



Interim Report H1 2026

(unaudited)

13 August 2026





H1 2026 Month by month

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January

Fastned secures up to **€200 million** in new green financing from ABN AMRO, Crédit Agricole, ING, Invest-NL and Rabobank.



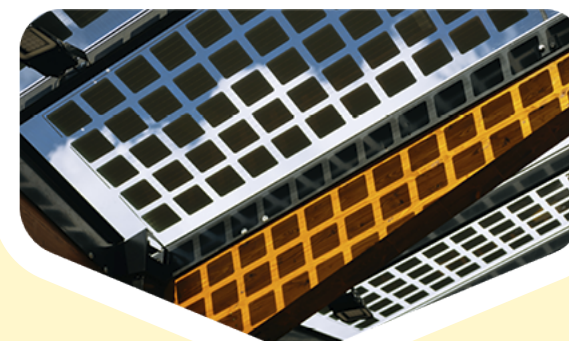
February

Fastned conducts its first bond issue of 2026, eventually raising **€32.4m** from thousands of retail investors in the Netherlands and Belgium.



March

Fastned **appoints** Victor van Dijk as new VP Strategy and welcomes Remco Samuels as CFO a.i.



April

Fastned reports over **€100m** in annual revenue related to charging for the first time.



May

A new bond issue begins, eventually concluding with **€36.5m** invested.



June

Official opening of **first London hub** in partnership between Fastned and Places for London at Hatton Cross station, next to Heathrow airport.

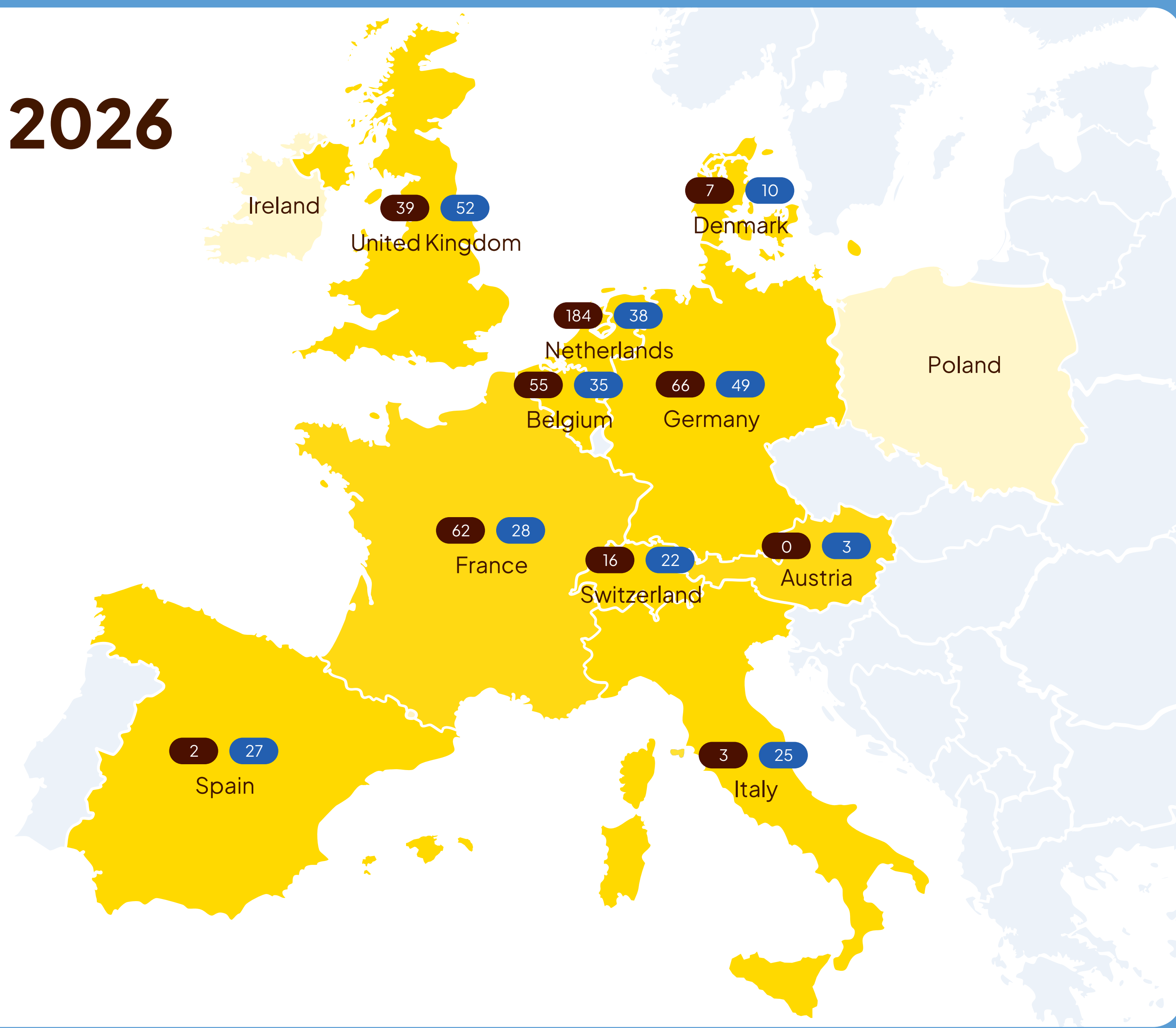


Our network H1 2026

434
Operational **stations**
across Europe

723
Locations **secured** for
development*

- Operational stations
- Locations secured for future development
- Target markets



*Figure comprises 434 locations with stations currently operational at end of H1 2026 and 289 locations which have been secured for future development but are not yet operational at end of H1 2026.

Key figures H1 2026

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Revenue related to charging

 **€75.1 million¹**

+40% vs. H1 2025

Stations operational

 **434**

+28 YtD (vs. +17 in H1 2025)

Energy sold

 **112.3 GWh**

+38% vs. H1 2025

Electric kilometres powered

 **562.2 million**

+38% vs. H1 2025

Chargers

 **2,826**

+197 YtD (vs. +160 in H1 2025)

Charging sessions

 **4.1 million**

+34% vs. H1 2025

CO₂ equivalent avoided

 **101.9 kilotonnes**

+38% vs. H1 2025

Total secured locations

 **723**

+60² YtD (vs. +37 in H1 2025)

¹ Sales of renewable energy units for the six months ended 30 June 2026 exclude €5 million relating to Dutch e-credits for the first quarter of 2026. For further information see the Financial Review on pages 17 and 18 of this Report.

² Net figure; 74 new locations were acquired and 14 locations were removed from the pipeline during H1 2026.





Michiel Langezaal, Co-founder and CEO

So far, 2026 has been a year of transformational change for Europe's energy and mobility systems. Millions of electric vehicles are entering the roads, new models are broadening the market and charging technology is developing quickly. In this environment, Europe needs infrastructure that is reliable, scalable and built for the long term.

