How to build up a network for charging stations and how companies should structure their use

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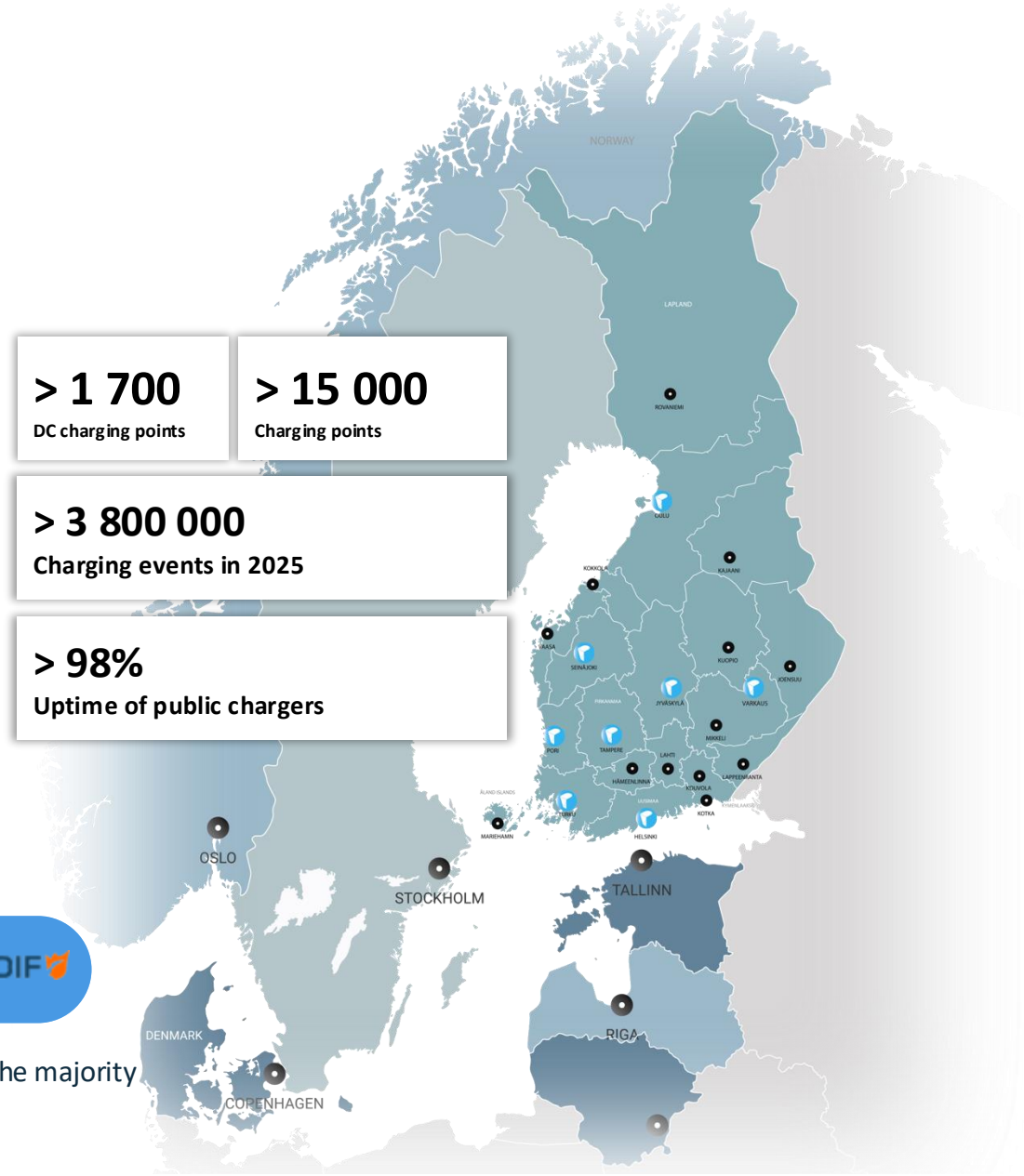
Company in Brief

- Plugit develops and operates electric vehicle charging
- Founded in 2012, with operations across Finland
- Expansion into Sweden began in 2025
- Services cover design, installation and ongoing operation
- The company develops charging for passenger cars and heavy-duty vehicles



2012 >	2016 >	2020 >	2022 > CVC DIF
Established	Operated charging solutions	Charging as a service (CaaS) introduced to bus depots	CVC DIF became the majority owner

Where do electric trucks charge?

