TARIFF AUTONOMY

CAR CONNECT

Comparing charging rates for electric cars is a complex undertaking. With the support of umlaut's e-mobility experts, connect has taken on the task.

Recently we have been testing the charging networks in Germany, Austria and Switzerland in connect 12/2020. In issue 5/21, we took a closer look at the apps of the e-mobility providers. However, neither in network nor in app tests are the costs or rates part of the evaluation – we have adopted this principle, which has proven itself in mobile communications, for electromobility.

Nevertheless, our aim is to inform our readers about the consumption costs to be expected when switching to an electric car – and which of the tariff offers, some of which are still quite confusing, is the best choice depending on usage behaviour. However, despite decades of experience with rate comparisons in mobile and fixed networks, we discovered that the world of electromobility is still a lot more complicated – especially since this market is considerably younger and thus less mature than the tariff worlds of telecommunications. We were therefore grateful once again for the extensive support of the experts from our partner umlaut

Recently several rate increases

Nevertheless, the timing for our first major check of e-mobility rates could hardly have been more favourable – because shortly before the publication date of this issue, several rate increases by the providers included in the test came into effect. This applies to EnBW (and the ADAC charging tariff derived from it) as well as to Shell/NewMotion. Plugsurfing had raised its prices sharply in early 2021 and has recently rowed back slightly – but remains at a higher level than in 2020. Rising energy costs and the high cost of expanding the charging networks made this essential, according to the providers. This makes it all the more important for users to be able to find their way through the often dense jungle of tariffs. And that is exactly where we want to help. **Hannes Rügheimer**

„E-car drivers need guidance in choosing the right charging tariff for them. Our analysis shows that it is essential to pay very close attention to the terms and conditions depending on one's own usage behaviour."

Hakan Ekmen, Managing Director at umlaut

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RARE CHARGING

▶Those who tend to drive only a few kilometers in an e-car also charge less frequently. In addition, this user type mainly uses a domestic wallbox.

Cheap, but fairness clause

The most convincing offer for this scenario is made by Stadtwerke Munich, whose "SWM Ladekarte" can be ordered and used by anyone. The provider is part of the "Ladenetz" network – with around 23,000 charging points one of the smaller representatives of its kind, but still with a nationwide presence. A charging card with its tariff is a good addition to the portfolio of e-car drivers, since SWM makes the now rare offer of charging the kilowatt hour completely independently of the wattage. To ensure that the provider doesn't pay too much extra for roaming, however, a fairness clause applies: if more than 50 percent of charging processes take place via roaming within two consecutive months, SWM can block the roaming function.

Around 36,000 German charging points are supported by the Offenbach-based e-mobility provider Maingau, which also scores very well in our comparison. Its rates for AC and DC are at least one cent lower than most of its competitors. At 75 cents per kWh, Maingau is also slightly cheaper than some of its competitors for charging at Ionity stations. Like other providers, the Offenbach-based company now charges blocking fees for longer periods of parking at charging stations when the car is no longer actively charging.

Clear and simple conditions

The electricity company EWE does not do this with its "GO Mobility Card". Although it costs a one-time fee of 10 euros, it then offers clear conditions and quite fair pricing – including a cheap 49 cents per kWh for Ionity. With just over 34,000 usable charging points in Germany, there is also a high level of prevalence.

EnBW, the energy provider in Baden-Württemberg, is considered the leader among electromobility providers and supports more than 43,000 charging points across Germany. However, its example underscores that the ideal choice of tariff depends heavily on usage behaviour: With the less favorable frequent-charger tariff, in our modeling, rare users pay almost twice as much as with the standard tariff. Blocking charges are also included in both cases.

User type Rare Charging

This user type mainly drives short distances and uses a small electric car such as the Fiat 500e, Renault Zoe or VW ID.3 for this purpose. Since he mainly charges at a wallbox at home, the share of his charging processes in public amounts to only 10 percent.