When Fastned was founded in 2012, we were often seen as an upstart. We had to make the case for fast charging, for large public charging stations and the role that reliable infrastructure would play in the adoption of electric vehicles.

Much has changed. Today, Fastned is increasingly a large-scale infrastructure company operating at the intersection of mobility, technology and energy. Our stations are long-term assets, designed to serve drivers for many years. We are no longer solely demonstrating that fast charging is a viable business, or that it is a crucial element of the e-mobility ecosystem – we (and others) are constructing a new backbone for European transport; the e-mobility framework that Europe will depend on.

Validation of a successful strategy

Our strategy has remained consistent throughout. We focus on securing high-value locations, building stations with capacity for future demand, providing reliable fast charging with renewable electricity, and creating an experience that drivers trust and enjoy.

In the first half of the year, we accelerated across the full rollout process. As well as opening 28 new stations, we secured a record number of new locations, obtained construction permits at our fastest-ever rate, and upgraded or expanded a host of existing sites. After committing last year to improving our rollout pace, we have delivered on our plan. This is a testament to the many teams and individuals who are involved in growing our network, who have risen to meet the challenge of ramping up our build pace.

In the United Kingdom, we opened our large Hatton Cross hub in partnership with Places for London, demonstrating how our concept can serve big cities – essential to bringing fast charging where the drivers are, and where it is most needed.

Scaling with maturity

At the same time, our results show that the network is rapidly becoming more productive. Revenue related to charging continued to grow strongly, gross profit was up over 60% and our operational EBITDA more than doubled. Underlying company EBITDA increased from €1.4 million a year ago to €13.7 million in H1 2026. These are meaningful steps forward and show operational



"Our operational stations are now contributing meaningfully to the cost of building new ones."



leverage kicking in, driven by an acceleration of charging demand following the continued rapid growth in BEVs on the road.

As EV adoption grows and we become more efficient, we can increase the value generated by every station and charger, while continuing to invest in growth. When we talk about optimisation, this is what we mean; not just reducing costs where we can, but anticipating demand, expanding capacity where needed, and maintaining the reliability that drivers expect.

Commercially, we are reaching more types of driver. The number of drivers with a Fastned Gold Membership doubled during the first half of the year, while new fleet and OEM agreements and expanded roaming access have broadened the ways in which drivers can use our network. These initiatives have a common purpose: making Fastned a familiar and dependable choice for private and professional drivers alike.

Growth at this pace requires stable funding. In H1, we added institutional bank financing as a third pillar alongside our equity listing and retail bond programme, through which we completed two campaigns. Retail bonds, equity and institutional financing each provide a different kind of support, giving us a broader and more resilient basis for investing in charging infrastructure.

Building a pan-European network and a successful charging company requires capital, patience, disciplined execution of a strong business plan, and long-term relationships with investors, landowners, governments and partners.

In this light, I want to thank everyone who has supported Fastned this year, with a particular thank you for our bondholders, as well as those who have invested in us in previous campaigns. It was a particular pleasure to meet so many bondholders and partners at our Behind The Scenes events in Amsterdam in June. Your support and trust helps us continue to build out our leading charging network and company.

Shaping the market

None of this progress belongs to one team. It depends on colleagues finding locations, securing agreements, navigating bureaucracy, finding partners, designing stations, operating the network, developing new products and technology, and supporting millions of customers. It also depends on our in-country teams, policy colleagues and industry partners working together to advance electric mobility across Europe.



I am proud to contribute to that wider discussion, in part through my role as President of ChargeUp Europe, the sector organisation for the charging industry in Brussels. Europe needs collaboration between governments, businesses and society, combining ambition and innovation with the practical experience needed to solve difficult problems and overcome bottlenecks, one by one.

Much will continue to change. Markets will develop at different speeds, technology will advance and governments will adapt their

policies. We will adjust where circumstances require it. But our strategic pillars remain stable: valuable locations, high-quality charging, a trusted customer experience, commercial growth and improving station economics.

The first half of 2026 showed that Fastned can accelerate rollout while strengthening the economics of its network. We will continue to invest with discipline, improve the experience for drivers, and work with partners across Europe to build the infrastructure this transition requires.

Electrification is the new normal, and fast charging is now part of everyday life for millions of Europeans. Fastned's role is to lead this market and set the standard that drivers deserve; to make the charging experience reliable, renewable and accessible where it is most needed – and we've made great progress in the first half of 2026.

I am proud of what we have achieved so far this year, grateful to our colleagues, partners, investors and drivers for making it possible, and excited to see what we can achieve in the rest of 2026 and beyond.

Michiel Langezaal

Co-founder and CEO of Fastned



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Management report





Ramping up rollout across Europe

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After passing the 400-station milestone in late 2025, Fastned opened 28 new stations in the first half of 2026: a 65% increase in new openings versus H1 2025 and the company's strongest first half of station openings to date. This brought our network to 434 stations operational across nine countries as of 30 June 2026. An additional 8 stations were opened between the end of H1 and the publication date of this Interim Report.

Fastned set guidance for 70-100 new stations during 2026. Build pace varies with seasonality and it is typical for more stations to be opened in the second half of the year than the first. Therefore we consider H1 2026 in line with our expectations and we maintain the previously-issued guidance on rollout pace.

Together, Fastned stations delivered over four million charging sessions to electric drivers across Europe in H1 2026, building on the record energy volumes and charging sessions reported at the close of 2025.

Germany was a standout during this period. We reached our '60 station' milestone during Q2, with 12 new stations opening in the quarter alone, reflecting the accelerating delivery of our Deutschlandnetz commitments. Future opportunities will also be created by the March 2026 ruling from the Higher Regional Court of Düsseldorf following Fastned's long-running legal campaign,

which confirmed that motorway charging locations in the country must go through open and competitive tenders. This decision opens further high-value highway locations to us going forward, and reflects principles Fastned has long advocated for.

Another highlight was in the UK: the opening of our first station under our unique joint venture with Places for London, Transport for London's property company. The large charging hub at Hatton Cross station, close to Heathrow Airport, is a powerful demonstration of Fastned's ability to bring its charging concept to cities, serving those areas where EV ownership is highest (and growing fastest) and where well-located, reliable and accessible fast charging is most urgently needed.

New Fastned stations also opened in Belgium, Denmark, France, Italy, Switzerland and the Netherlands in H1 2026, in line with our ambitions for a pan-European network.

Increased build pace is a consequence of addressing and solving bottlenecks throughout the process and optimising the scaled-up organisation. In H1 2026 we added 60 new locations to our pipeline for development, almost doubling our performance in 2025. We also secured 68 building permits, an increase of 89% year-on-year and showing meaningful progress in overcoming one of the principal challenges for infrastructure rollout. Additionally, 36

existing stations across the network either upgraded or expanded in H1.