- Public and private charging serve different needs

Where should the network grow?

- Main freight corridors and logistics hubs
- Locations that match real routes and stopping patterns
- A planning target of 100–200 km between sites
- Enough grid capacity and room for future expansion
- Several well-placed sites rather than one oversized hub

The driver experience

Safe, well-lit access and toilets are essential. Food and coffee make stops more useful.

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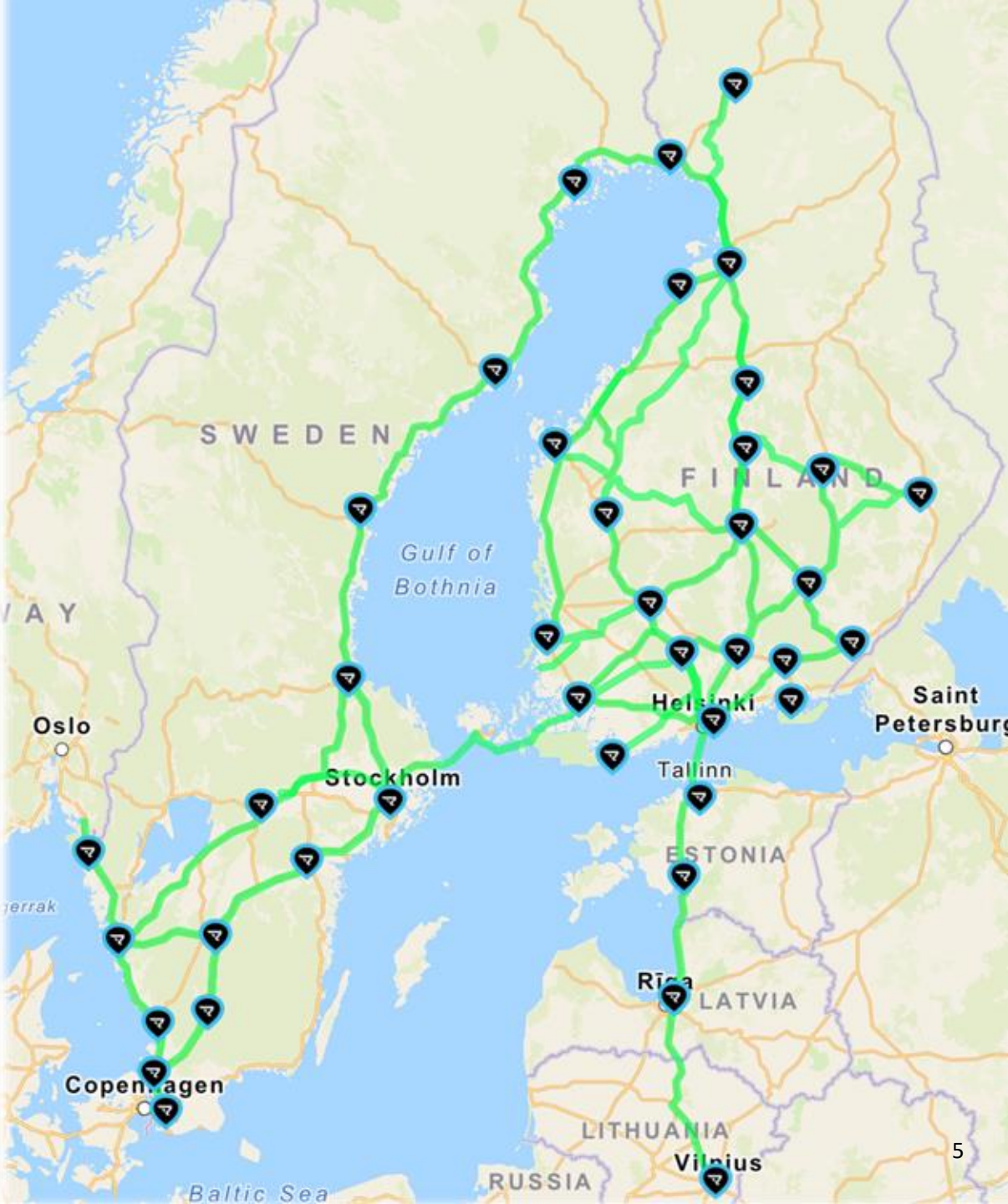
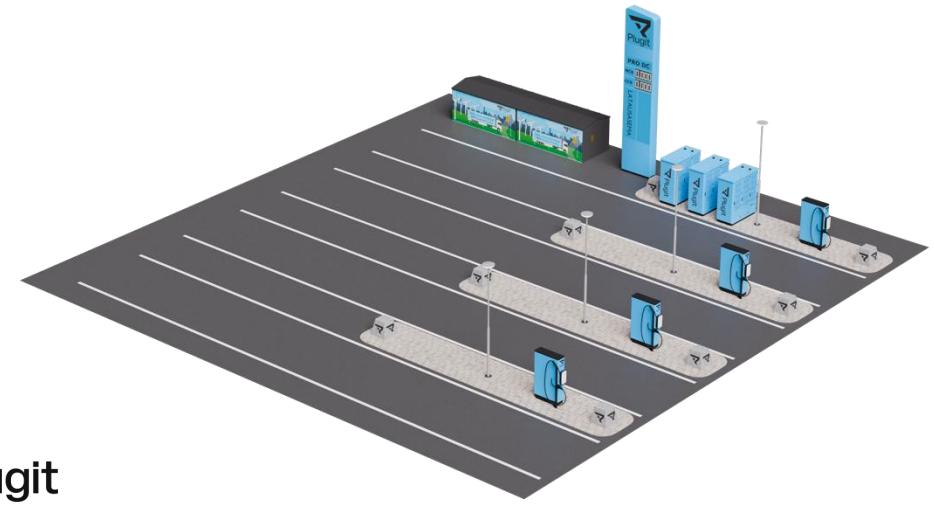
Freight corridors shape the network