37,5 kWh
Battery capacity

16,5 kWh/100km
Consumption

Annual mileage
7500 km

Public Charging
10% (of which: 60% AC, 40% DC)

Amount of electricity
AC 11 kW: **17 kWh**
DC 50 kW: **30 kWh**
HPC: –

Duration of charging
AC 11 kW: **120 min**
DC 50 kW: **45 min**
HPC: –

Results Rare Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total Costs/ Year (€)*	Points	Grade
Stadtwerke München SWM-Ladekarte	21,53	19,31	0,00	**43,46**	**892**	very good
Maingau EinfachStromLaden	28,22	23,76	0,00	**54,84**	**878**	very good
EWE GO Mobility Card	28,96	24,26	0,00	**56,51**	**874**	very good
EnBW Standardtarif	33,41	27,23	0,00	**66,56**	**852**	very good
NewMotion/Shell Recharge Standard	35,68	32,26	0,00	**67,94**	**849**	good
Plugsurfing Laden zu Festpreisen	35,64	31,68	0,00	**70,64**	**843**	good
E.ON Drive Easy	28,96	24,26	0,00	**112,61**	**750**	good
DKV Card +Charge	31,49	25,21	0,00	**122,58**	**728**	satisfactory
EnBW Vielladertarif	28,59	23,88	0,00	**126,96**	**718**	satisfactory

connect E-Mobility Providers: Tariffs for Rare Charging BEST IN TEST

* Total costs per year including, if applicable, monthly basic charges, blocking charges and proportional one-off costs (distributed over 3 years)

CAR CONNECT

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NORMAL CHARGING

User type Normal Charging

This user type drives a mid-range e-car such as Hyundai Kona, Kia e-Niro, Nissan Leaf or Skoda Enyaq. This type also charges regularly at home, but frequent longer trips result in a charging share on the road of 25 percent – occasionally also on highways.

57,5 kWh
Battery capacity

16,5 kWh/100km
Consumption

Annual mileage
15 000 km

Public Charging
25% (of which: 40% AC, 40% DC, 20% HPC)

Amount of electricity
AC 11 kW: **17 kWh**
DC 50 kW: **37,5 kWh**
HPC 100 kW: **50 kWh**

Duration of charging
AC 11 kW: **120 min**
DC 50 kW: **45 min**
HPC 100 kW: **30 min**

▶ When long-distance tours are added to regular local trips, the prices conditions at public charging stations become more important for this user type.

Beware of too much roaming

The offer from Stadtwerke Munich is also convincing in this scenario – although users must be more careful not to overdo it with roaming at charging stations outside the "Ladenetz" charging network.

The offers from EWE, Maingau and the standard rate from EnBW are also good options for the usage scenario assumed here. EnBW's standard tariff is still the slightly less favourable choice in this case – but in this scenario its users pay only about 10 percent more in annual charging costs than with the EnBW standard tariff, which is more suitable for them. The more one's usage behaviour moves in the direction of frequent-charging (for example, through higher annual mileage than the 15,000 km assumed here), the more worthwhile the EnBW frequent-charger tariff becomes.

With the integration of Innogy in March 2020, the Essen-based utility company E.ON also took over Innogy's e-mobility activities. With around 26,000 usable charging points, the coverage of this network ranges in the good midfield. This also applies to the performance of E.ON's "Drive easy" tariff in our model calculation – although the average e-mobility user could save around 100 euros per year compared with the E.ON offer by choosing a more suitable tariff.

Confusing tariff structure at Shell Recharge/NewMotion

As regular connect readers already know, the formerly independent charging card provider NewMotion has been part of Shell and its "Shell Recharge" service since 2017. This means that more than 42,000 charging points can be used in Germany, although it is quite confusing for customers that different prices apply for Shell Recharge charging points, former NewMotion charging points, third-party AC, DC and HPC charging points, and Ionity. Furthermore, the additional transaction fee of 35 cents per refueling makes the charging more expensive overall, so that this offer also only ranks in the mid-field for normal chargers and even relatively low in our ranking for frequent chargers (see right-hand page).