We also empowered our in-country teams by delegating more execution decisions to those on the ground. We strengthened country leadership in France, Switzerland and Denmark in spring 2026, appointing dedicated new Country Directors to run these teams as they expand. With our pipeline, leadership and financing in place, we are well positioned to continue ramping up our build pace through the second half of the year.





Fastned opened 28 stations in H1 2026, compared with 17 in the first half of 2025. What has contributed to this increase?

Improving our rollout pace was a key goal for us this year, and I'm pleased to see such a strong performance during H1. We have looked to optimise our processes across departments, aiming for better coordination across location acquisition, permitting, design and construction. Clearer and more aligned planning and target-setting helps our teams identify and remove bottlenecks earlier.

We also wanted to help our in-country teams by giving them the freedom and authority to make key decisions in a faster and more streamlined way, letting them efficiently manage their projects to completion. We challenged ourselves to overcome key bottlenecks, and the Fastned team has responded well.

What continue to be the biggest obstacles and roadblocks in rolling out charging infrastructure in Europe?

Long connection timelines and scarce grid capacity continue to slow down Europe's charging infrastructure. Continued investment and support on grid modernisation is essential to secure Europe's energy independence, and we work through our in-country teams and our Public Affairs department to offer support and expertise to governments in this area; ultimately the action must come from them.

Long and unpredictable permitting and tender processes can also have a negative impact. Often, different regulations and requirements apply across European markets, making scale more complicated and further delaying progress – and adding costs which lead to higher charging prices. Better standardisation, both across borders and across the industry, are vital if we're going to match the growth in EV sales with adequate fast charging infrastructure.

Fastned has worked hard this year to address these bottlenecks, but for electrification in Europe to really reach the mainstream, governments and institutions have a role to play in enabling these changes.

How is Fastned developing its location portfolio and strategy as the network continues to scale?

Our location strategy has not changed: we look for high traffic sites, on highways, busy urban areas and other key locations, and we build highly visible, welcoming charging stations that people want to visit. We've seen our portfolio expand to include large hubs – such as that opened in Hatton Cross, London during H1 – and more compact and customised designs based on local needs and regulations. We've also continued to roll out retail facilities, amenities and truck lanes – preparing to move from serving cars to serving all sorts of electric vehicles: from fleets and vans to electric heavy-duty trucks. Electrification is a society-wide transition, and we want to be the best choice for fast charging for all drivers: individuals, families, professionals and fleets, whatever electric vehicle they're charging.



“We've delivered on our rollout commitments in H1 2026 with **a record number of new locations** acquired, new permits, and 28 new stations opened across 8 countries.”

Françoise Poggi, Chief Operating Officer



Commercial growth and a path to profitability

Fastned reported €75.1 million in revenue related to charging (including approximately €6.8m in sales of e-credits) in the first half of 2026, a 40% increase on H1 2025. Gross profit related to charging reached €66.0 million, representing a margin of 88%, up from €41.0m (77% margin) in the same period last year.

The drivers of this performance are clear: more customers, visiting more often, at a network that is growing faster than ever. Even during this accelerating period of EV adoption, Fastned is growing faster than the market in which it operates.



H1 2026 also saw meaningful progress in how we serve different types of driver. Gold membership – a monthly subscription offering regular Fastned users a 30% charging discount – doubled from approximately 5,000 to over 10,000 subscribers over the course of H1 following increased marketing and customer outreach campaigns.

Fastned introduced a physical B2B charge card for drivers who prefer not to use an app, with more than 35 fleets onboarded to date, and expanded roaming access through third-party platforms and collaborations including ChargeLeague. These developments provide an incentive for drivers to come more often and make it easier to find Fastned stations, strengthening the recurring demand generated by professional drivers and fleet customers, alongside private drivers.

The aim is consistent: making Fastned the natural and familiar choice for every type of driver, whether private or professional.

Underlying all of this is a network that consistently delivers. Uptime of over 99% is among the highest of any operator on the market, and it is a principal reason drivers return to Fastned.

The financial results reflect this operational progress. Operational EBITDA reached €37.4 million in H1 2026, more than doubling year-on-year (+109%). Underlying company EBITDA reached €13.7

million during this period, 65% higher than the full-year figure for 2025. Annualised revenue per station rose to €363,000, reflecting a meaningful increase of 18% year-on-year. Gross profit reached €66m – up over 60% year-on-year – with a gross profit margin related to charging of 88%, up from 77% a year before.

In H1 2026, the existing network is generating significantly more than it costs to grow; a shift that directly reflects the maturation of the business model and supports a consistent path to profitability.

Despite continued investment in network growth and expansion, Fastned's net loss narrowed to €13.0 million in H1 2026, compared to €18.3 million in H1 2025.

These results reflect a business model in which fixed costs (i.e. lease structures, grid connections, network operations, etc.) are increasingly spread across a larger base of stations and a higher volume of charging sessions. This is the central financial logic of the Fastned model, and H1 2026 is the clearest demonstration yet of it operating as intended and maturing with strength.

The direction of the underlying economics is clear, and H1 2026 provides tangible evidence of progress towards profitability.

How do you assess Fastned's commercial performance in the first half of 2026?

We've shown strong growth and an improving commercial position. Charging sessions and customer revenue continue to grow strongly and our operational leverage is really beginning to kick in, with strong growth in our gross margin.

Operational EBITDA more than doubled, reflecting stronger performance from the existing network. This is key in growing sustainably and demonstrates our operational leverage at work in the market.

The narrowing of our net loss from €18.3 million to €13.0 million, despite continued investment in network expansion and operating a pan-European network at over 99% uptime, suggests we're moving in the right direction. We're always looking for new ways and fresh opportunities to maximise our commercial potential and optimise our organisation, but 2026 has been encouraging so far.

Where have the biggest commercial successes come from so far this year?

The number of EVs on the road is skyrocketing, and the main success has been the combination of volume growth and improving network economics. Fastned is not only delivering more electricity, but generating more value from the stations it already operates while actively optimising our operations for increased efficiency. Gross profit grew faster than revenue, and we've kept

our costs of expansion under control; during Q2, our operating costs per station actually went down, from €139k to €136k. This suggests we are finding the right balance of investment for scale and solid business discipline. At the same time, Gold Membership, fleet agreements, OEM partnerships and roaming have all expanded, broadened the sources of demand reaching the network, giving us a great basis to build for the company's future.

What are the company's commercial priorities for the rest of the year?

