

Megawatt Charging Experience

Dr.-Ing. Dorothea Liebig, Dr.-Ing. Felix Heider

Shell Global Solutions Deutschland

Dr.-Ing. Johannes Brombach

SBRS GmbH



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Shell’s net carbon intensity and net-zero emissions target

In this content we may refer to Shell’s “net carbon intensity” (NCI), which includes Shell’s carbon emissions from the production of our energy products, our suppliers’ carbon emissions in supplying energy for that production and our customers’ carbon emissions associated with their use of the energy products we sell. Shell’s NCI also includes the emissions associated with the production and use of energy products produced by others which Shell purchases for resale. Shell only controls its own emissions. The use of the terms Shell’s “net carbon intensity” or NCI is for convenience only and not intended to suggest these emissions are those of Shell plc or its subsidiaries.

Shell’s operating plan and outlook are forecasted for a three-year period and ten-year period, respectively, and are updated every year. They reflect the current economic environment and what we can reasonably expect to see over the next three and ten years. Accordingly, the outlook reflects our combined Scope 1 and 2 target, NCI target and our oil products ambition over the next ten years. However, Shell’s operating plan and outlook cannot reflect our 2050 net-zero emissions target, as this target is outside our planning period. Such future operating plans and outlooks could include changes to our portfolio, efficiency improvements and the use of carbon capture and storage and carbon credits. In the future, as society moves towards net-zero emissions, we expect Shell’s operating plans and outlooks to reflect this movement. However, if society is not net zero in 2050, as of today, there would be significant risk that Shell may not meet this target.

The information provided above regarding Shell’s NCI and net zero emissions target are not intended, nor should they be construed as introducing, suggesting or making any claim, target or representation thereof other than what is included in the content.

