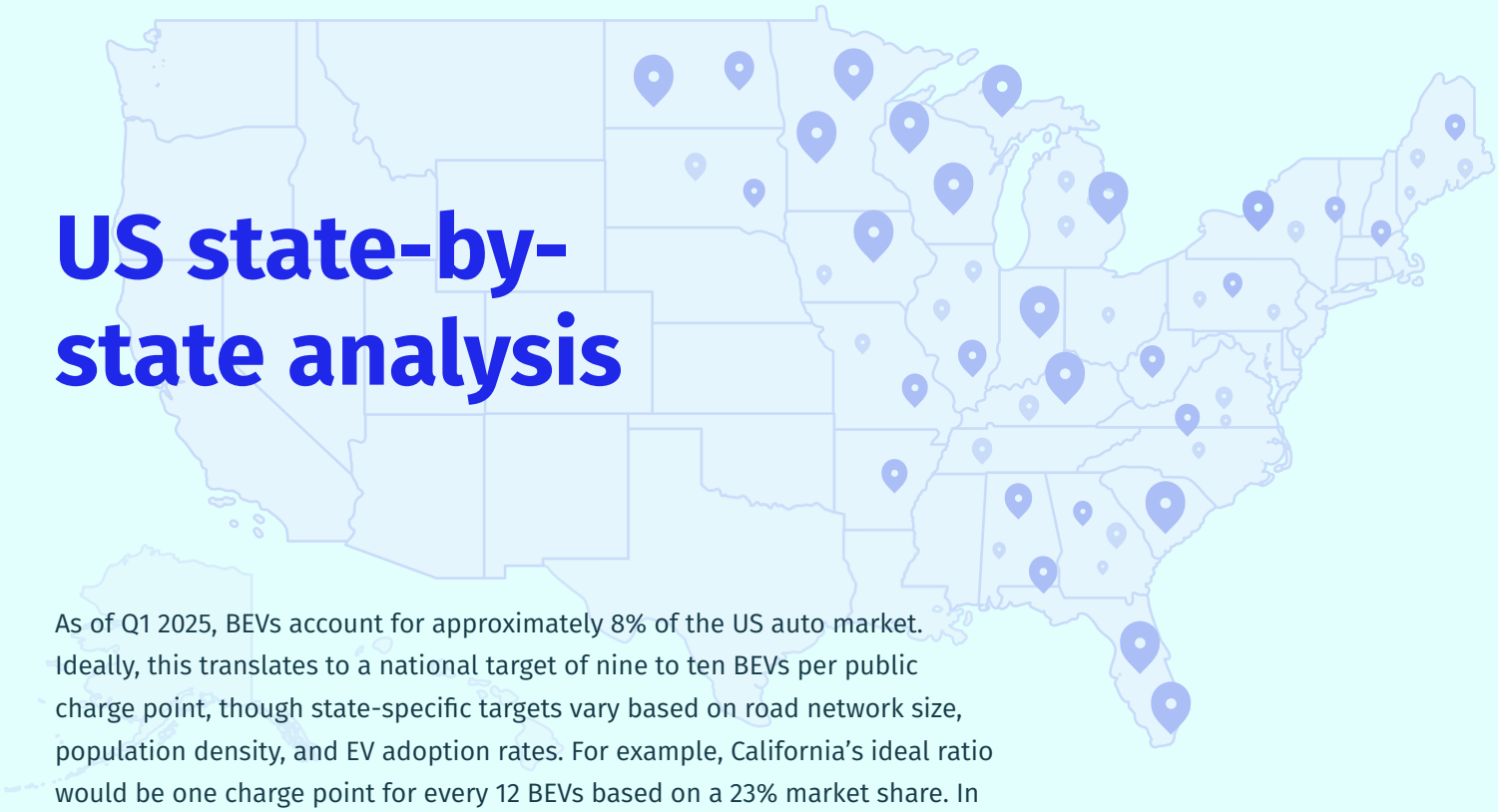
The optimal ratio for public chargers to BEVs varies by location, influenced by factors such as road network size, population density, rate of market adoption, and current EV fleet size. Contrary to popular assumptions, the number of BEVs per charge point should increase with market maturity and more efficient use of the charging network, ideally reaching anywhere from 10 to 20 BEVs per charge point.

Infrastructure reliability

As EV infrastructure grows, driver satisfaction now relies on convenience, speed, and reliability, rather than the sheer number of chargers. High-density regions, such as Washington, D.C., and the Netherlands, show that plentiful chargers mean little to enroute drivers if they are slow or congested. Reliability is equally critical; factors like aging hardware, software mismatches, and poor maintenance can quickly erode trust.

For EV adoption to thrive, infrastructure must scale in quality and consistency as much as in quantity. The 2025 index calculates data collected from functioning chargers and is supported by real-time data tools like HERE EV Charge Points, which filters out faulty stations and directs drivers to more dependable options.

On average, 7% of EV-owner survey respondents in the US and Europe report regularly encountering faulty charging stations, with the highest incidence observed in Spain. Yet, 33% say they have experienced charging failures on multiple occasions, suggesting that reliability remains a widespread concern even in more developed infrastructure markets.



US state-by-state analysis

As of Q1 2025, BEVs account for approximately 8% of the US auto market. Ideally, this translates to a national target of nine to ten BEVs per public charge point, though state-specific targets vary based on road network size, population density, and EV adoption rates. For example, California's ideal ratio would be one charge point for every 12 BEVs based on a 23% market share. In contrast, North Dakota, with a very small EV market share and low population density, would require one charge point for every two BEVs.