Commercially our priority is to convert the continued growth of the EV fleet into sustained usage of Fastned's network, while improving the economics of each station. This means strengthening the propositions that encourage repeat use, developing demand from fleets and OEM partners, and making the network accessible through roaming. Alongside this commercial focus, reliability, utilisation and operational efficiency remain central to performance. In this phase of the electric transition, drivers are demanding more from charging companies: they want the fastest charging, at a location that suits them, with no doubts or anxieties over reliability or access. Commercially and financially we're building a company that can match and exceed these expectations – so we're aiming to keep that trajectory going and stay fixed on our path to profitability.



“Fastned's **operational leverage** is increasingly visible in our results. We're outpacing the market and optimising intelligently, following our path to profitability.”

Remco Samuels, CFO a.i.





Three stable pillars of funding

Early 2026 saw a significant development in Fastned's capital structure, with the establishment of bank financing as a formal third pillar of funding alongside the company's equity listing on Euronext Amsterdam and its retail bond programme.

In January 2026, Fastned closed a green loan facility of up to €200 million from a syndicate of five leading European lenders: ABN AMRO, Crédit Agricole, ING, Invest-NL and Rabobank. An initial €100 million of committed capital has been allocated to fund station rollout in Belgium and Switzerland over a three-year availability period, with an option for a further €100 million to support expansion into other Fastned markets. This provides access to a deep, well-established debt market that can be extended in size and geographic scope as the network grows.

Fastned also completed two retail bond campaigns during H1 2026, continuing a programme that has become a distinctive feature of the company's funding model. The year's first campaign, which closed in March 2026, raised €32.4 million and was the 20th tranche in the programme. Another closed on 21 June 2026 and raised €36.5 million, with €35.1 million in new investment representing a record for a single round. Together, the two campaigns raised approximately €69 million from thousands of individual retail investors in the Netherlands and Belgium, bringing the total outstanding amount of retail bonds to €337 million. These funds play a vital role in funding Fastned's infrastructure rollout.

The depth of investor support over time is reflected in the broader programme figures: since its inception, over €300 million has been

raised through retail bonds; €45 million has been repaid at maturity and €81 million extended by investors choosing to roll their positions forward ahead of maturity. This retail bond programme is unique in our sector, in that it brings together individual investors who have a direct financial stake in the build-out of charging infrastructure across Europe. More than 12,000 bondholders have now invested in Fastned.

In addition to the two bond campaigns and bank financing, Fastned's equity listing on Euronext Amsterdam continues to provide access to institutional capital markets, completing a three-pillar structure in which each funding source serves a distinct purpose: the equity listing provides a permanent capital base and market visibility; retail bonds offer direct engagement with a loyal investor community and competitive rates; and bank financing introduces the scale and flexibility of institutional debt markets, on terms increasingly aligned with Fastned's growing profile and ambitions.

Together, these three pillars give Fastned a total of over €740 million raised in funding since 2012: one of the largest capital bases among European fast charging companies. This funding structure reflects a deliberate evolution in how Fastned increasingly positions itself: a major European infrastructure and energy business, with the financial architecture to suit.

Fastned stations are long-term assets, operating on leases of 15 years or more, delivering renewable energy at scale to a fast-growing fleet of electric vehicles. This business model has been

designed with that long-term horizon in mind; diversified, scalable, and increasingly aligned with the structures used by established infrastructure investors across the continent. This capital foundation supports not only the continued build-out of the network, but the company's broader transition into a durable, large-scale player in European energy and mobility infrastructure.



Fastned describes a move from two to three pillars of funding in H1 2026. Why is this significant for the company?

Following the closing of our green loan facility, Fastned now combines equity, retail bonds and institutional bank financing – that's the move from two to three pillars. Our financials are now strong enough that we can obtain bank financing on attractive terms, and we saw very positive demand from lenders for this green loan. This is a significant turning point for Fastned because bank financing unlocks access to a broader institutional debt market as our network expands and reflects confidence among key lenders in our model. This three-pillar structure diversifies the company's funding sources and supports continued network development, so we believe it's a really encouraging step.

How are Fastned's funding needs and strategies evolving as the company scales?

We're financing a huge network of long-term infrastructure assets across multiple European markets. This naturally means funding needs are increasing, as the company expands its portfolio and develops larger, more ambitious and more specialised locations.

Our funding structure is evolving from reliance on equity and retail bonds towards a combination of retail and institutional financing. The aim is to develop access to funding sources that can support both current rollout and future network growth.

How does the retail bond programme complement Fastned's institutional financing?

Our long-standing retail bond programme provides a direct source of funding from individual investors, but it's more than that. We think allowing individuals to participate in our mission increases engagement and adoption, and we've created a programme which is attractive to both parties and which complements our equity listing. We currently have a community of more than 12,000 bondholders, many of whom have supported us from the beginning, and all of whom play a vital role in our journey as well as contributing on the path to electrification. Together with equity financing, these sources create a more diversified capital structure to support Fastned's continued network development.



“As Fastned develops into a European leader in fast charging, our funding strategies are evolving too. We've built a **strong and diversified funding base**, suitable for the next phase of our growth.”

Patricia Allam, Head of Funding and Investor Relations



Market and business outlook



Market and business outlook

The first half of 2026 was shaped in part by significant volatility in global energy markets, driven by geopolitical developments that disrupted oil supply chains from late February. Petrol and diesel prices rose sharply across Europe, reaching levels in some markets not seen for several years.

Fuel prices are expected to remain elevated for some time, and analysts predict lasting economic effects. Consumer awareness of the total cost of ownership of electric vehicles has increased materially, with several industry observers characterising the resulting shift in purchasing behaviour as structural rather than cyclical.

The European new car market grew by 5.7% in the first half of 2026; however, the composition of that market is changing rapidly. Battery-electric vehicles accounted for 20.7% of new EU car registrations in H1 2026, up from 15.6% in the same period last year. At the same time, the combined share of petrol and diesel vehicles fell to 29.9%, compared with 37.8% in H1 2025.

Growth in battery-electric registrations was particularly strong in several of Fastned's key markets. France recorded a 62.9% increase, Germany grew by 48.0% and Denmark by 41.2%. Belgium and the Netherlands also recorded growth, although starting from higher baselines and at more moderate rates. In the UK, one in four new cars sold during H1 2026 was fully electric, while Switzerland was close behind. Over 1.2 million new fully electric cars were registered in the EU during H1: an increase of 40% in one year.

BEV share of new registrations in Fastned's operational markets¹

Country	Jan - Jun 2025 (%)	Jan - Jun 2026 (%)
Belgium	32.8	36.1
Denmark	63.8	79.9
France	17.6	28.2
Germany	17.7	24.8
Italy	5.2	8.5
The Netherlands	35.0	36.5
Spain	7.6	9.8
Switzerland	20.5	23.9
United Kingdom	21.6	25.0

What does this mean for Fastned?