Results Normal Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total Costs/ Year (€)*	Points	Grade
Stadtwerke München SWM-Ladekarte	94,05	94,05	47,03	**236,79**	**884**	very good
EWE GO Mobility Card	96,53	121,28	60,64	**281,74**	**824**	good
Maingau EinfachStromLaden	94,05	118,80	64,97	**287,55**	**817**	good
EnBW Standardtarif	111,38	136,13	73,01	**332,55**	**757**	good
E.ON Drive Easy	96,53	121,28	77,14	**354,34**	**728**	satisfactory
EnBW Vielladertarif	95,29	119,38	65,28	**360,56**	**719**	satisfactory
NewMotion/Shell Recharge Standard	118,95	160,71	83,57	**363,23**	**716**	satisfactory
DKV Card +Charge	104,97	125,10	68,26	**364,21**	**714**	satisfactory
Plugsurfing Laden zu Festpreisen	118,80	158,40	84,36	**364,87**	**714**	satisfactory

connect E-Mobility Providers: Tariffs for Normal Charging BEST IN TEST

* Total costs per year including, if applicable, monthly basic charges, blocking charges and proportional one-off costs (distributed over 3 years)

FREQUENT CHARGING

User type Frequent Charging

The frequent charger drives relatively long distances and therefore charges half at home and half on the road. This type uses a premium e-car such as an Audi e-tron, BMW iX4, Mercedes EQC, Porsche Taycan, etc. and charges it relatively frequently at HPC charging stations on the highway.

80 kWh
Battery capacity

22,5 kWh/100km
Consumption

Annual mileage
25000 km

Public Charging
50% (of which: 10% AC, 20% DC, 70% HPC)

Amount of electricity
AC 11 kW: **17 kWh**
DC 50 kW: **37,5 kWh**
HPC 150 kW: **75 kWh**

Duration of charging
AC 11 kW: **120 min**
DC 50 kW: **45 min**
HPC 150 kW: **30 min**

▶ Regardless of the drive system, higher annual mileages only come together if the user drives a high share of long distance trips. Drivers with this profile who choose an e-car will probably select a larger vehicle with a higher battery capacity and charge it more frequently at the HPC stations at freeway service stations or in relevant charging parks. Since frequent charging also significantly increases the resulting costs, frequent drivers in particular should pay very close attention to the selection of a suitable tariff – they have the most money to lose.

Tariff conditions crucial

In our modeling for this category, Stadtwerke Munich is once again ahead here – but frequent drivers will only enjoy the SWM charging card for longer if they are able to keep the roaming share of the total of their charging processes below 50 percent by charging frequently at stations which are part of the "Ladenetz" network.

The EWE GO Mobility Card, Mangau's "EinfachStromLaden" charging tariff and now explicitly the frequent-charger tariff from EnBW also serve this type of user well. The latter example shows that the corresponding tariff structure with a monthly basic fee and in return lower kWh prices is also justified – in our model calculation, the difference between the EnBW offers for frequent and normal chargers sums up to around 110 euros per year.

Combined solution for electricity and traditional fuels

The "Card + Charge" from fleet management service provider DKV also scores in the midfield. A special feature of this card is that it can also be used as a fuel card for gasoline and diesel. The provider lists around 36,000 supported charging points in Germany. However, what is confusing about DKV, is that there are no uniform prices at all – the actually incurring costs depend on the operator (CPO) of each respective charging point.

The price structure of the Plugsurfing charging network is considerably clearer – at least when charging within Germany. However, this uniformity comes at the price that this provider's rates per kWh are at the very top of our test field. This leads to the last place in our model calculations for both the normal chargers and the frequent chargers.