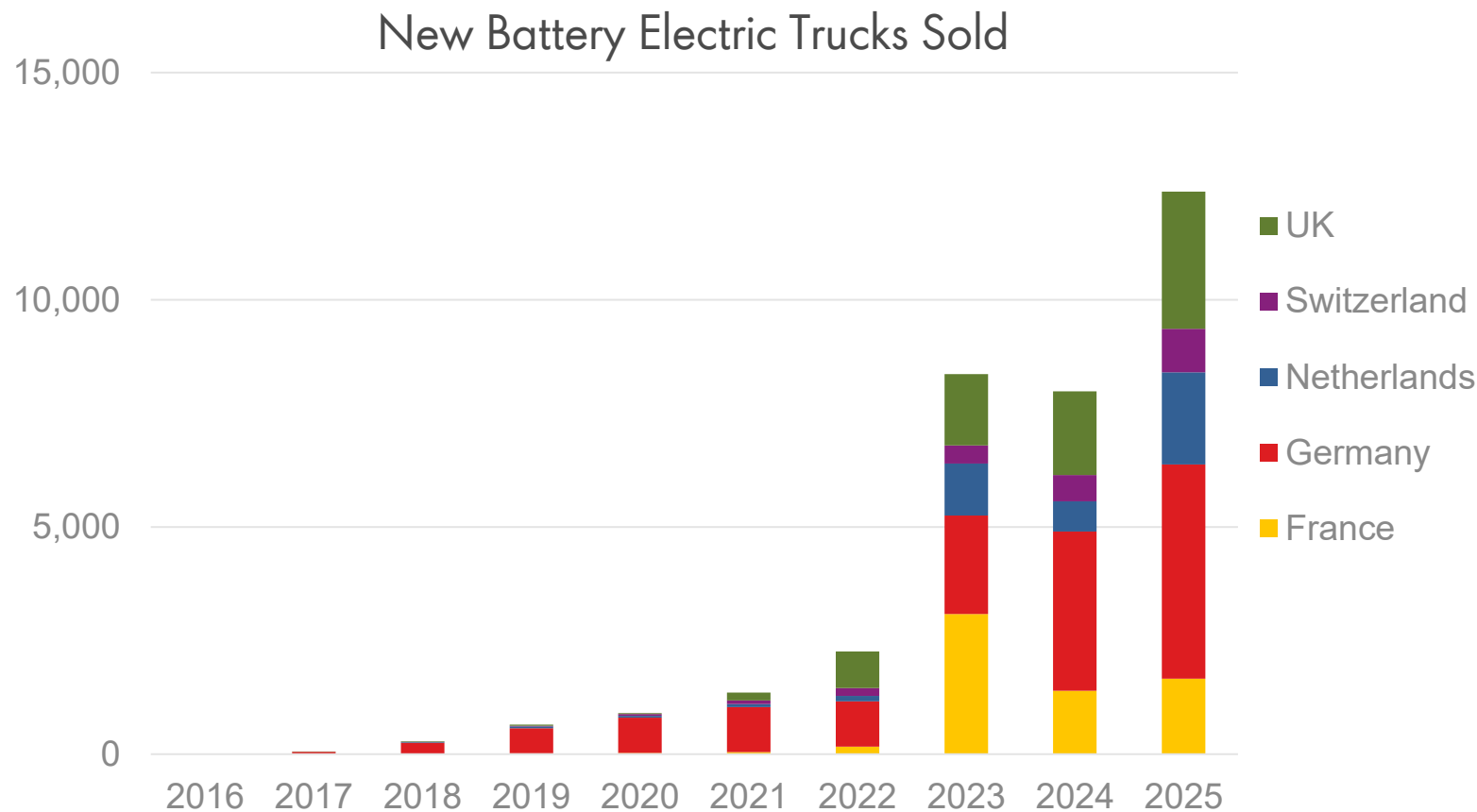
Forward-Looking non-GAAP measures

This content may contain certain forward-looking non-GAAP measures such as free cash flow and underlying operational expenses. We are unable to provide a reconciliation of these forward-looking non-GAAP measures to the most comparable GAAP financial measures because certain information needed to reconcile those non-GAAP measures to the most comparable GAAP financial measures is dependent on future events some of which are outside the control of Shell, such as oil and gas prices, interest rates and exchange rates. Moreover, estimating such GAAP measures with the required precision necessary to provide a meaningful reconciliation is extremely difficult and could not be accomplished without unreasonable effort. Non-GAAP measures in respect of future periods which cannot be reconciled to the most comparable GAAP financial measure are calculated in a manner which is consistent with the accounting policies applied in Shell plc’s consolidated financial statements. These forward-looking non-GAAP measures are provided to assist readers in understanding management’s use and expectations of such measures and may not be appropriate for other purposes.

The contents of websites referred to in this content do not form part of this content.

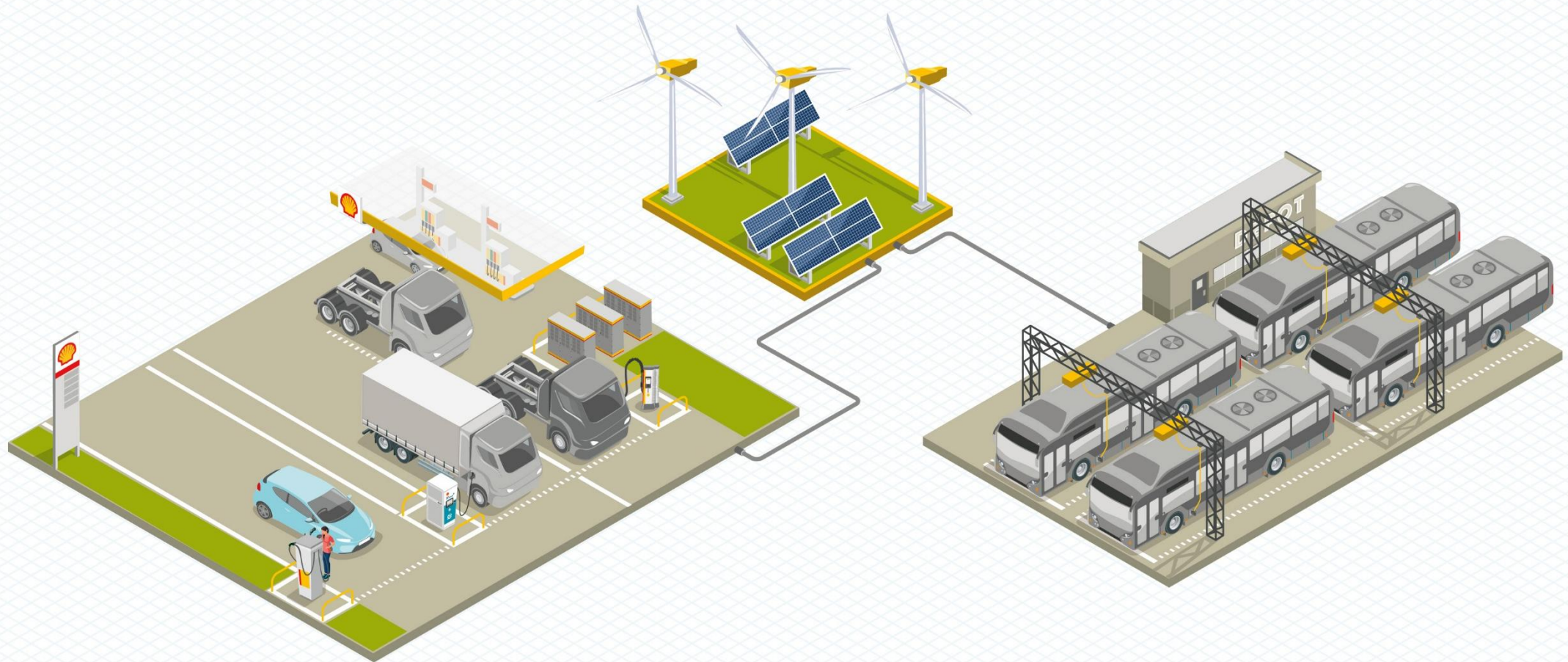
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Uptake of Battery Electric Trucks in Europe