Growing EV ownership, better infrastructure, greater consumer awareness of the advantages of electric vehicles, and Fastned's experience and dedication to bringing the best quality fast charging to the most valuable locations, give confidence that we can continue to lead the way in European electrification.

We aim to:

1. Accelerate the rollout of our network, prioritising the most valuable high-traffic locations on highways, busy arterial roads and key urban sites, in markets where BEV penetration is growing rapidly and demand for fast charging infrastructure is increasing accordingly.
2. Maintain our competitive edge and grow our commercial performance by leveraging our high-traffic locations and best-in-class charging concept to further increase revenue per station and capture a larger share of rising charging demand.
3. Optimise the performance of our existing network, improving utilisation and operational efficiency as BEV penetration deepens and the transition moves from early adoption towards mass uptake.



¹<https://www.acea.auto/pc-registrations/new-car-registrations-5-7-in-h1-2026-battery-electric-20-7-market-share/>.



Sustainability update

Fastned's mission is to accelerate the transition to sustainable mobility. We sell only renewable electricity, enabling EV drivers to travel fast and wide on clean energy with zero emissions. In this way, we avoided the equivalent of 101.9 kilotonnes of harmful CO₂ emissions in the first half of 2026 alone, powering drivers to cover over 562.2 million kilometres on European roads.

However, we are aware of our own CO₂ emissions in our value chain, and in line with our sustainability mission, we are committed to reducing our own footprint to maximise our positive impact. In the first half of 2026, we continued our efforts to become an increasingly sustainable organisation.

CO₂ Performance Ladder (Prestatieladder) update

Fastned will recertify for the CO₂ Performance Ladder certification in late 2026, again using the certification's new handbook, which SKAO released in early 2025. This means that Fastned will attempt to maintain its Level 2 certification (out of three levels). Achieving Level 2 entails creating and executing a mid-term climate transition plan. An independent third party will again audit Fastned in late 2026 to recertify. We will share project developments and audit results in future reports and communications. For more information about Fastned's CO₂ Performance Ladder progress, including our emissions reduction objectives, please visit the '[Our Environmental Impact](#)' page on our website.

Renewable energy verification

Similar to 2025, in the first half of 2026 we verified our 2025 Guarantee of Origin (GoO) and Renewable Energy Guarantee of Origin (REGO) purchases with consulting firm Dutch Carbon Consultants. All customers can use the official declaration, which can be found [here](#) and [on our website](#), to prove that they charged their vehicles with 100% renewable energy at Fastned. We conduct this exercise on an annual basis.





Financial review

Key figures and unaudited financials²



(In € million)	H1 2026	H1 2025	H1 2024	% change H1 26 - H1 25
Revenue related to charging	75.1	53.5	37.8	40%
Revenue from station construction as part of service concessions	8.5	4.3	—	
Total revenue	83.5	57.8	37.8	45%
Gross profit related to charging	66.0	41.0	29.8	61%
Gross profit related to charging margin	88%	77%	79%	
Gross profit from exceptional items (not included in Operational EBITDA)	2.4	1.6	—	
Other operating income/(loss)	(0.4)	—	—	
Network operation costs	(28.2)	(23.2)	(15.0)	22%
Operational EBITDA	37.4	17.9	14.7	109%
Network expansion costs	(22.9)	(16.3)	(10.9)	40%
Non-cash provisions	(0.8)	(0.1)	(0.7)	
Underlying company EBITDA	13.7	1.4	3.2	874%
Exceptional items	2.2	1.6	0.1	
Share of results of associates and joint ventures	(0.2)	(0.1)	—	
EBITDA	15.9	3.0	3.3	426%
Depreciation & amortisation	(17.6)	(13.0)	(9.8)	
Finance income/(cost)	(11.2)	(8.2)	(4.9)	
Underlying net profit / (loss)	(15.1)	(19.9)	(11.6)	
Net profit / (loss)	(13.0)	(18.3)	(11.4)	
Earnings per share (depository receipt) (diluted)	(0.67)	(0.94)	(0.59)	

² Non-IFRS measures – definitions provided on page 21.

Revenue

Total revenue from charging services reached €75.1 million in the first half of 2026, representing a 40% year-on-year increase. This performance was underpinned by two key factors: the continued expansion of battery electric vehicle (BEV) fleets across our core markets, which has driven sustained demand for fast charging infrastructure, and the accelerating pace of new station openings. Charging sessions increased by 34% compared to the same period in 2025.

Annualised revenue per station rose to €363 thousand, reflecting a significant increase of 18% compared to the same period in 2025. This compares to a 3% year-on-year increase in weighted EV fleet penetration, which reached 5.7% when weighted by charging volume in the respective markets. This relatively modest growth in weighted EV penetration reflects an increasing share of business in markets where adoption levels are below those seen in the Netherlands.

Network utilisation stood at 13.7% in the first half of 2026, up from 13.0% in the same period of the prior year. Utilisation is shaped by two counterbalancing dynamics: growth in the BEV population, which drives demand, and expansion of the charging network itself, which increases available capacity and, in the near term, exerts downward pressure on utilisation rates. In H1 2026, Fastned's network comprised on average 25% more chargers than in H1 2025, reflecting continued investment in infrastructure to support future growth.

The reported revenue for the first half of 2026 is negatively influenced by approximately €5 million relating to Dutch e-credits for the first quarter of 2026. Although quantities and price being agreed upon with the counterparty, the legal title for these units transfers could not be recognised for IFRS reporting yet due to the Dutch government portal being temporarily unavailable, see note 3, and will only be recognised as revenue in Q3 2026. This one-off has no impact on H1 2026 gross profit as there is a compensating impact within cost of sales.

Gross profit

Gross profit from charging grew rapidly by 61%, reaching €66.0 million. This growth can be attributed to a significant volume rise of 38%, alongside higher gains realised from the e-credits generated in the period and transferred to counterparties.

Network operation costs & Operational EBITDA

Network operation costs grew by 22%, below the 25% increase in the number of chargers. Annualised network operation costs per charger fell 2% to €20.6 thousand, due to grid fee increases and higher maintenance and other direct costs being offset by the growth in number of chargers.

Operational EBITDA and Operational EBITDA per station grew spectacularly: 109% and 78% respectively. This is due to the rapid revenue and gross profit growth outstripping network operation cost increases.

Other income statement elements

Network expansion expenses increased by 40%, reflecting continued investment in headcount to support the accelerated deployment of new charging stations. Fastned has strategically grown its workforce to drive network expansion and broaden its portfolio of sites, positioning the business for sustained long-term growth.

Underlying company EBITDA was €13.7 million in the first six months of the year, up from €1.4 million in H1 2025. EBITDA was positive €15.9 million, a more than fivefold increase compared to first half of 2025.

Exceptional items relating to construction services during the period were €2.2 million (H1 2025: €1.6 million).