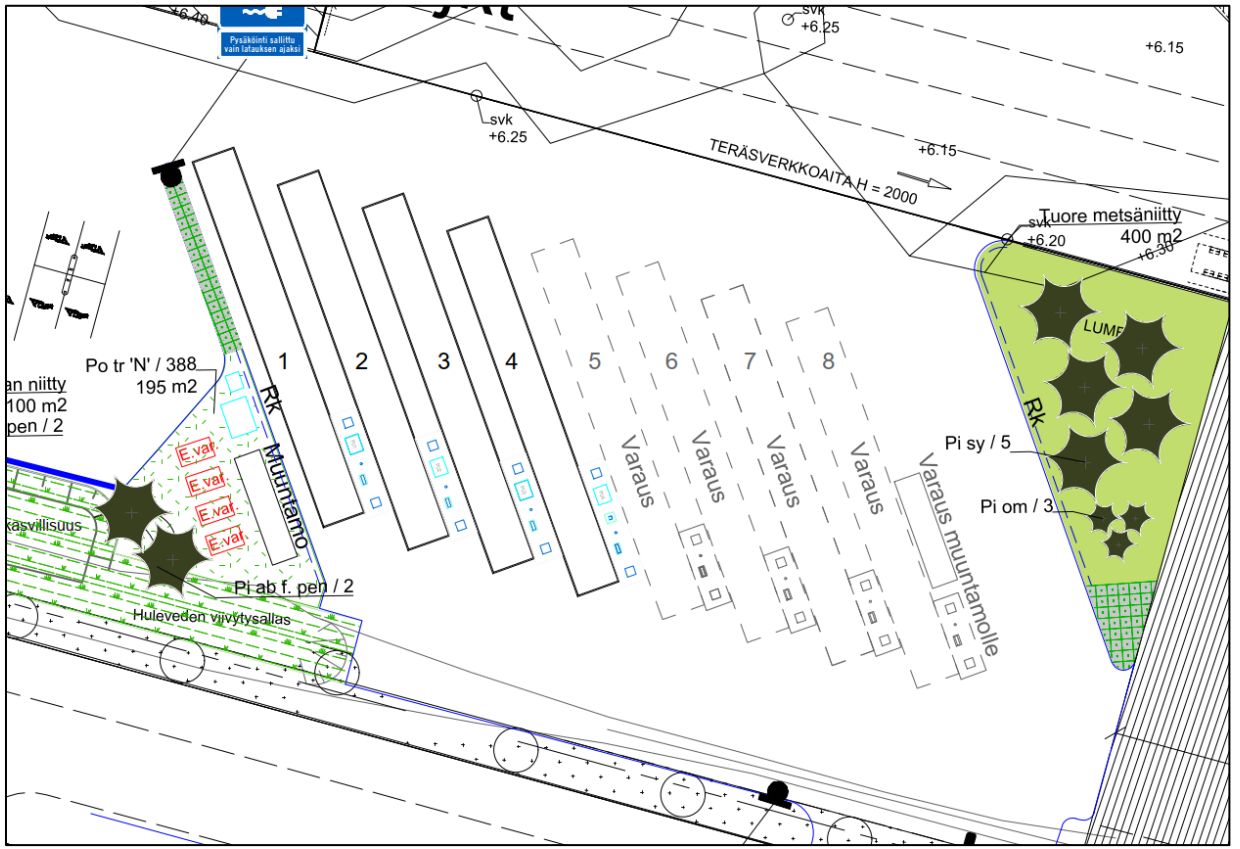
- Long-distance routes, terminals and ports
- Finland: VT1, VT3, VT4 and VT5
- Connections from the Helsinki region towards Turku, Tampere, Oulu and Kuopio
- Sweden: E4, E6 and E20
- Connections between Stockholm, Jönköping, Malmö and Gothenburg