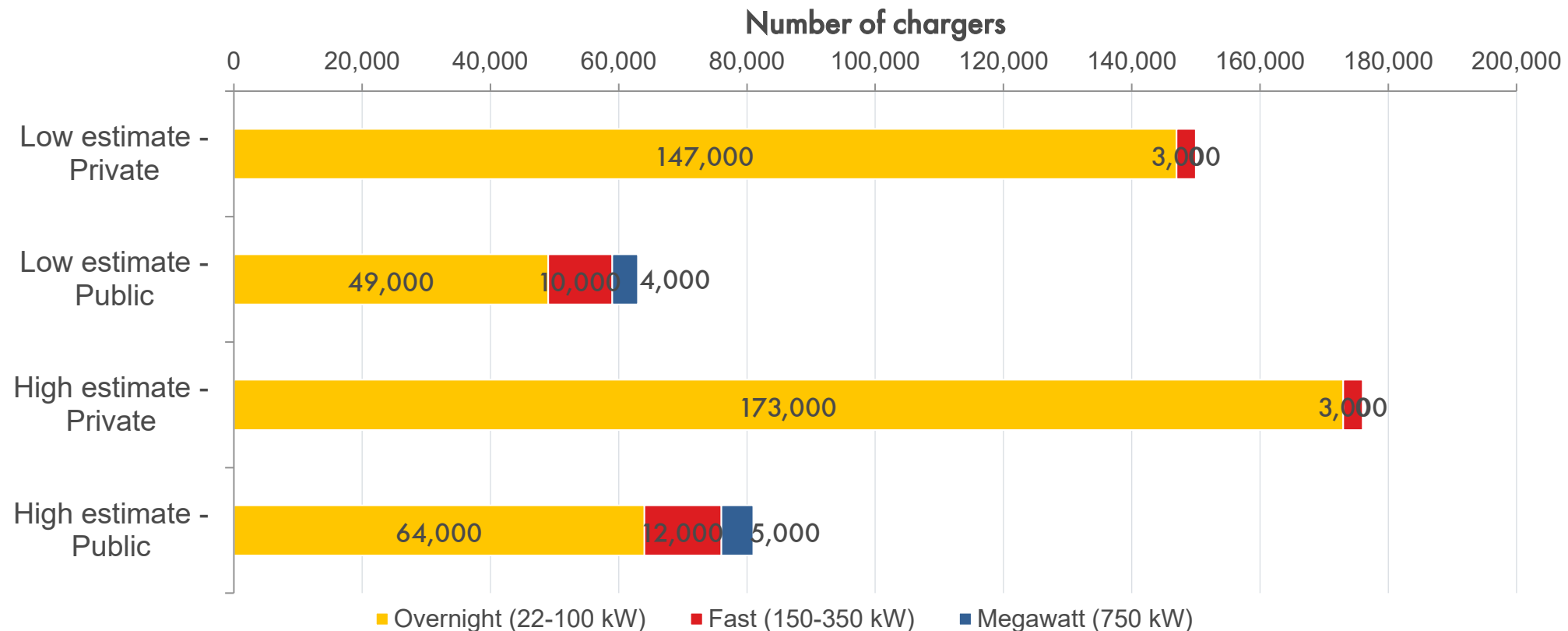
Q1 - Q3 2025:
3.8% of all new truck
registrations in EU were
electrically chargeable

Charging Technologies for Heavy-Duty Vehicles



2030 capacity projected by ICCT to split almost equally between public and private chargers with overnight charging as primary charging mode

Total number of chargers and charging power needed by 2030



HoLa - Hochleistungsladen



SBRS
A Member of the Shell Group



Consortium with

- ❖ **Charger OEMs:**
Siemens/Heliox, ABB, SBRS
- ❖ **Truck OEMs:**
MAN, Scania, Volvo Trucks,
Daimler Truck