Fastned made an underlying net loss of €-15.1 million during the first six months of 2026 (H1 2025: €-19.9 million) and an overall loss of €-13.0 million.

Balance sheet & Cash flow

Cash and cash equivalents position is €100.7 million at the end of H1 2026, ensuring sufficient funding to grow the number of stations in the network in the short term.

Cash flows from operating activities were €-10.1 million during H1 2026, compared to €-6.0 million during the first half of 2025. This includes €-6.3 million related to the timing of payments due from the German highway authority, and €-5.3 million from higher inventory due largely to the delay in sale of first quarter 2026 Dutch e-credits, see [note 3](#). Cash outflows from investing activities increased to €-44.6 million, driven by capital expenditure on new station development. Cash inflows from financing activities totalled €85.5 million, underscoring Fastned's continued ability to access capital markets to fund its growth strategy.

Non-IFRS Measures

Fastned's half-year financial statements are prepared in accordance with Part 9 of Book 2 of the Dutch Civil Code and the International Financial Reporting Standards (IFRS) as adopted by the European Union. Certain parts of Fastned's Management Board report contain non-IFRS financial measures and ratios (e.g. Operational EBITDA) that are not recognised measures of financial performance or liquidity under IFRS.

The non-IFRS financial measures presented are measures used by management to monitor the underlying performance of the business and operations and therefore have and will not be audited or reviewed.

Furthermore, they may not be indicative of the historical operating results, nor are they meant to be predictive of future results.

These non-IFRS measures are presented because they are considered important supplementary measures of Fastned's performance.

Not all companies calculate non-IFRS financial measures in the same manner or on a consistent basis. As a result, these measures and ratios may not be comparable to measures used by other companies under the same or similar names.

The table below provides an overview of the non-IFRS measures used with their definition.

Term	Definition
Network operation costs	Operating costs that are directly related to the stations, such as grid fees, rent and maintenance, as well as the indirect operating costs that can be attributed to the ongoing operations of Fastned's existing network, which primarily includes salaries and other costs related to network operations, such as office rent, general costs, customer service and administration.
Network operation costs per charger	Network Operation costs divided by the average number of chargers in operation during the period.
Network expansion costs	Costs related to the expansion of Fastned's network, which primarily includes costs for salaries and other overhead costs related to network development, search and acquisition of new sites, location design, construction engineering, and IT software development.
Operational EBITDA	Gross profit from revenues related to charging plus other operating income/(loss) less network operation costs before exceptional items.
Operational EBITDA per station	Operational EBITDA divided by the average number of stations in operation during the period, excluding joint venture (equity accounted) sites.
Exceptional items	Gains or losses arising one-time or infrequent events not directly related to normal station business including construction services, cost of employee share-based payments, disposal of fixed assets, or restructuring of activities.
Underlying company EBITDA	Earnings before interest, taxes, depreciation, amortisation, exceptional items and gross profit on station construction for third parties.
EBITDA	Earnings before interest, taxes, depreciation and amortisation.
Underlying net profit	Net profit before exceptional items and before gross profit on station construction for third parties.
CapEx	Total payments for property, plant and equipment and other intangible assets as stated in the Group's cash flow statement.
ROIC	Operational EBITDA of a station divided by the initial investment of the station.
Annualised	Measure or calculation converted from a short term to an annual rate.

The table below provides a reconciliation of non IFRS performance to the IFRS amounts reported in the half year financial statements.

€'000	H1 2026					H1 2025				
	Operational	Expansion	D,A&P ³	Exc. items	Total	Operational	Expansion	D,A&P	Exc. items	Total
Revenue	75,056	—	—	8,468	83,523	53,496	—	—	4,279	57,775
Cost of sales	(9,052)	—	—	(6,032)	(15,085)	(12,454)	—	—	(2,707)	(15,161)
Gross Profit	66,003	—	—	2,435	68,439	41,042	—	—	1,572	42,614
Other operating income/(loss)	(412)	—	—	(227)	(639)	—	—	—	72	72
Selling & distribution expenses	(19,025)	—	—	—	(19,025)	(14,277)	—	—	—	(14,277)
Administrative expenses	(7,009)	(10,894)	(18,339)	(4)	(36,246)	(5,226)	(8,307)	(13,174)	(14)	(26,721)
Other operating expenses	(2,190)	(11,993)	—	—	(14,182)	(3,651)	(8,048)	—	—	(11,699)
Operational EBITDA	37,367					17,889				
Operating profit / (loss)	37,367	(22,886)	(18,339)	2,205	(1,653)	17,889	(16,355)	(13,174)	1,630	(10,011)
Share of results of associates and joint ventures	(185)				(185)	—				—
Impairments	—	—	24	—	24	—	—	—	(10)	(10)
EBITDA	37,367	(22,886)	(747)	2,205	15,939	17,889	(16,355)	(125)	1,620	3,029
Operational EBITDA per station	89.8					50.6				
Network operation costs per charger	(10.3)					(10.6)				

³ Depreciation, amortisation and provisions.

Risks

In our 2025 Annual Report (pages 74 to 84), we presented Fastned's risks across strategic, financial, fraud, legal and compliance, regulatory reporting and operational categories. Based on the first half year of 2026 there are no material changes identified to the overall risk profile or to the potential impact of these risks on the outlook for the remainder of the year. The risk profile remained broadly stable, although the external operating environment and our continued growth remained important considerations. The areas of attention at the end of the first half of 2026 were:

1. **Supply chain and third-party dependencies:** Fastned remained dependent on key material suppliers and other third parties. Geopolitical developments and the availability of critical materials continued to present potential risks to supply chain continuity. Supplier diversification, quality-management initiatives and close supplier relationship management formed the main mitigating measures.
2. **Health and safety:** Health and safety remained a key priority in the construction, maintenance and operation of Fastned's stations. The control environment included defined safety standards, inspections, contractor oversight and incident-management procedures across Fastned's markets. These measures supported the consistent application of Fastned's safety expectations as the organisation and station network expanded.
3. **Grid capacity and permitting:** Grid capacity constraints and delays in obtaining permits affected the timing of station development and activation. These challenges were becoming relevant in an increasing number of markets, while the timing and availability of grid connections and permits remained largely outside Fastned's control. Fastned's response included early engagement with grid operators and authorities, flexible grid solutions, battery pilots and diversification of the development pipeline.
4. **External fraud:** External fraud risks included fraudulent use of charge cards and invoice fraud. As Fastned introduces new products and services, its exposure to these risks is expected to increase. Fastned's mitigating measures included payment authorisation controls, customer

validation, collection procedures and cooperation with Mobility Service Providers. Fastned is further strengthening these measures to enhance the prevention, detection and management of fraudulent transactions.

