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Company Name: ENECHANGE Ltd.

Representative: Tomoya Maruoka, Representative Director and CEO
(TSE Growth Code No. 4169)

Inquiries: Yuichiro Shinohara, Senior Executive Officer / CFO
TEL: +81-3-6635-1021

Preliminary results of FY24 Q4 performance for public EV charging ports (destination charging)

Thank you for your continued interest in our company. We disclose the operational performance of our public EV charging ports (destination charging) as follows. This disclosure aims to reinforce information dissemination to investors and ensure fair disclosure, with the end of each quarter as the disclosure timing.

We are listing our aggregate preliminary figures as of now.

1. Preliminary results of Performance KPIs for public EV charging ports (destination charging)*¹

● QoQ performance for the charging ports installed by FY24 Q3

	Charging Performance KPI	FY24 Q3 (Jul. to Sep., 2024)	FY24 Q4 (Oct. to Dec., 2024)	QoQ
(1)	Total Number of Ports Installed	2,582	2,582	-
(2)	Total Energy Dispensed (kWh)	600,158.82	625,024.18	+4.1%
(3)	Total Charging Time (minutes)	8,842,987	9,265,130	+4.8%
(4)	Number of Charging Sessions	63,365	66,239	+4.5%
(5)	Average Monthly Charging Sessions per Port	8.2	8.6	+4.5%
(6)	Average Charging Time per Session (minutes)	140	140	+0.2%
(7)	Average Monthly Charging Time per Port (minutes)	1,142	1,196	+4.8%
(8)	Average Monthly Charging Time per Port (hours)	19.0	19.9	+4.8%
(9)	Average Monthly Energy Dispensed per Port (kWh)	77	81	+4.1%

● All charging ports, including new installations

	Charging Performance KPI	FY24 Q4 (Oct to Dec, 2024)
(1)	Total Number of Ports Installed* ²	6,091
(2)	Total Energy Dispensed (kWh)	725,082.47
(3)	Total Charging Time (minutes)	10,751,156
(4)	Number of Charging Sessions	77,664
(5)	Average Monthly Charging Sessions per Port	4.3
(6)	Average Charging Time per Session (minutes)	138
(7)	Average Monthly Charging Time per Port (minutes)	588
(8)	Average Monthly Charging Time per Port (hours)	9.8
(9)	Average Monthly Energy Dispensed per Port (kWh)	40

(Note)

*1. Figures are preliminary and may be revised later as they are not audited.

*2. The total number of installed ports includes 28 under 6kW charging ports. The cumulative number of installed charging ports disclosed herein refers to those charging ports that have commenced use and are subject to aggregation based on charging usage results. Additionally, the cumulative number of installed charging ports disclosed on page 8 of the Presentation Material for FY24Q3 Quarter Financial Results is aggregated based on installation completion and includes some charging ports that have not yet commenced use.

【Calculation Method】

(2), (3), (4) : Quarterly Total Figures

$$(5) = (4) \div (1) \div 3$$

$$(6) = (3) \div (4)$$

$$(7) = (5) \times (6)$$

$$(9) = (2) \div (1) \div 3$$

2. Commentary on changes QoQ

In the period from October to December 2025, the total charging time rose due to seasonal factors (such as multiple consecutive holidays and increased outings for year-end homecoming and travel), alongside a substantial rise in charging spots and unique users per spot. As indicated in Table 1, the charging stations installed by FY24 Q3 experienced increased user awareness with time, leading to an improved utilization rate. This resulted in a 4.8% QoQ increase in the average monthly charging time per unit, recording 19.9 hours.

As shown in Table 2, the concentration of new installations during FY24 Q4, influenced by the subsidy application schedule, led to a temporary decline in utilization per unit for charging ports set up by FY24 Q3. However, we foresee improvements as drivers become aware of new charging port installations and adopt new usage patterns.