With funding from the

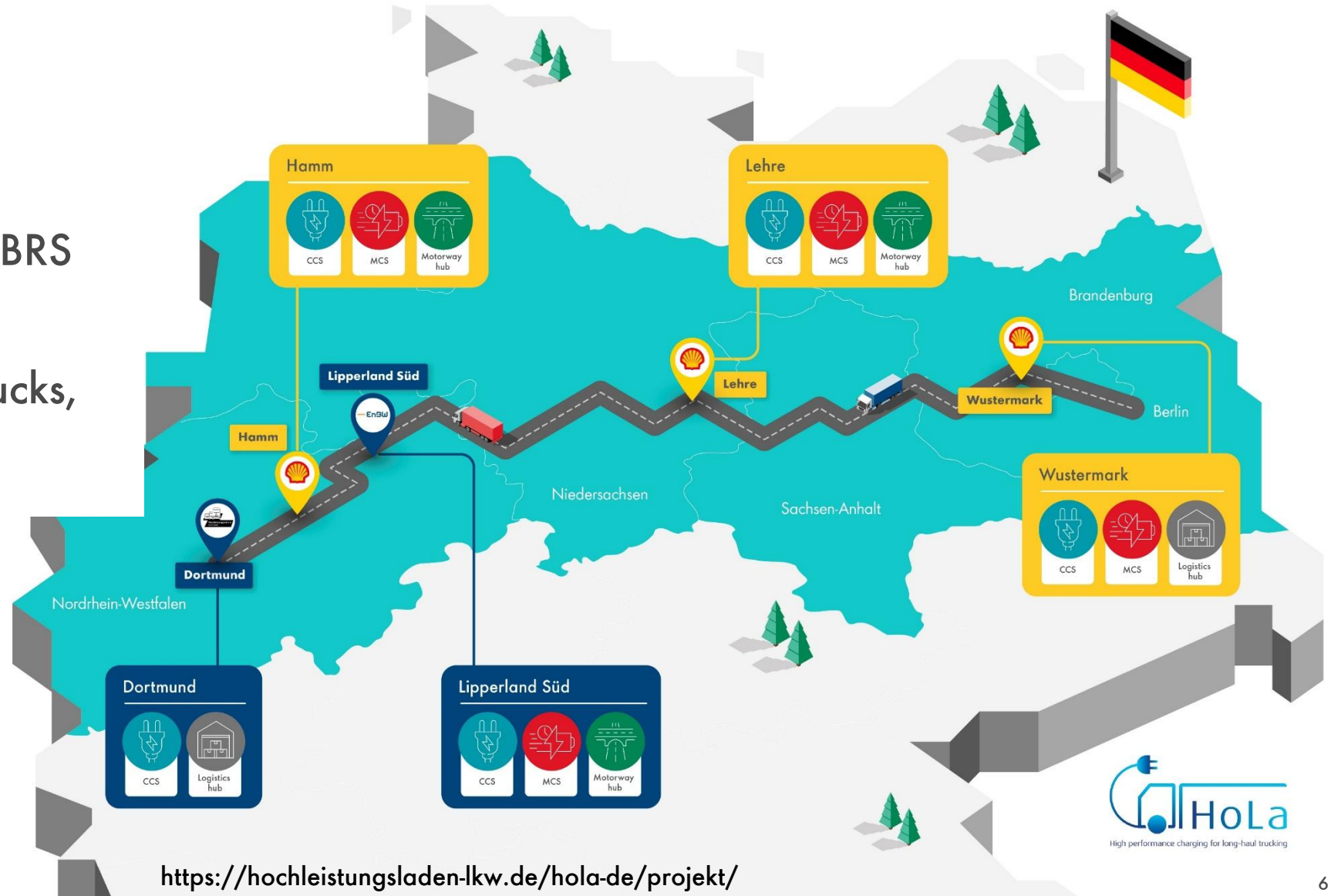


Federal Ministry
of Transport



Funded by
the European Union
NextGenerationEU

by decision of the
German Bundestag



Hybrid MCS and CCS charger installations at Lehre und Wustermark

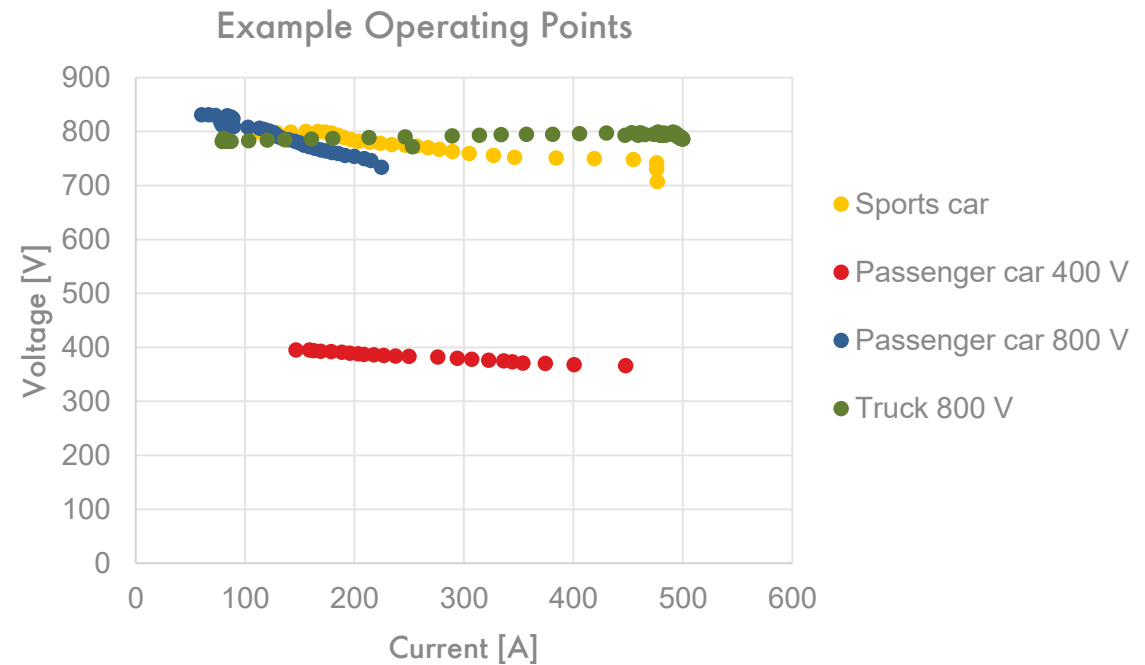
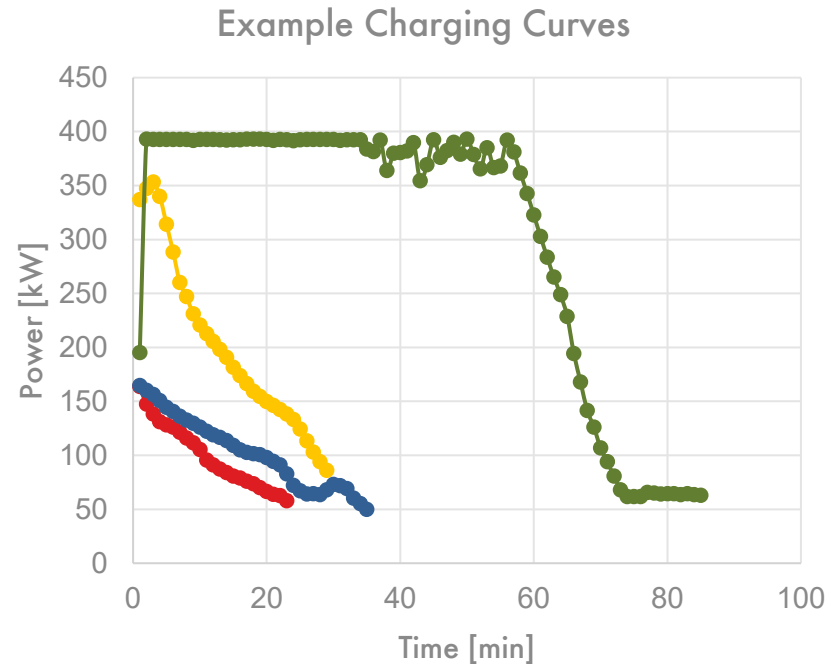