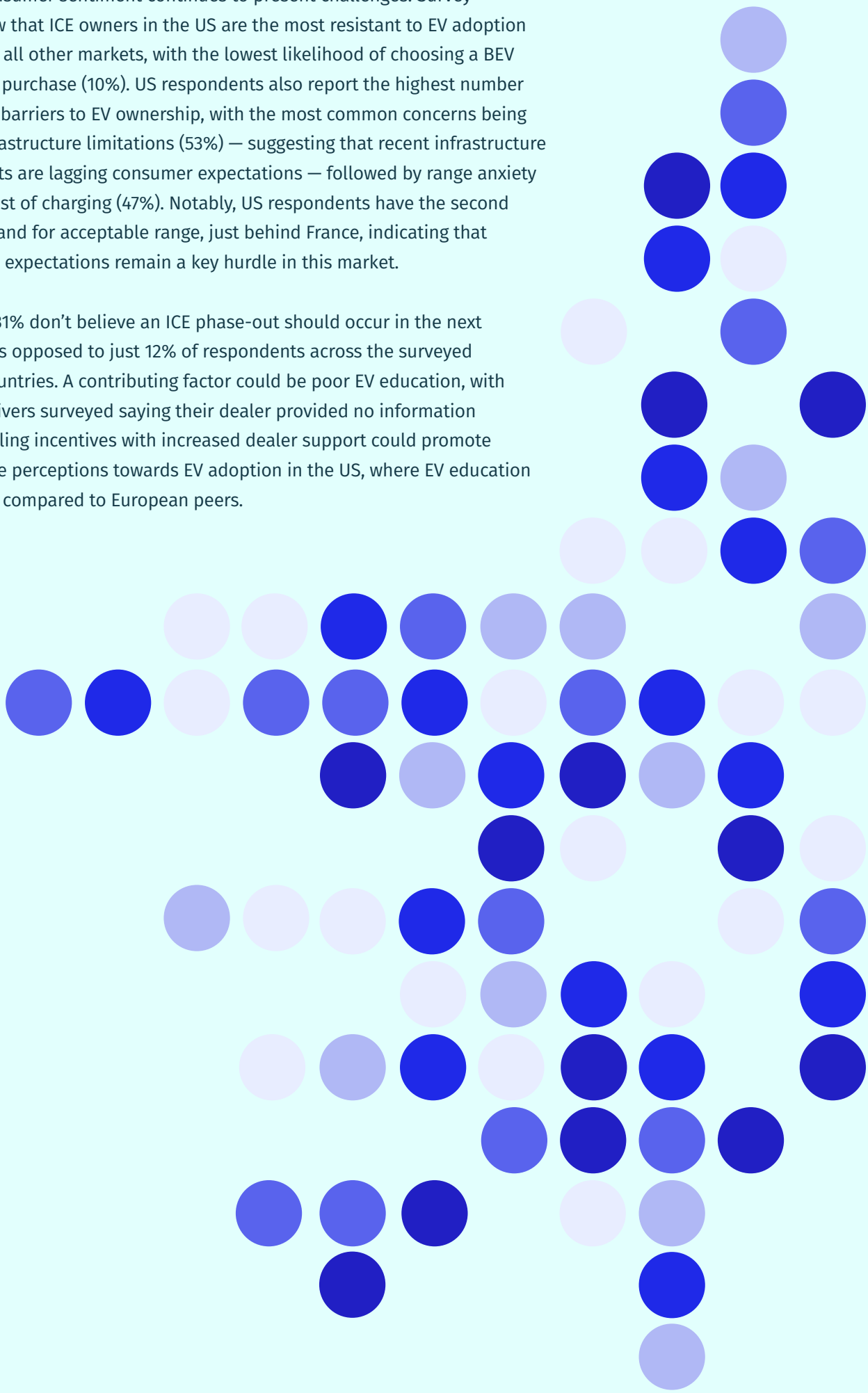
Despite a six-month freeze in federal NEVI funding, which was reinstated in August 2025, infrastructure growth continued — driven largely by state programs and private investment. Between September 2024 and August 2025, 37,000 new charge points were added, and average charger power rose from 48 kW to 61 kW. Even with this 19% expansion from 2024, 39% of US survey respondents claim their local area has poor levels of EV infrastructure. The four top-ranked states in this year's index benefited from their location along the busy Northeast Corridor, where infrastructure expansion has been most concentrated.

Several states made notable progress. For example, Kentucky soared from 45th to 28th place, driven by an impressive increase in average charging power and the number of chargers. New Mexico jumped from 34th to 16th due to 300 newly added charge points, while Alabama saw 50% increase in charger count and reached an average charger power of 135 kW, topping the chart for that metric and entering the top quartile overall.

The balance score highlights states with evenly developed infrastructure across the four core metrics. Alaska, Pennsylvania, and North Carolina rank highest in balance, while Washington, D.C., North Dakota, and Wyoming show uneven development, often typical of early-stage markets. This year's analysis underscores that long-term adoption favors states with balanced, consistent performance across all metrics.

However, consumer sentiment continues to present challenges. Survey insights show that ICE owners in the US are the most resistant to EV adoption compared to all other markets, with the lowest likelihood of choosing a BEV as their next purchase (10%). US respondents also report the highest number of perceived barriers to EV ownership, with the most common concerns being charging infrastructure limitations (53%) — suggesting that recent infrastructure improvements are lagging consumer expectations — followed by range anxiety (50%) and cost of charging (47%). Notably, US respondents have the second highest demand for acceptable range, just behind France, indicating that performance expectations remain a key hurdle in this market.

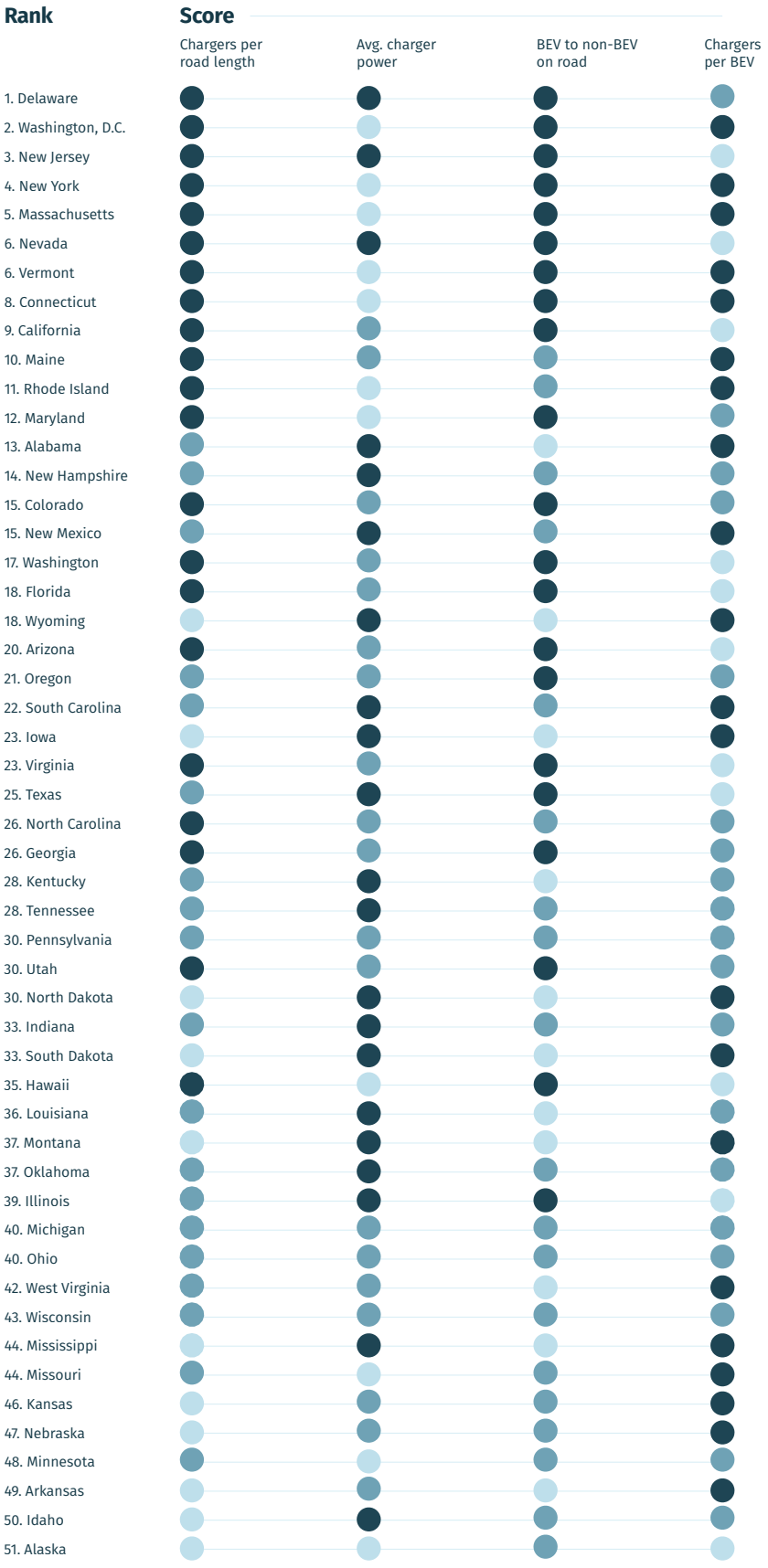
In addition, 31% don't believe an ICE phase-out should occur in the next 10-15 years as opposed to just 12% of respondents across the surveyed European countries. A contributing factor could be poor EV education, with 75% of US drivers surveyed saying their dealer provided no information on EVs. Coupling incentives with increased dealer support could promote more positive perceptions towards EV adoption in the US, where EV education ranks lowest compared to European peers.