5. **Risk management and internal control:** Fastned's growth increased the importance of a scalable and effective risk-management and internal-control framework. During the first half of 2026, attention was given to clear ownership, control processes and structured monitoring. These elements will support the further integration of risk management into Fastned's decision-making and operations.

Fastned's risks and related mitigation measures were subject to regular review. Audits performed during the first half of 2026 provided further insight into the effectiveness of our internal controls. Based on these insights, we plan to further strengthen our internal-control framework. Risk management remains an integral part of Fastned's strategy, decision-making and operations, and the areas identified will inform our priorities for the second half of 2026.

Related parties

Key management personnel are those persons having authority and responsibility for planning, directing and controlling the activities of the group as a whole. The Group considers all members of the Management Board, FAST Board and the Supervisory Board to be key management personnel as defined in IAS 24 "Related party disclosures." For further information, we refer to the note 'Related party disclosures' (see page [48](#)).



Condensed consolidated interim Financial Statements

(unaudited)



Consolidated statement of profit or loss

(unaudited)
for the six months ended 30 June

25

€'000	Notes	2026	2025 restated
Revenue related to charging		75,056	53,496
Revenue from station construction as part of service concessions		8,468	4,279
Revenue	3	83,523	57,775
Cost of sales related to charging		(9,049)	(12,454)
Cost of sales from station construction as part of service concessions		(6,035)	(2,707)
Cost of sales		(15,085)	(15,161)
Gross profit		68,439	42,614
Other operating income/(loss)		(639)	72
Selling and distribution expenses	4.3	(19,025)	(14,277)
Administrative expenses	4.1	(36,246)	(26,721)
Other operating expenses	4.2	(14,182)	(11,699)
Operating loss		(1,653)	(10,011)
Share of results of associates and joint ventures	7	(185)	(71)
Impairment losses on financial assets		—	(10)
Finance costs	4.4	(11,810)	(9,435)
Finance income		631	1,206
Loss before tax		(13,017)	(18,321)
Income tax expense	5	(2)	(3)
Loss for the period		(13,019)	(18,324)
Attributable to equity holders of the Group		(13,019)	(18,324)
Earnings per share (€/share)			
Basic, loss for the period attributable to ordinary equity holders of the Group		(0.67)	(0.94)
Diluted, loss for the period attributable to ordinary equity holders of the Group		(0.67)	(0.94)



Consolidated statement of comprehensive income

(unaudited)
for the six months ended 30 June

€'000	Notes	2026	2025 restated
Loss for the period		(13,019)	(18,324)
Other comprehensive income:		703	(970)
Items that will be reclassified subsequently to profit or loss		8	—
Exchange differences on translating foreign operations		694	(970)
Total comprehensive income for the period, net of tax		(12,317)	(19,294)
Attributable to equity holders of the Group		(12,317)	(19,294)

Consolidated statement of financial position

(unaudited)⁴

€'000		Notes	30 June 2026	31 Dec 2025
Non-current assets	Intangible assets		2,786	2,609
	Property, plant and equipment	6	326,022	292,932
	Right-of-use-assets		71,644	59,055
	Interest in joint venture	7	4,270	4,402
	Non-current financial assets	8.1	17,555	9,948
			422,277	368,947
Current assets	Current financial assets	8.1	—	164
	Inventory	10	14,697	9,411
	Contract assets	8.3	4,240	6,028
	Prepayments		20,552	16,455
	Trade and other receivables		32,854	30,840
	Cash and cash equivalents	9	100,704	69,918
			173,046	132,817
Total assets			595,323	501,764
Equity	Share capital	11	196	196
	Share premium	11	251,631	250,465
	Legal reserves		1,472	1,187
	Cash flow hedging reserve		8	
	Retained earnings		(172,536)	(159,927)
	Equity attributable to owners of the parent company		80,770	91,921
Non-current liabilities	Interest-bearing loans and borrowings	8.2	363,568	282,712
	Lease Liabilities		71,229	58,170
	Provisions	13	21,277	20,309
	Deferred revenues	14	459	231
			456,534	361,423
Current liabilities	Trade and other payables	12	36,406	31,345
	Interest-bearing loans and borrowings	8.2	15,954	12,381
	Lease liabilities		5,659	4,694
			58,019	48,420
Total liabilities			514,553	409,843
Total equity and liabilities			595,323	501,764

⁴ 31 December 2025 figures audited.

Consolidated
statement of
changes in
equity

(unaudited)

for the six months ended 30 June

€'000	Issued capital (Note 11)	Share premium (Note 11)	Legal reserves	Cash flow hedging reserve	Retained earnings	Attributable to owner	Non-controlling interest	Total
Attributable to equity holders of the Group								
As at 1 January 2026	196	250,465	1,187		(159,927)	91,921	—	91,921
Loss for the period	—	—	—		(13,019)	(13,019)	—	(13,019)
Other comprehensive income	—	—	—	8	694	703	—	703
Total comprehensive income	—	—	—		(12,325)	(12,317)	—	(12,317)
Reserve for software development	—	—	285		(285)	—	—	—
Issuance of shares net of transaction costs	1	1,181	—		—	1,182	—	1,182
Credit to equity for equity-settled share based payments	(1)	(15)	—			(16)	—	(16)
As at 30 June 2026	196	251,631	1,472	8	(172,537)	80,770	—	80,770
As at 1 January 2025	195	249,082	820		(127,404)	122,693	—	122,693
Loss for the period	—	—	—		(18,324)	(18,324)	—	(18,324)
Other comprehensive income	—	—	—		(970)	(970)	—	(970)
Total comprehensive income	—	—	—		(19,294)	(19,294)	—	(19,294)
Reserve for software development	—	—	116		(116)	—	—	—
Issuance of shares net of transaction costs	—	651	—		—	651	—	651
Credit to equity for equity-settled share based payments	—	—	—		13	13	—	13
As at 30 June 2025	195	249,733	936		(146,801)	104,063	—	104,063

Consolidated statement of cash flows

(unaudited)

For the six months ended 30 June

€'000	Notes	2026	2025 restated
Operating activities			
Loss before tax		(13,017)	(18,321)
Adjustments to reconcile loss before taxation to net cash provided by operating activities			
Depreciation, amortisation and impairment		17,568	13,049
Impairment losses on financial assets		—	—
Income tax payable			
Interest payable		12,120	8,651
Interest paid		(11,466)	(6,828)
Interest receivable		631	(1,206)
Interest received		(631)	1,206
Income taxes (paid)/received		2	(3)
Net (gain)/loss on sale of non-current assets		—	6
Net charge for provisions, less payments		(177)	(511)
Net charge for deferred revenue, less received		228	(4)
Share-based payments		4	14
Share of loss from Joint Venture		185	71
Non-cash item: e-credits granted		(6,333)	(777)
Construction of German Highway Tender Stations (part of receivable recognised as non-current financial asset)		(7,607)	—
Working capital adjustments			
Movement in Inventory		1,048	—
Movement in trade and other receivables and prepayments		(363)	(4,744)
Movement in trade and other payables		(3,606)	7,697
Construction of German Highway Tender Stations		1,316	(4,279)
Net cash flows from operating activities		(10,099)	(5,977)
Investing activities			
Payments for property, plant and equipment and other intangible assets		(44,699)	(40,990)
Payments for investment in Joint Ventures		64	(1,771)
Proceeds from sale of property, plant and equipment		—	—