CCS High Power Chargers for Public Truck Charging

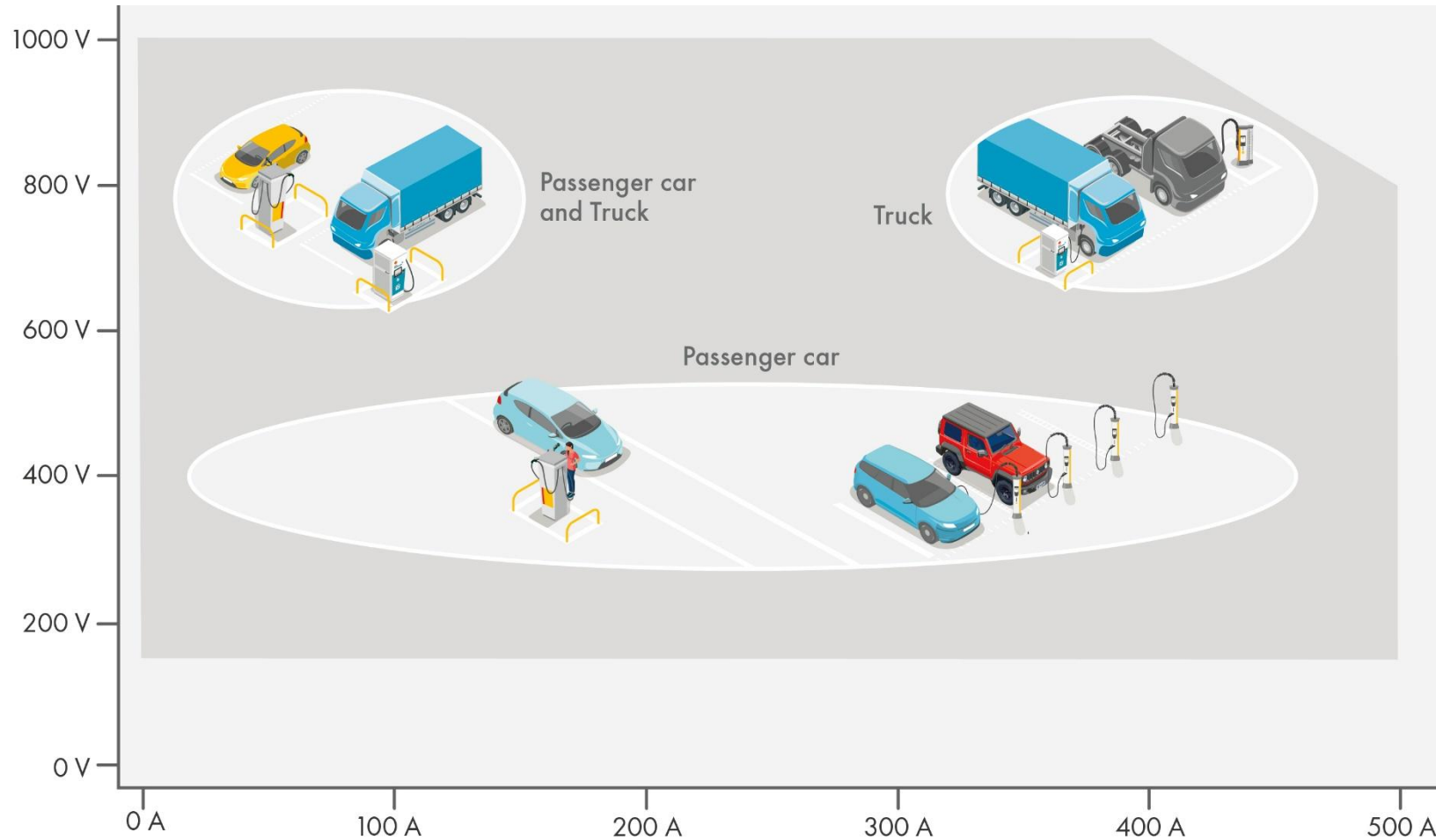


- 150–500 kW sufficient for current trucks
- Bay design decisive
- CCS is thermally limited
- New designs of connector and EV inlet cooling