Results Frequent Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total Costs/ Year (€)*	Points	Grade
Stadtwerke München SWM-Ladekarte	106,88	213,75	748,13	**1070,42**	**903**	very good
EWE GO Mobility Card	109,69	275,63	964,69	**1353,30**	**802**	good
Maingau EinfachStromLaden	106,88	270,00	1033,59	**1422,65**	**778**	good
EnBW Vielladertarif	108,28	271,31	1038,62	**1498,82**	**750**	good
DKV Card +Charge	119,28	284,33	1111,16	**1580,65**	**721**	satisfactory
EnBW Standardtarif	126,56	309,38	1161,56	**1609,53**	**711**	satisfactory
E.ON Drive Easy	109,69	275,63	1227,19	**1671,90**	**689**	satisfactory
NewMotion/Shell Recharge Standard	135,17	365,25	1324,97	**1825,38**	**634**	ausreichend
Plugsurfing Laden zu Festpreisen	135,00	360,00	1342,03	**1840,35**	**628**	ausreichend

connect E-Mobility Providers: Tariffs for Frequent Charging BEST IN TEST

* Total costs per year including, if applicable, monthly basic charges, blocking charges and proportional one-off costs (distributed over 3 years)

Charging tariffs of car manufacturers

Many manufacturers of electric cars offer their own charging packages and/or cards and thus special charging rates for their vehicles. We have also examined these offers in our model calculations.

■ We would have loved to also examine the offers from Mercedes and VW in addition to the rates presented here. But they offers different prices depending on the charge point operator (CPO). And unlike our test candidates, these costs could not be checked in the app or on the website without registering a real vehicle there and booking the rate for it. This was not logistically possible for this test. Incidentally, the same also applies to the BMW "Flex" rate.

In principle, the charging tariffs of the car manufacturers (known in the industry as "OEM tariffs") are only available to buyers of corresponding vehicles. In some cases (see table below), basic charges are suspended during an initial period – this was left out of our calculations.

The test results clearly show that the manufacturer rates are only worthwhile in certain situations. Tesla drivers in particular can take advantage of their manufacturer's offer without much thought. With BMW and Audi, it is necessary to take a closer look – and this is particularly true for the "Porsche Charging Service" because of its steep minute surcharges. Drivers of e-cars from these brands can save quite a bit when charging at Ionity charging stations with rates designed for this purpose. When charging at AC and DC/HPC charging stations of other operators, however, the charging cards of some normal e-mobility providers are more favorable.

Results Rare Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total/ Year (€)*	Points	Grade
Tesla Standard	27,47	18,32	0,00	**45,79**	**898**	very good
BMW Active	24,50	19,31	0,00	**104,87**	**767**	good
Audi City	28,96	24,26	0,00	**113,79**	**747**	satisfactory
BMW Ionity Plus	24,50	19,31	0,00	**260,87**	**420**	inadequate
Audi Transit	28,96	24,26	0,00	**269,79**	**400**	inadequate
Porsche Charging Service	55,16	37,87	0,00	**272,07**	**395**	inadequate

connect Car Manufacturers: E-Mobility Tariffs for Rare Charging BEST IN TEST

Results Normal Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total/ Year (€)*	Points	Grade
Tesla Standard	91,58	91,58	54,45	**237,60**	**883**	very good
BMW Active	81,68	96,53	56,51	**298,52**	**802**	good
Audi City	96,53	121,28	66,83	**347,96**	**736**	satisfactory
BMW Ionity Plus	81,68	96,53	47,44	**445,45**	**606**	sufficient
Audi Transit	96,53	121,28	56,93	**494,06**	**541**	sufficient
Porsche Charging Service	183,88	170,78	73,01	**606,71**	**391**	inadequate