Charging stations designed for trucks

- Drive-through bays for trucks up to 35 m
- Cables on the driver’s side
- 2–10 charging points per station
- Support for CCS and MCS connectors





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Electrification Planning

- Turn complex fleet electrification into a clear, data-driven roadmap

Electrification Planning is a simulation-based service that helps companies understand how their fleet can transition to electric operations. By combining real route, vehicle and infrastructure data, we create a realistic and actionable electrification plan.

The service provides full visibility into which routes can be electrified, what charging infrastructure is required, and what investments are needed. This enables confident, data-backed decision-making with minimized risk.

What route simulation tells a transport company

01

Route feasibility

Which routes can electric trucks complete under the modelled conditions?

02

Total charging cost

Energy, infrastructure investment and service fees for depot and public charging.

03

Charging requirements

Charging points and power required at depots and public stations for the selected routes.

04

Operating scenarios

How vehicle performance changes between summer and winter conditions.

Charging power and time on the road

- Higher power can shorten a charging stop
- Long-distance operations need charging that fits the schedule
- Overnight and local operations may need less power
- The vehicle and the site both limit actual charging speed

Power	250 kW	400 kW	800 kW	1,500 kW
Energy	600 kWh	600 kWh	600 kWh	600 kWh
Ideal time	**144 min**	**90 min**	**45 min**	**24 min**

600 kWh ÷ constant power.