Charging Behavior of Assumed Vehicle Types at Public 400 kW HPC



Highest Density of Operating Points at Public 400 kW High Power Charger

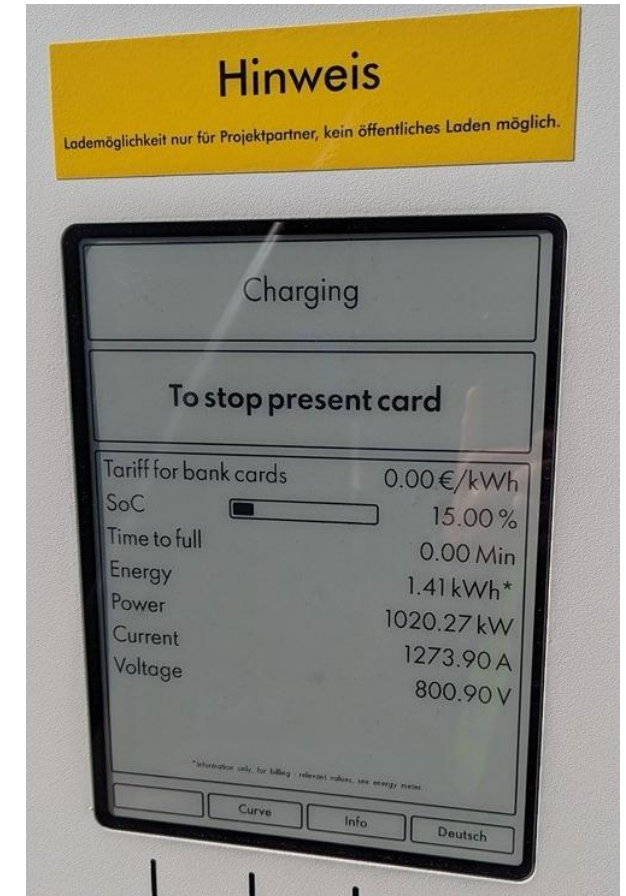
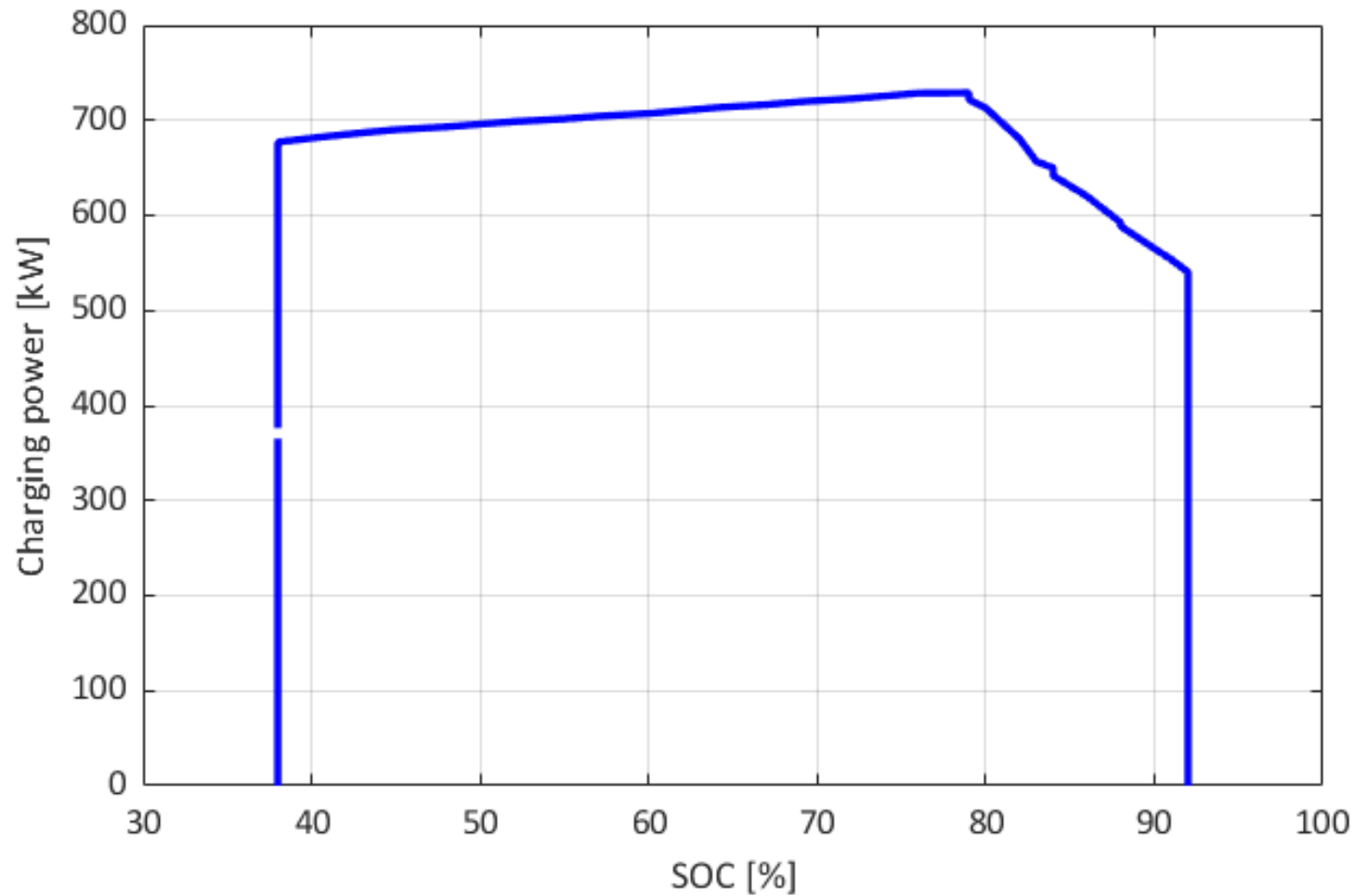