connect Car Manufacturers: E-Mobility Tariffs for Normal Charging BEST IN TEST

Results Frequent Charging

Provider, Tariff	AC: Costs/ Year (€)	DC: Costs/ Year (€)	HPC: Costs/ Year (€)	Total/ Year (€)*	Points	Grade
Tesla Standard	104,06	208,13	866,25	**1178,44**	**865**	very good
BMW Active	92,81	219,38	899,06	**1275,59**	**830**	good
BMW Ionity Plus	92,81	219,38	754,69	**1287,22**	**826**	good
Audi Transit	109,69	275,63	905,63	**1510,80**	**746**	satisfactory
Audi City	109,69	275,63	1063,13	**1512,30**	**746**	satisfactory
Porsche Charging Service	208,95	388,13	1023,75	**1799,87**	**643**	sufficient

connect Car Manufacturers: E-Mobility Tariffs for Frequent Charging BEST IN TEST

* Total costs per year including, if applicable, monthly basic charges, blocking charges and proportional one-off costs (distributed over 3 years)

Charging tariffs of car manufacturers

Provider / Tariff	Audi City	Audi Transit	BMW Active	BMW Ionity Plus	Porsche Charging Service	Tesla Standard
One-time or registration fee	–	–	–	–	–	–
Basic fee per month	4,95 €	17,95 €	4,99 €	+13 € = 17,99 €	14,92 €	–
Charging price AC	39 ct/kWh	39 ct/kWh	33 ct/kWh	33 ct/kWh	39 ct/kWh + 5 ct/min	37 ct/kWh
Charging price DC	49 ct/kWh	49 ct/kWh	39 ct/kWh	39 ct/kWh	39 ct/kWh + 25 ct/min	37 ct/kWh
Charging price HPC	49 ct/kWh 79 ct/kWh (Ionity)	49 ct/kWh 31 ct/kWh (Ionity)	39 ct/kWh 79 ct/kWh (Ionity)	39 ct/kWh 35 ct/kWh (Ionity)	up to 150 kW: 39 ct/kWh + 35 ct/min up to 350 kW: 39 ct/kWh + 45 ct/min 33 ct/kWh (Ionity)	37 ct/kWh
Blocking charge	AC: from 180 min: 6 ct/min DC: from 180 min: 10 ct/min **		AC: from 180 min: 6 ct/min DC: from 90 min: 20 ct/min ***		–	–
Remarks/Specifics	Basic fee waived for new customers in the first year	Basic fee waived for new customers in the first year	Basic fee waived for new customers in the first year	Additional package to BMW charging rates for discounted Ionity charging	Basic fee waived for new Taycan customers in the first three years	Only usable in the Tesla charging network

** Blocking charge only applicable for certain charge point operators (CPOs) *** Blocking charge only applicable from 8.00 to 20.59 h

Methodology

In cooperation with umlaut

For the modeling of the user types, the research of charge point distribution and tariffs, as well as for the consumption calculations, we once again relied on our proven cooperation with the e-mobility experts at umlaut.

■ In the analysis and evaluation of e-mobility tariffs, we enlisted the expertise and support of our partner umlaut. Based on their project and industry experience, the electric mobility experts at umlaut worked with connect to develop the key points of the modeling for the considered user groups, selected the tariffs to be evaluated, researched all the necessary tariff details and then carried out the sample consumption calculations in coordination with the editorial team.
The objective was to represent the different mobility and charging behaviour of various types of e-vehicle users as representatively as possible. The assumptions on which we based the definition of the three user types – rare charging, normal charging and frequent charging – are shown in the description boxes on pages 53 to 55.
The modeling is based on practical experience with the use of electric cars and public charging stations. For the calculations, we nevertheless had to make some simplifications and additional assumptions:
The battery capacities and consumption data are derived from the manufacturers' specifications in each use case for the types of e-vehicles which are typical for the respective user types. For the electricity consumption per 100 km we have assumed an average driving style – which is neither particularly easy on the battery nor particularly sporty.
If the tariffs considered include one-off charges, we have allocated them to an operating life of three years in the calculation.

E-experts: For the tariff selection, the definition of user types and other assumptions, as well as for the cost calculations, we cooperated with the electromobility practitioners at umlaut.