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Three charging scenarios for fleet operations

01

Depot charging

Regular routes and overnight charging

PLANNING FOCUS

Site capacity and long-term ownership costs

02

Public charging

Longer journeys and operational flexibility

PLANNING FOCUS

Charging stops that match the route and schedule

03

Shared depots

Depot access under agreed charging terms

PLANNING FOCUS

Access, available capacity and charging terms

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The full cost of charging

PRIVATE CHARGING

- Electricity and taxes
- Grid connection and capacity charges
- Equipment, cabling and future upgrades
- Maintenance, software and remote operation
- Administration and cost allocation

PUBLIC OR SHARED CHARGING

- Charging tariff per kWh
- Any parking, booking or other fees

Every cost category matters

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The charging mix changes the average tariff

OWN DEPOT

50% × 1.81
SEK/kWh

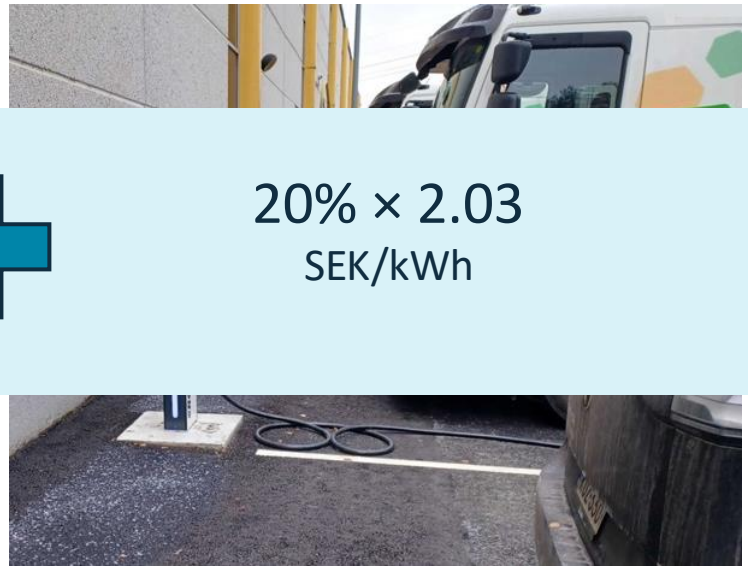
Include equipment, grid and operating costs as well as electricity.

PUBLIC STATION

30% × 3.27
SEK/kWh

The tariff includes access to an operator's infrastructure.

CUSTOMER OR PARTNER SITE



20% × 2.03
SEK/kWh

Agreed access at a customer or partner site can complement the network.

2.29 SEK/kWh

Energy shares (kWh): 50% / 30% / 20%. Weighted tariff: 2.29 SEK/kWh
Additional depot and operating costs are not included
ECB reference rate, 2 Oct 2026: EUR 1 = SEK 11.29

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How companies can organise charging

- Plugit plans the network around transport demand
- Transport companies analyse routes and charging costs
- Route analysis identifies feasible vehicles and charging stops
- A shared plan supports the step to electric operations

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Let’s plan your first electric routes

- We plan the network.
- We help you analyse your routes and charging costs.
- Together, we plan the transition.