Megawatt Charging System

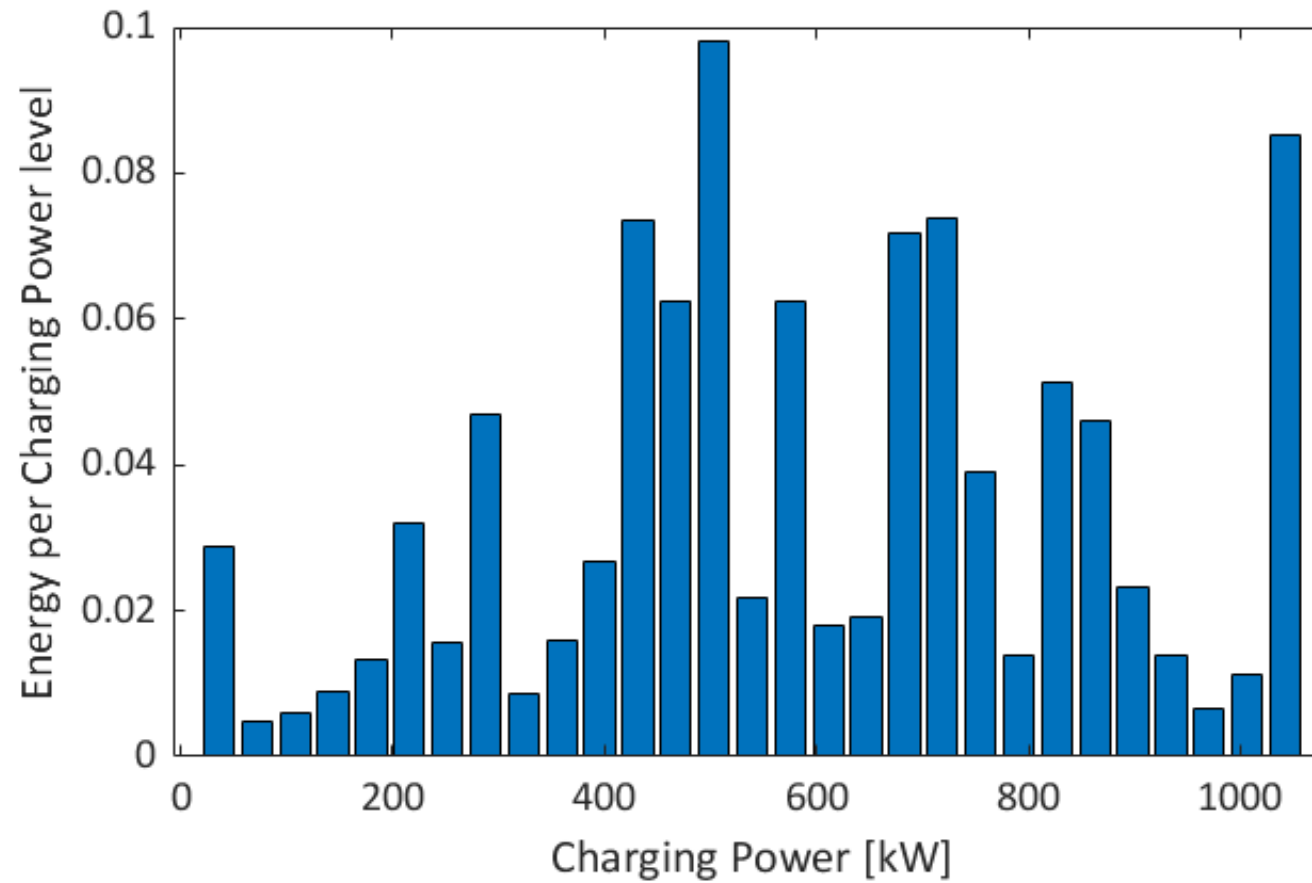


- MCS enables megawatt truck charging within 45-minute breaks.
- Up to 1,250 V / 3,000 A (max 3.75 MW).
- Separated communication pins improve EMI robustness.
- Ethernet + ISO 15118-20 support future fleet use cases.