HERE-SBD EV Index 2025: United States ranking

Ranking of US states (+D.C.) — by public chargers per road length, average charger power, the ratio of BEVs to non-BEVs on the road, and the ratio of public chargers to registered BEVs — each scoring up to 25 points.

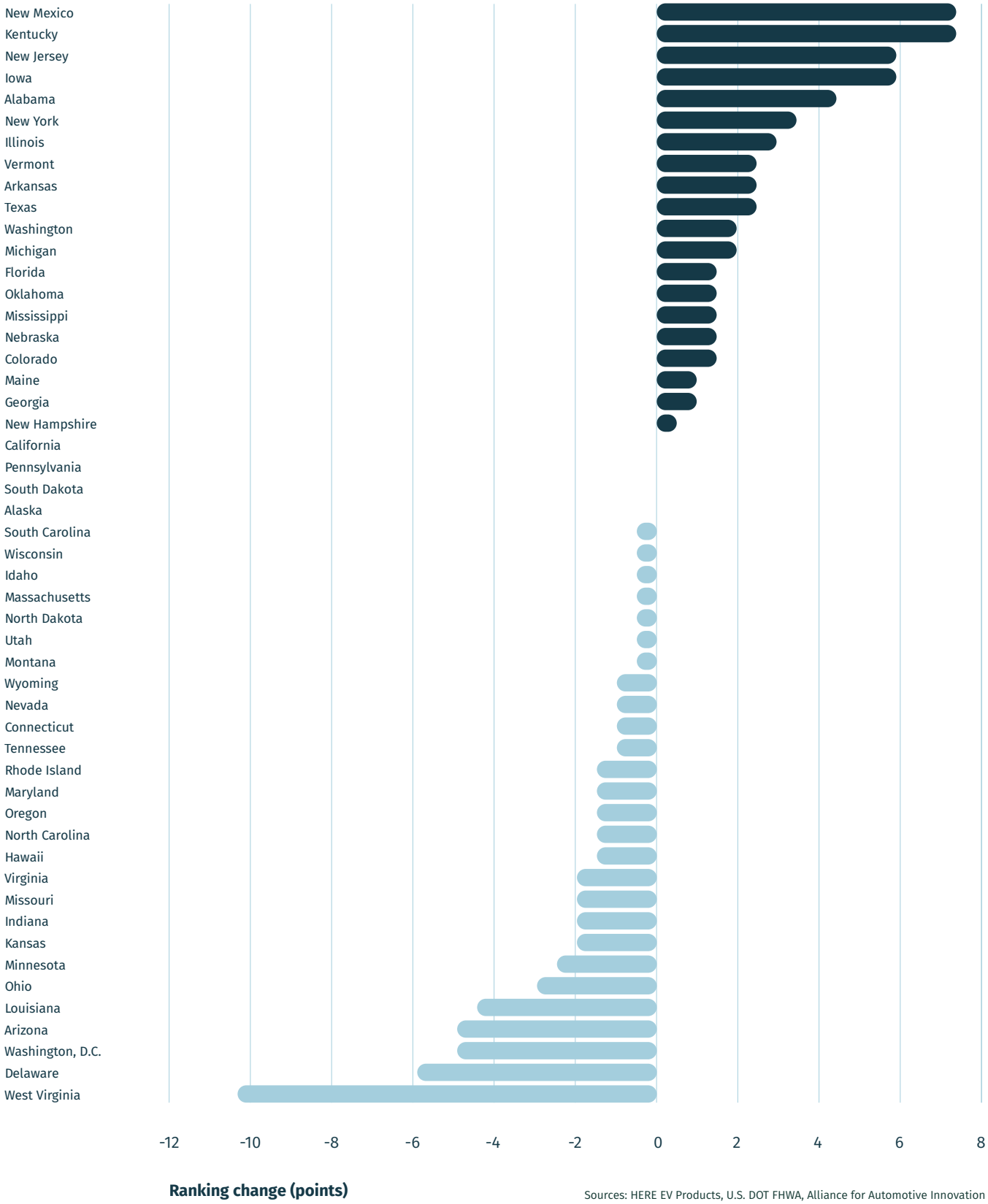
Worst - 0 Best - 25



Sources: HERE EV Products, U.S. DOT FHWA, Alliance for Automotive Innovation

HERE-SBD EV Index 2025: US state ranking compared to the previous year

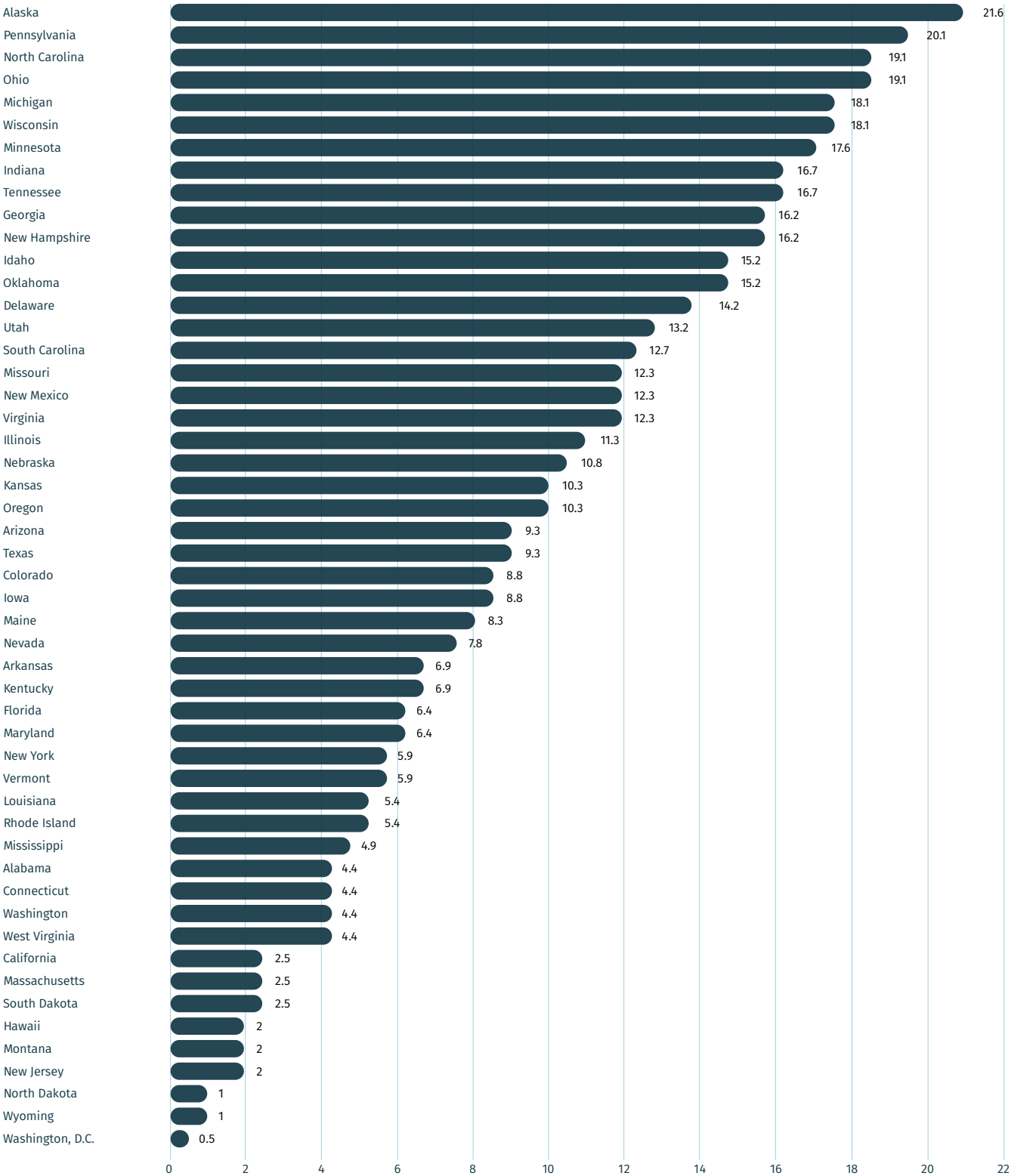
Changes in each state's overall ranking compared to 2024.



Sources: HERE EV Products, U.S. DOT FHWA, Alliance for Automotive Innovation

HERE-SBD EV Index 2025: State balance score

The balance score shows how every state performs across the four metrics – higher scores indicate better balance. Even scores support sustainable growth, while imbalances create challenges that negatively impact user experience.



Sources: HERE EV Products, U.S. DOT FHWA, Alliance for Automotive Innovation

Top five US states in the HERE-SBD EV Index 2025

Nevada and Connecticut were displaced from 2024's top five by new entrants New Jersey and New York, but remain in the top ten at sixth and eighth place, respectively.