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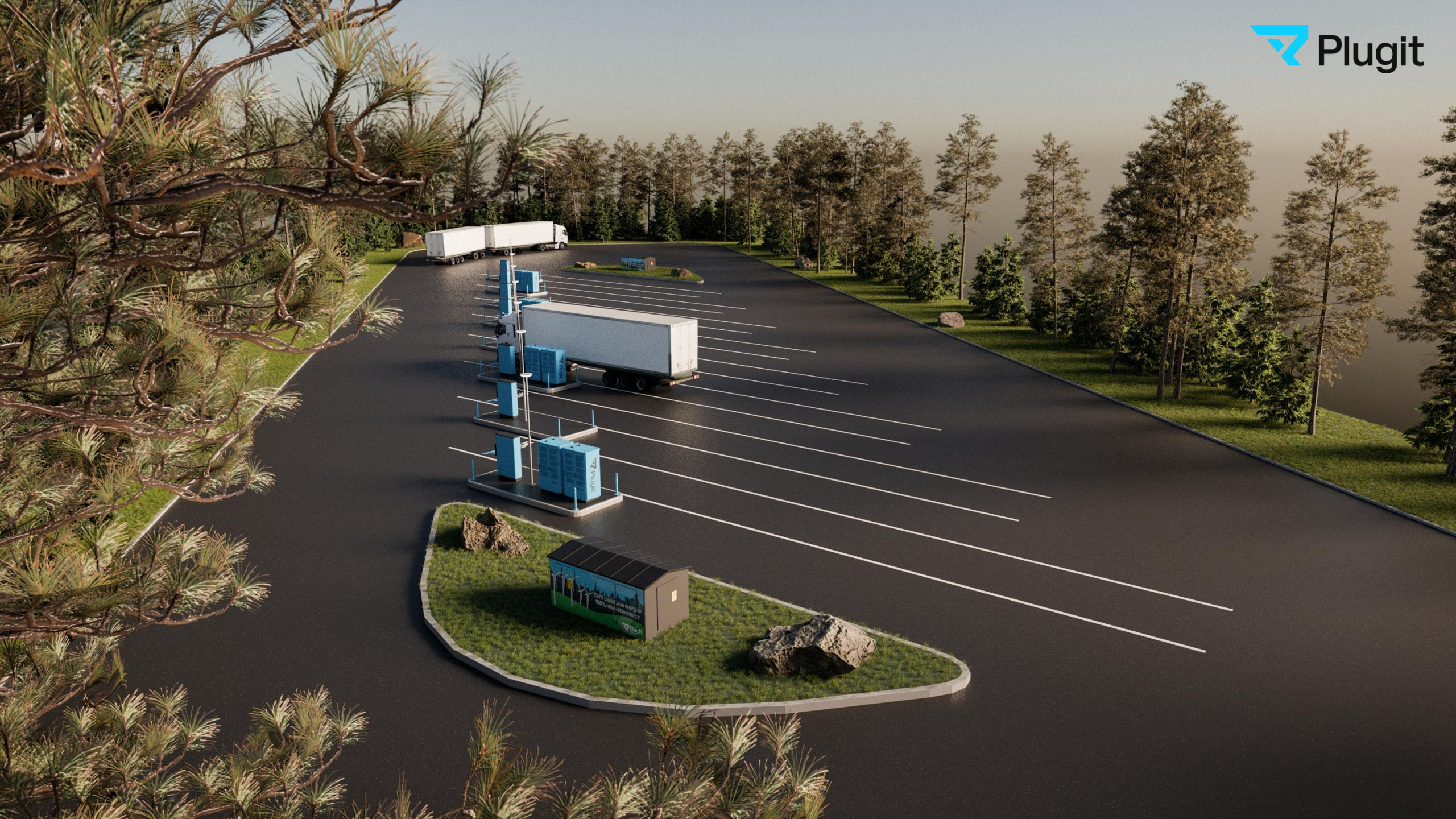
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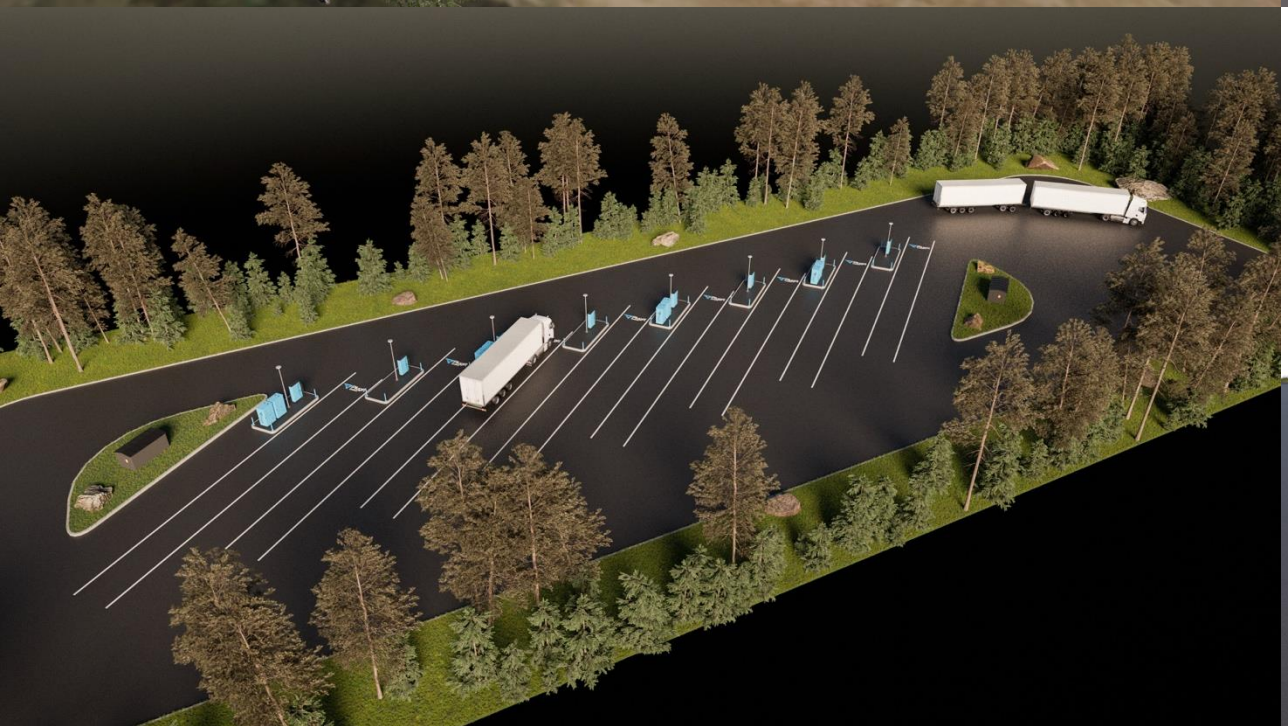