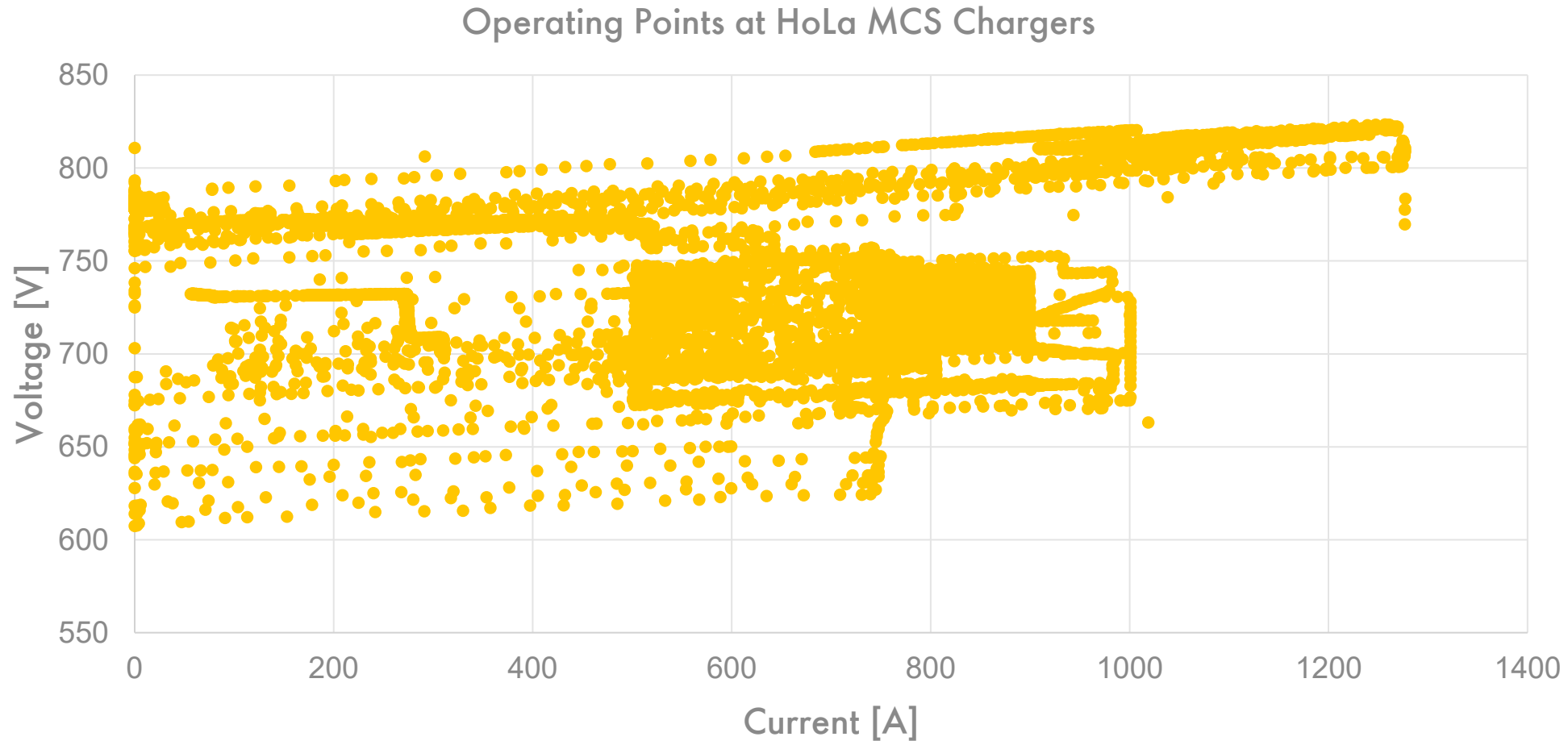
Examples of MCS charging at Lehre



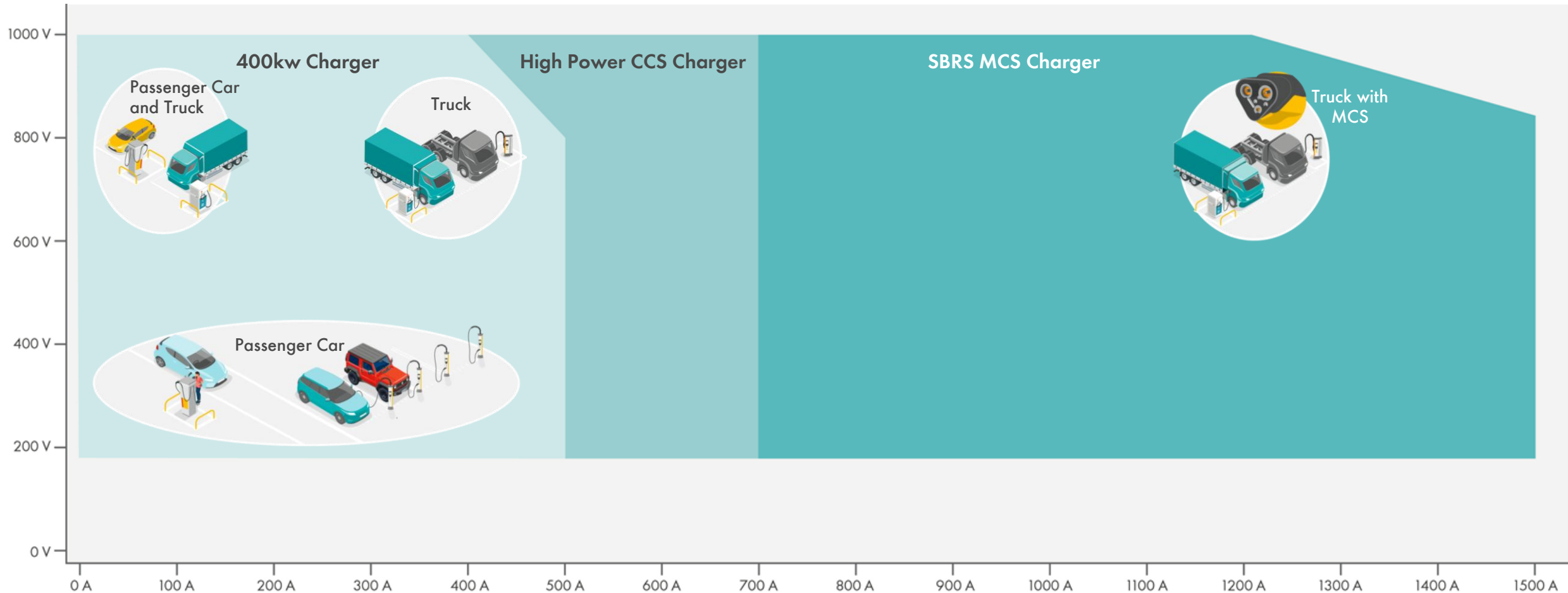
Power distribution over MCS charges between June - September



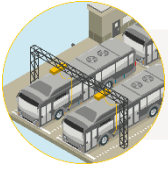
Megawatt Charging Sessions at Wustermark and Lehre



HoLa MCS charging compared with current CCS charging events



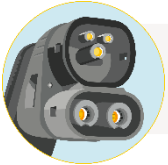
Conclusions



Majority of chargers for battery electric trucks are, and will remain, private, e.g. in depots.



Public chargers are essential for the electrification of transport.



Hybrid CCS and MCS charging hubs address current and future charging demands.



First operational data with Megawatt Chargers show charging speeds well above current CCS offers.