1. **Delaware (same rank YOY — first in 2024)**
   At 78 kW, Delaware's chargers remain strong, but other states are catching up. Its unique position along the Northeast Corridor calls for more high-power DC stations, while less urban areas would benefit from expanded destination and curbside charging. Delaware's BEV fleet share has climbed to 2.6%, supported by generous state and federal rebates of up to $10,000 — but with federal incentives ending in September 2025, adoption momentum may slow.

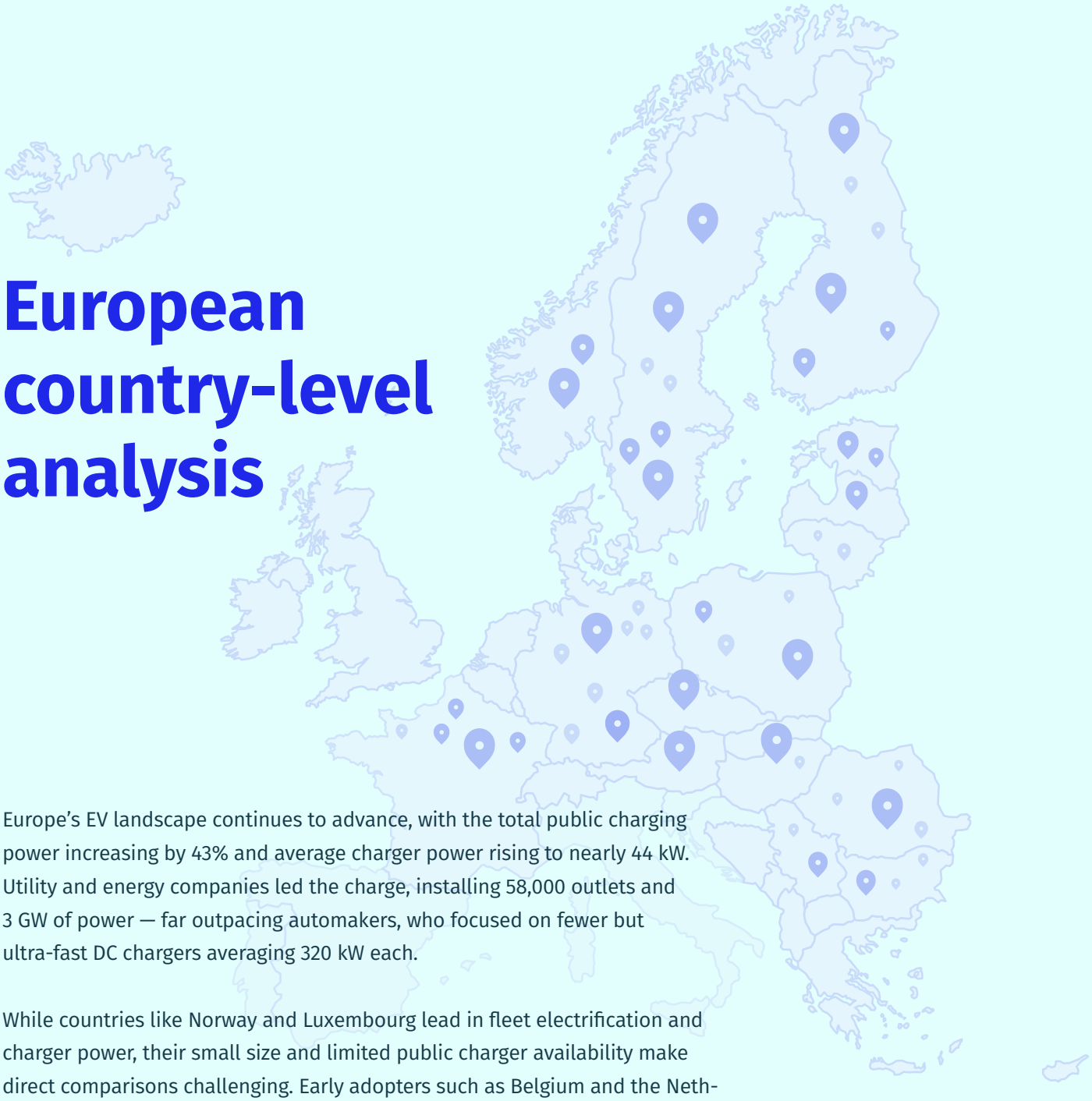
2. **Washington, D.C., (same rank YOY — second in 2024)**
   The district excels in charger density, ranking first with almost one public charger per mile. However, it comes last in average charger power at just 21 kW, a third of the national average. Its BEV fleet share has risen to nearly 3%, a strong one-percentage-point YOY gain but still short of California's 5.1%. While the district's small geographic size allows for dense charger coverage, installing high-speed DC chargers faces challenges, such as limited urban space, grid constraints and shorter average trip distances that reduce demand for rapid charging.