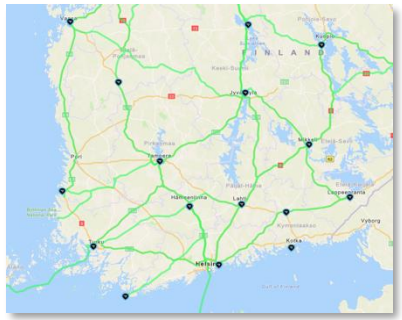
The role of public charging

- Strategic locations support longer truck journeys
- Simple access and a clear driver experience
- High-power charging with CCS and MCS options
- Amenities make charging stops more useful
- Operators avoid upfront station investment
- Plugit operates and maintains the station

Fleet data guides network planning

- Electrification planning links fleet operations to charging investment

1. Objectives and fleet data
2. Route and vehicle simulation
3. Routes and electrification steps
4. Public network opportunities
5. **Electrification roadmap**



Customer	Planning outcome	Goal
Nationwide logistics provider	Long-haul e-trucks commercially viable. Investment schedule advanced by two years.	**Sustainable fleet electrification supported by the public network**
Pan-Nordic logistics operator	Electrification plan supporting the client's investments and Plugit's network development.	
Major forest industry company	Long-haul e-trucks viable. Electricity added to the client's future fuel mix.	
Leading Nordic steel producer	Roadmap to 30% lower logistics CO_2 emissions, supporting the client's ESG targets.	