The different pricing components of the tariffs were determined via the providers' websites and apps and by further research. If providers charge different prices depending on the charge point operators (CPOs), we considered the ten largest providers in Germany for our modeling and weighted the assumed charges according to their market shares.
In the case of HPC (high power charging), the provider Ionity is taken into account in one sixth of the assumed charging processes. This also roughly corresponds to its market share of HPC charging points in Germany.

Some of the car manufacturers behind the Ionity network offer tariffs with specifically reduced prices for charging at these charge points, targeted at making charging via Ionity more attractive. However, to enable a valid comparison across all relevant charge point operators, we also evaluated such tariffs by using the standardized usage profiles.
Blocking fees provided by some providers in their tariffs are included in the modeling. To achieve this, we assumed longer standing times of the modelled e-vehicles for some of the charging procedures than would normally be required to fully charge the battery. We then included the resulting additional charges in our model calculations.
Some municipal utilities and electricity grid operators offer reduced rates to their own electricity customers. We did not consider this kind of preferential tariffs in our analysis – however, we strongly recommend that customers of such utilities definitely consider according offers.
We then converted the total prices for one year determined in the sample calculations into the evaluation grid of 1000 points customary for our tests. For each of the three types of use, we assumed a cheapest and a most expensive price that was still realistic and converted from euros to points using a linear formula. This conversion was done with different minimum and maximum price limits per user type, but uniformly for the electro mobility providers (EMPs) and the car manufacturers (OEMs) in each case.

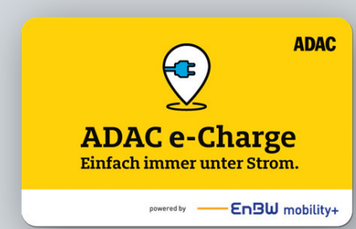
Charging tariffs of electric mobility providers

Provider / Tariff	ADAC e-Charge	DKV Card + Charge	E:ON Drive Easy	EnBW Standard	EnBW Viellader		EWE GO Mobility Card	Maingau EinfachStromLaden	Plugsurfing Laden zu Festpreisen	Shell Recharge Standard	Stadtw. München SWM-Ladekarte
One-time or registration fee	–	–	–	9,90 €	–		9,99 €	–	9,95 €	–	5,00 €
Basic fee per month	–	5,49 €	4,95 €	–	5,99 €		–	–	–	–	–
Charging price AC	29 ct/kWh	CPO specific pricing (depending on charge point)	39 ct/kWh	45 ct/kWh	36 ct/kWh (EnBW charge points); 39 ct/kWh (other charge points)		39 ct/kWh	38 ct/kWh	48 ct/kWh	46 ct/kWh (operators with kWh tariff); + 2 ct/Min. (operators with kWh+Min. tariff)	38 ct/kWh
Charging price DC	39 ct/kWh	CPO specific pricing (depending on charge point)	49 ct/kWh	55 ct/kWh	46 ct/kWh (EnBW charge p.; 49 ct/kWh (other charge points)		49 ct/kWh	48 ct/kWh	64 ct/kWh	59 ct/kWh (Shell Recharge charge points) 64 ct/kWh (others)	38 ct/kWh
Charging price HPC	39 ct/kWh 79 ct/kWh (Ionity)	CPO specific pricing (depending on charge point)	59 ct/kWh 79 ct/kWh (Ionity)	55 ct/kWh 79 ct/kWh (Ionity)	46 ct/kWh (EnBW charge p.); 49 ct/kWh (other charge points) 79 ct/kWh (Ionity)		49 ct/kWh	48 ct/kWh 75 ct/kWh (Ionity)	64 ct/kWh 89 ct/kWh (Ionity)	59 ct/kWh (Shell Recharge charge points) 64 ct/kWh (others) 81 ct/kWh (Ionity)	38 ct/kWh
Blocking charge	from 240 min: 10 ct/min (max. 12€)	–	–	from 240 min: 10 ct/min (max.12€)	from 240 min: 10 ct/min (max. 12€)		–	AC: from 240 min: 10 ct/min DC: from 60 min: 10 ct/min	–	–	–
Remarks/Specifics	Only available to club members (ADAC membership from 54 €/Year).	Info about price per charging point ufront in the app. Can also be used as a conventional fuel card.	Other tariff models may apply at some charging points. In this case, a note is displayed on the column or in the app.	–	–		–	–	Different price models apply outside Germany (info in app).	Var. prices at NewMotion charge points; add. transaction fee 35 ct per charging, max. 7 € per month	If in two consecutive months more than 50% of the charging is done by roaming, the provider can block roaming.