3. **New Jersey (up six places YOY from ninth in 2024)**
   New Jersey surged from ninth to third place in the ranking, driven primarily by its increase in average charger power, which now places the state among the top states for fast-charging capabilities. While the state excels in charger speed and BEV fleet share, it lags significantly in chargers per BEV, with only one charger for every 30 vehicles. This shortfall is partially offset by its suburban layout, which supports widespread at-home charging. The strategic focus on high-speed highway chargers over slower destination options reflects a prioritization of long-distance travel, though a more balanced approach could better serve diverse charging needs.

4. **New York (up two places YOY from sixth in 2024)**
   Despite having a charger for every nine vehicles, ratios vary between dense Manhattan and rural upstate areas. Yet, overall infrastructure seems well-positioned for efficient use. BEV fleet share grew by 0.67 percentage points, but average charger power remains low at 40 kW, below the national average of 61 kW. Boosting charger speed will be crucial, especially in urban centers and key transit hubs.

5. **Massachusetts (down two places YOY from tied for third in 2024)**
   The state's 35% increase in BEV fleet share signals strong market growth and efficient charger utilization. Its slight drop in chargers per BEV, from one per eight vehicles to one per nine, is expected in a maturing market and reflects optimal network usage. However, the state's average charger power improved only from 27 kW to 34 kW and is still below the national average. This suggests a reliance on a broad network of low-power chargers, which supports accessibility but limits fast-charging capabilities. Striking a balance between charger quantity and speed will be key to sustaining the state's high ranking.





European country-level analysis

Europe's EV landscape continues to advance, with the total public charging power increasing by 43% and average charger power rising to nearly 44 kW. Utility and energy companies led the charge, installing 58,000 outlets and 3 GW of power — far outpacing automakers, who focused on fewer but ultra-fast DC chargers averaging 320 kW each.

While countries like Norway and Luxembourg lead in fleet electrification and charger power, their small size and limited public charger availability make direct comparisons challenging. Early adopters such as Belgium and the Netherlands are catching up but face issues like low charger power and grid constraints. Top movers, including Latvia and Lithuania, show strong infrastructure growth, but their EV adoption is lagging, revealing a mismatch between supply and demand.

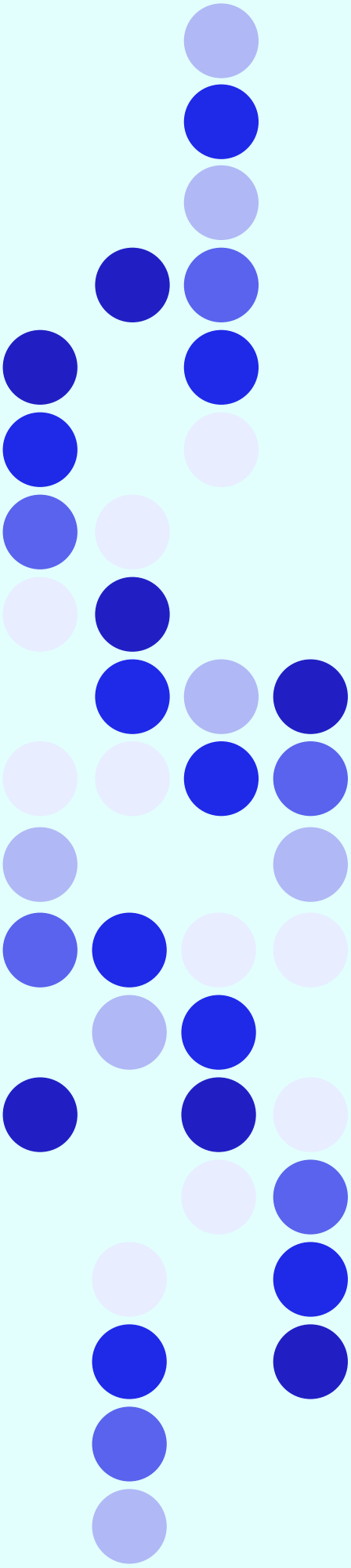
The balance score highlights disparities: Austria, France, and Slovenia are most consistent across the metrics, while Greece, Norway, and the Netherlands show uneven development. For example, Greece ranks highest in chargers per EV but lags in the penetration of electric vehicles and average charger power, highlighting a common imbalance where infrastructure growth outpaces consumer adoption. Across the region, the key challenge remains balancing infrastructure growth with actual usage and the pace of market maturity.

Consumer sentiments across four surveyed continental European countries (France, Germany, Italy, and Spain) reflects these infrastructure dynamics. Consumers in the UK are the most optimistic overall, reporting the second-highest BEV purchase intent at 24%, the lowest percentage of respondents selecting barriers to EV adoption, the highest confidence in country EV growth by 2030, and the strongest support for ICE phase-out. Almost in direct contrast, France is the most resistant to EV adoption with the lowest purchase intent, the highest percentage of respondents selecting barriers to EV adoption, the lowest importance placed on EV adoption, and the highest opposition to ICE phase-out.

Germany leads in BEV purchase intent at 25%, with high consideration for sustainability. Among the surveyed European countries, Italy and Spain show the largest proportion of consumers less ready for full BEV adoption and most likely to select plug-in hybrid electric vehicles (PHEVs) as their next vehicle. In Italy, 35% of respondents report being most likely to choose a PHEV, and 30% cite that EV technology is not yet developed enough. In Spain, 24% of respondents are most likely to consider a PHEV as their next car, possibly influenced by having the lowest perception of public charger availability among European survey participants.

The biggest barrier to EV uptake among the surveyed European countries overall is not charging infrastructure, in contrast to the US, but rather EV range (46%), largely driven by France. Like the US, UK respondents rank availability of charging as their top barrier but at a much lower rate of 35%, in line with the country's more positive stance overall. The UK also has the highest patience with charging speed, with 62% willing to wait up to 30 minutes to charge from 10% to 80%. Next closest is Germany at 44%. France is the most price-sensitive market with 52% of respondents identifying EV purchase price as a key barrier. Overall, 51% of respondents across the surveyed European countries believe that not enough incentives are being offered to advance EV adoption.

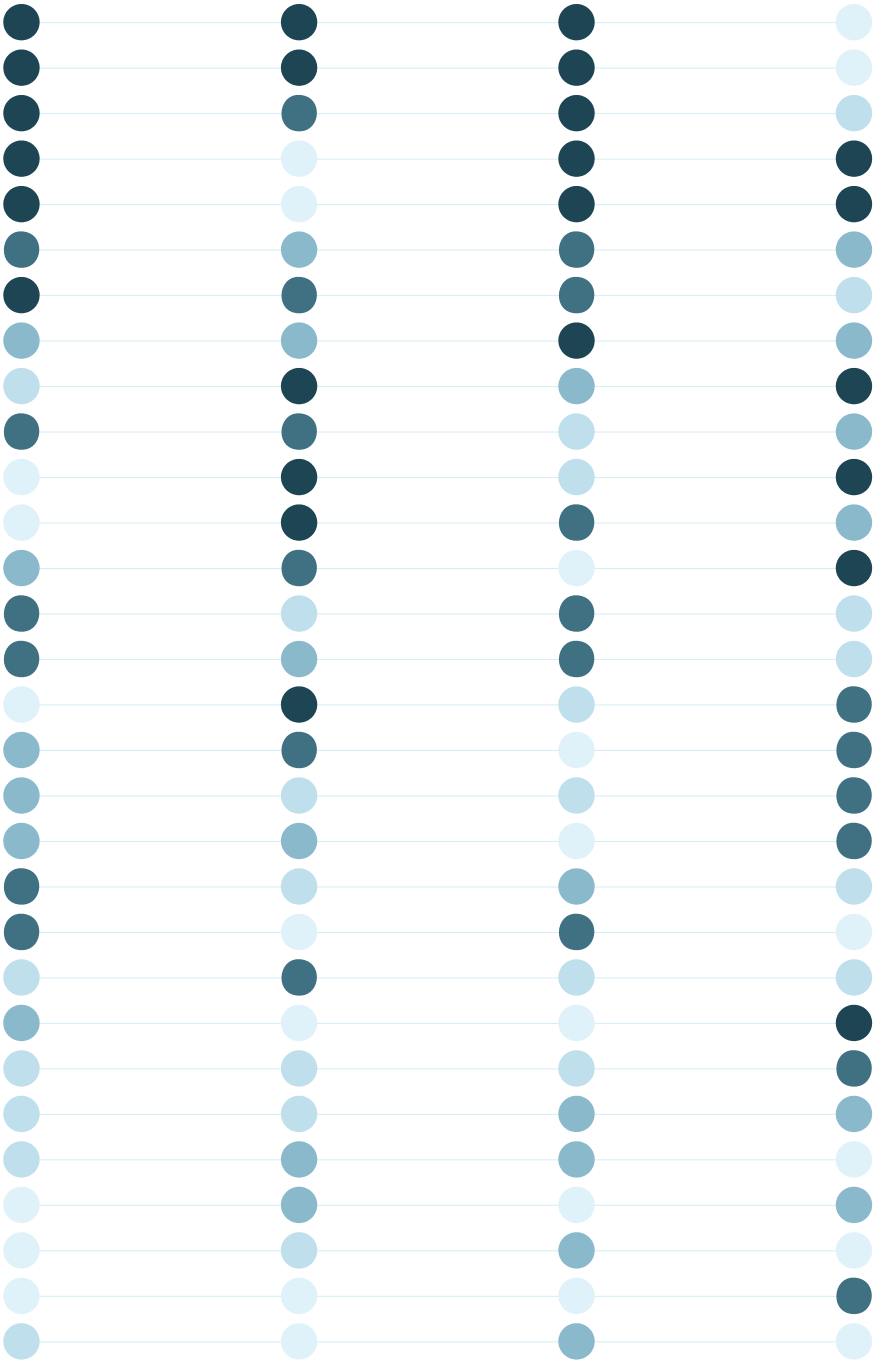
These findings underscore the importance of tailoring infrastructure and policy to regional consumer needs and expectations.



HERE-SBD EV Index 2025: European ranking

Ranking of European countries — by public chargers per road length, average charger power, the ratio of BEVs to non-BEVs on the road, and the ratio of public chargers to registered BEVs — each scoring up to 25 points.