Recommendation ADAC

The selection of the tariffs we tested surmised that the offers are accessible to every customer. This only applies to a limited extent to the ADAC "e-Charge" charging rate, as this offer requires an ADAC membership.

■ It will be probably an exception that an e-car driver only becomes an ADAC member in order to be able to use the automobile club's favorable charging rate. But for the electric car drivers among the club's 21 million members, its charging card is a clear recommendation.
The card is based on EnBW's charging tariff and charging network, but makes them available at the same preferential conditions that the Baden-Württemberg utility group otherwise grants only to its own energy customers.
With these favorable conditions, which do not even include a monthly basic fee (see table below), e-mobilists are literally going very well: In our model calculations, ADAC's "e-Charge" rate would land in first place in the rare-charging category with total costs of 43.46 euros/year and a rating of "very good." Even normal chargers, with total costs of 233.55 euros, would still fare somewhat better than with the category winner Stadtwerke Munich – especially considering that the ADAC/EnBW rate does not impose any restrictions in terms of roaming. Our rating procedure would lead to a rating of "very good" in this case as well.
For the "frequent charger" user type we have assumed, the ADAC e-charge rate with modeled total costs of 1209.93 euros is also still one of the most favorable offers and rated "very good". In this usage scenario in particular, it is also becoming increasingly important not to have to think about possible roaming restrictions when selecting a charging station.
We can therefore only warmly recommend ADAC members with electric cars to order the ADAC "e-Charge" charging card. Basic fees and thus ongoing costs without use do not apply anyway. The cooperation partners ADAC and EnBW are making a really fair and practical offer here.
Incidentally, this assessment has nothing to do with the fact that we cooperate with ADAC in other projects – such as the usability test of hybrid cars printed from page 40 of this issue. But even against this background, we found it appropriate to evaluate the ADAC charging rate out of competition.



Conclusion

Hannes Rügheimer, connect author

Our first major tariff check for e-mobilists confirms what has long been known among users: If you want to drive as cheaply as possible, you need different charging cards for different charging situations.
Its really very fair charging prices catapult the "SWM charging card" from Stadtwerke Munich to the top of the usage scenarios modeled by umlaut and connect. However, this provider can only realize its strikingly low HPC price by restricting roaming via its tariff conditions. The higher the long-distance share, the more impractical this can become. In such cases, the rate offers from EWE, Maingau and EnBW become more interesting – although in the latter case, you should be able to estimate to some extent whether you are a "normal" user or a "frequent user". This difference can quickly amount to more than 100 euros per year.
Shell/NewMotion is a good choice for occasional loaders, but confuses with its frayed pricing structure and quickly becomes unattractive for frequent chargers. However, Plugsurfing shows that even a maximum transparent pricing is not everything: This offer becomes comparatively expensive for intensive use. DKV fares somewhat better, although the strengths of this fleet card lie in hybrid use - i.e., when conventional fuel is needed in addition to electricity.
When it comes to the car manufacturers' offers, Tesla is particularly transparent and inexpensive. The charging rates or cards of the other manufacturers included in the test require a bit more thought before use. They can be attractive above all for the frequent chargers among the respective brand users, who often want to charge at the otherwise typically very expensive Ionity stations.

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