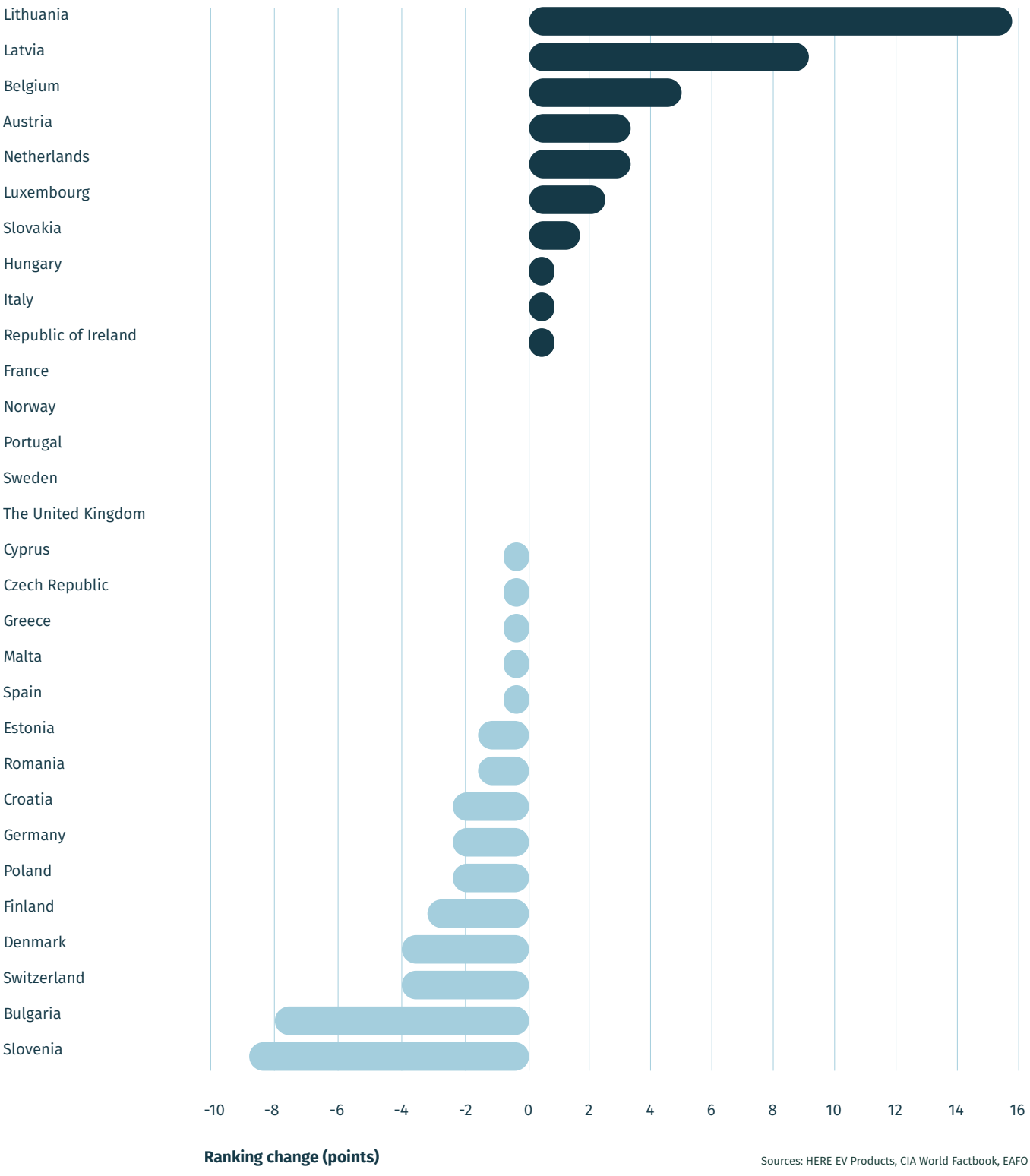
Worst - 0 Best - 25



Sources: HERE EV Products, EAFO, CIA World Factbook

HERE-SBD EV Index 2025:
European countries compared to the previous year

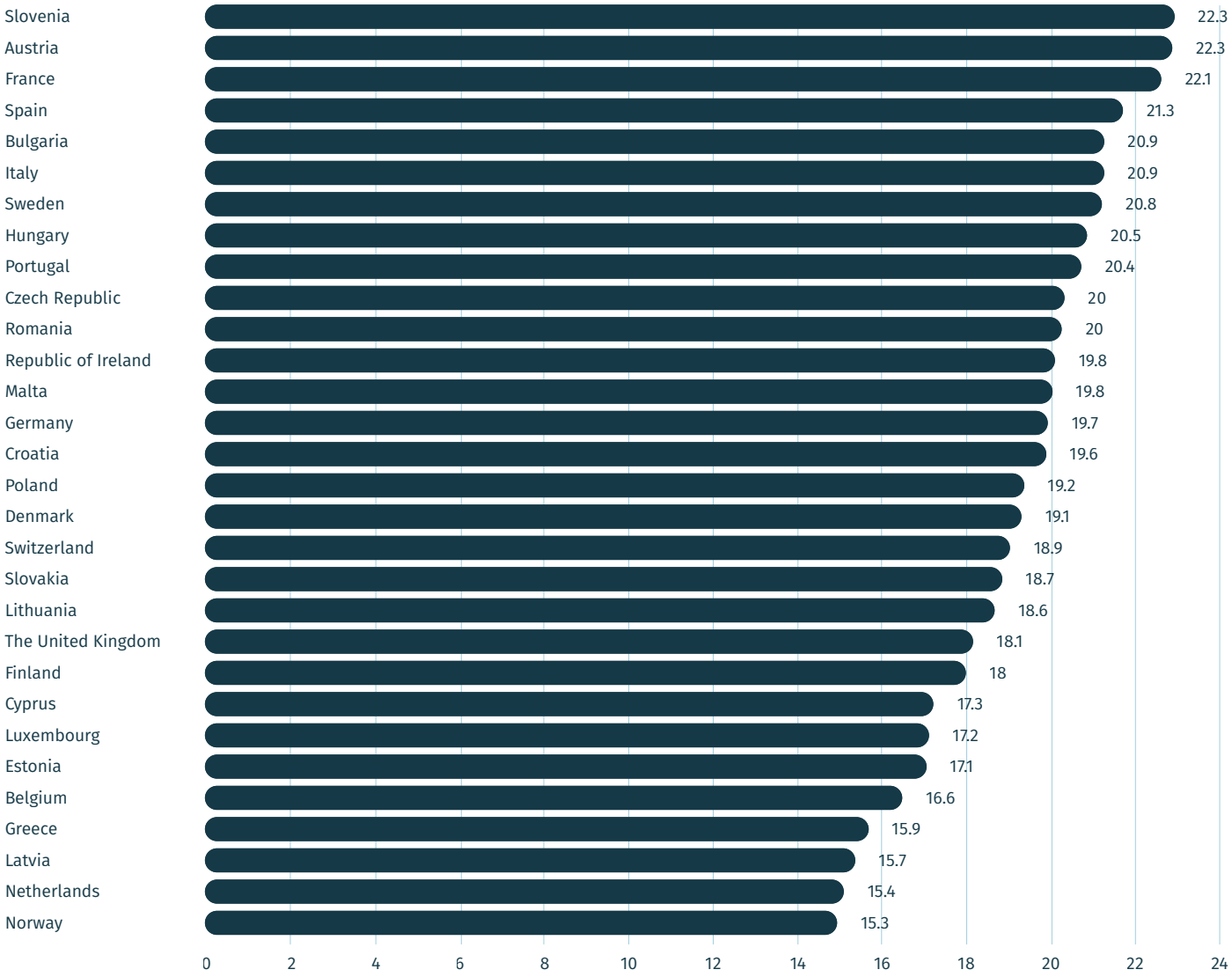
Changes in each country's overall ranking compared to 2024.



Sources: HERE EV Products, CIA World Factbook, EAFO

HERE-SBD EV Index 2025: Country balance score

The balance score shows how every country performs across the four metrics – higher scores indicate better balance. Even scores support sustainable growth, while imbalances create challenges that negatively impact user experience.



Source: HERE EV Products, EAFO, CIA World Factbook

Top five European countries in the HERE-SBD EV Index 2025

Four of the 2024 top five return, with Belgium taking fifth place, knocking Germany to sixth.

1. **Norway (up one place YOY from second in 2024)**
   With an unmatched BEV fleet share of nearly 22% and a market share of 84% — the highest globally — Norway leads in average charger power and electric vehicle penetration, offering a blueprint for full ICE replacement. However, with one charger for every 25 BEVs, its infrastructure is not well balanced. The widespread availability of private home charging reduces reliance on public charging infrastructure for many EV drivers. Still, it's important for Norway to continue monitoring public charger accessibility to ensure convenient queue-free public charging.

2. **Luxembourg (up one place YOY from third in 2024)**
   Driven by strong BEV penetration and a significant 11 kW increase in average charger power, Luxembourg's capital boasts a dense network, while its rural areas remain underserved. Cross-border commuting and high-income levels support its rapid electrification, though charger availability per BEV is still a weak point.

3. **Denmark (down two places YOY from first in 2024)**
   Denmark continues to expand charger coverage to support an impressive BEV market growth of 54% in 2024. However, its number of chargers per BEV and average charger power haven't kept pace with the growth of its electric vehicle fleet. Strategic planning will be essential to avoid infrastructure bottlenecks.

4. **Netherlands (same rank YOY — fourth in 2024)**
   Although it benefits from a dense alternating current (AC) charging network built during early adoption phases, the average charger power in the Netherlands remains low, at around 20 kW, limiting usability for long-distance travel. Public charging is especially important in the country due to limited off-street parking options such as private driveways or garages. And since parking garages often don't have public chargers, having chargers near on-street parking spots is crucial. To meet the growing demand and improve usability, future upgrades to DC infrastructure will be essential.

5. **Belgium (up two places YOY from seventh in 2024)**
   Thanks to a near doubling of its BEV fleet share to 4.13%, Belgium has risen in the ranks. Like its neighbor, the Netherlands, the country relies heavily on low-power AC chargers, which hold back its score in charger power and density. Continued investment in high-speed charging will be key to sustaining its momentum.

Looking ahead

Public charging stations have doubled in the past two years to keep up with growing EV sales, with China and Europe staying ahead in charger deployment compared with the number of EVs on the road. In contrast, the US and the UK, where home charging is more common, have seen slower public charger expansion, resulting in a higher number of light-duty EVs per public charging point in 2024. Private charging at homes, workplaces, and commercial fleet depots will be essential to ease pressure on public networks, requiring stronger coordination between public and private stakeholders.

In 2025, the temporary pause and reinstatement of the NEVI program in the US created uneven momentum, but a steadier climb is expected next year. The average charger power in the country improved by 27%, suggesting that speed, not just quantity, is becoming the key focus in infrastructure development. Looking ahead, EV infrastructure success will depend not just on growth, but on smart, data-driven expansion. Mature markets must prioritize optimal charger placement, higher power output, and reliability — aligned with actual usage patterns rather than blanket rollouts. Meanwhile, emerging and less mature markets will focus more on the quality of the charging experience, including waiting times and nearby amenities.

As we look beyond passenger vehicle electrification, commercial fleet charging is also set to become more prevalent, adding new demands on public networks. In Europe, rising interest in fleet charging, especially for light commercial vehicles signals deeper investment. However, many chargers are installed at private company depots, where vehicles are charged out of public view. These setups are often seen as a strategic advantage to companies and their drivers but make it difficult to access data and track overall progress.

While public commercial fleet charging is expanding, it too has challenges: charger layout, vehicle size compatibility and site accessibility can limit usability. These issues highlight that commercial fleet electrification faces unique infrastructure demands not shared by consumer EVs. Solutions like HERE EV Charge Points are evolving to meet these needs, supporting critical truck-specific attributes.

In this evolving landscape, HERE's portfolio is designed to help both passenger and commercial drivers navigate with confidence – supporting range-aware routing, charging level preferences, and time-to-charge optimization. As the research demonstrates, the road ahead for infrastructure readiness and consumer sentiment will be shaped by how effectively data, design and deployment converge to support the holistic EV experience.

Appendix

The HERE-SBD EV Index 2025 assesses the infrastructure growth in

- → All 50 US states and Washington, D.C.
- → 30 countries in Europe, including Norway, Luxembourg, Denmark, Netherlands, Belgium, Germany, Austria, Sweden, Lithuania, Bulgaria, Latvia, Finland, Slovakia, Switzerland, France, Estonia, Croatia, Italy, Czech Republic, Portugal, the United Kingdom, Romania, Greece, Spain, Slovenia, Republic of Ireland, Poland, Hungary, Cyprus, Malta
- → The HERE-SBD consumer survey questioned over 2,000 drivers online across the United States, France, Germany, Italy, Spain and the United Kingdom during July and August 2025 to better understand how drivers experience daily car life, what motivates or discourages EV adoption, and how they perceive and experience charging infrastructure

We'd love to hear from you. Drop us a line.

Find out how location technology can help increase your confidence in the EV transition and build better EV infrastructure solutions. You may also be interested in

HERE-SBD EV Index 2025 dataset

Download the HERE dataset that powered the HERE-SBD EV Index 2025

Download dataset

HERE-SBD EV Index 2025 Glossary and Methodology for the US and Europe

Learn how we measure and compare momentum in EV adoption and infrastructure development across the globe

Read more

Optimize EV routing and charging

Prevent charge and range anxiety, improve battery consumption and increase range estimation

Find out more

About HERE Technologies

HERE is the global leader in mapping and location technology. For 40 years, we've been powering innovation for the world's most recognizable companies: from launching our first digital map in 1985, to shaping the future of software-defined vehicles today. With the industry's freshest and richest unified map and a portfolio of products, services and solutions that serve the needs of multiple industries, HERE reveals opportunities that drive progress and unlock new possibilities for every moving vehicle.

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About SBD Automotive

SBD Automotive is a global leader in automotive and mobility consulting, dedicated to helping organizations navigate the complex, rapidly evolving landscape of transportation technology and innovation. SBD Automotive combines decades of expertise with cutting-edge insights to drive success for its valued clients and achieve Safe, Secure, Sustainable and Seamless mobility outcomes.

More information can be found at **sbdautomotive.com**.