€'000

Notes

2026

2025 restated

Net cash flows used in investing activities		(44,635)	(42,761)
Financing activities			
Proceeds from issuance of shares		—	—
Share premium received		1,162	651
Proceeds from Government grants received		3,157	—
Proceeds from borrowings		85,870	46,172
Repayment of borrowings		—	—
Movement in trade receivables related to financing activities		127	—
Receipts (repayments) of advances made to other parties		(3,545)	—
Repayment of lease liability principal		(1,271)	(2,758)
Net cash flows from / (used in) financing activities		85,500	44,065
Currency translation differences relating to cash and cash equivalents		21	(31)
Net change in cash and cash equivalents		30,786	(4,704)
Cash and cash equivalents at 1 January		69,918	117,416
Cash and cash equivalents at 30 June	9	100,704	112,712



Notes to the interim **condensed consolidated financial statements**

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1. Corporate information

The principal activity of Fastned B.V. and subsidiaries (the Group) consists of the exploitation of fast charging facilities for fully electric cars and hybrid cars.

The interim condensed consolidated financial statements (half year financial statements) of Fastned B.V. (the parent) and its subsidiaries (collectively, the Group) for the six months ended 30 June 2026 were authorised for issue by the directors on 06 August 2026.

Fastned B.V. is a limited company incorporated and domiciled in the Netherlands (KvK no. 54606179) and whose certificates are publicly traded on the trading platform Euronext. The registered office is located at Mondriaantoren, Amstelplein 44 in Amsterdam. The ultimate parent of the Group is the FAST Foundation.

As of 30 June 2026, the Group comprises the following wholly-owned (100%) subsidiaries:

- Fastned UK Ltd.
- Fastned Deutschland GmbH & Co. KG
- Fastned Verwaltungsgesellschaft mbH
- Fastned Stations Belgium B.V.
- Fastned Belgium B.V.
- Fastned France SAS
- Fastned France SPV1
- Fastned Stations Switzerland AG
- Fastned Switzerland AG
- Fastned Italia SRL
- Fastned España SL
- The Fast Charging Network B.V.
- Fastned Collections B.V.
- Fastned Beheer B.V.

- Fastned Denmark ApS
- Fastned Sp z o.o.
- Fastned Austria GmbH
- Fastned TICO Holding I B.V.

Changes in the Composition of the Group:

There were no significant changes in the composition of the Group during the six months ended 30 June 2026.

Interest in Joint Venture:

Fastned is also a partner in a Joint Venture, Fast Places Limited, which was established on 5 December 2024 with Places for London, Transport for London's property company. Fastned holds its interest through Fastned UK who holds 51% of the equity of Fast Places.

Although the % equity stake of Fastned UK is more than 50%, Fast Places is not consolidated. The Group performed an assessment, concluding that due to the structure of the Shared Power and limitation of Fastned's ability to use its rights to direct the relevant activities of Fast Places, it classifies as a Joint Arrangement. The Group's interest in Fast Places Limited is accounted for using the equity method as required by IAS 28, Investments in Associates and Joint Ventures. During the reporting period, Fastned made no further capital contributions towards the Joint Venture.

Statement of compliance with IFRS, financial position and going concern assumption

These half year financial statements have been prepared in accordance with IAS 34, Interim Financial Reporting of the International Financial Reporting Standards (IFRS) as adopted by the European Union (EU). They have been prepared under the assumption that the Group operates on a going concern basis.



As foreseen in the business plan and long-term forecasts, the Group incurs losses during the first years of its operations. The deficits are for a major part funded by borrowings and by issuance of certificates of shares via FAST Foundation (Fastned Administratie Stichting). At balance sheet date this resulted in equity of €80.8 million (31 December 2025: €92 million) and a cash level of €100.7 million (31 December 2025: €70 million). Furthermore, cash flows are monitored closely and Fastned invests in new stations, chargers and grid connections only if the Group has secured financing for such investments.

Management monitors cash and liquidity forecasts on a continuous basis, whereby a minimum desired cash level is to be maintained throughout the forecast period. The liquidity forecast incorporates current cash levels, revenue projections and a detailed capex and opex budget. Revenue projections are driven by the projected numbers of BEVs on the road based on analyst forecasts and conservative projections on Fastned's market penetration (monthly unique customers relative to the projected BEVs on the road) and kWh sold monthly per customer. In the first part of the forecast period, Fastned has the ability to reduce capital expenditure if necessary.

Management also tests the resilience of these forecasts against a range of downside scenarios, reflecting factors such as continued cost inflation (including energy costs), ongoing supply chain and trade disruptions, softer traffic on the road, and slower BEV sales growth in the second half of 2026 and into 2027 relative to the base case. These scenarios, together with the mitigating actions available to management, are updated on a regular basis.

Based on available information at the date of this report, the liquidity forecasts for the upcoming 12 - 18 months show adequate funds available for Fastned to continue as a going concern. As a result, the Directors have a reasonable expectation that the Group has adequate resources to meet its obligations as they fall due for a period of at least 12 months from the date of signing these half year financial statements. Accordingly, they continue to adopt the going concern basis in preparing the half year financial statements.

2. Basis of preparation and changes to the Group's accounting policies

The half year financial statements for the six months ended 30 June 2026 have been prepared in accordance with IAS 34 Interim Financial Reporting. The half year financial statements do not include all the information and disclosures required in the annual financial statements, and should be read in conjunction with the Group's annual financial statements as at 31 December 2025.

The accounting principles and calculation methods used to prepare the 2025 consolidated financial statements are also used to prepare this interim report. This includes the accounting policy for renewable energy units adopted in 2025 and applied retrospectively. Accordingly, the comparative information for the six months ended 30 June 2025 reflects the change in accounting policy.

During 2025, the Group adopted a new accounting policy for renewable energy units and applied it retrospectively. As a result, the comparative information for the six months ended 30 June 2025 has been restated. The restatement affects the presentation of revenue, cost of sales, inventory and trade and other receivables but did not have a material impact on operating loss, loss for the period, earnings per share or total equity. The quantitative impact of the restatement on the comparative information is presented below.



€'000	2025 as reported	Effect of change in accounting policy	2025 restated
Revenue	58,552	(777)	57,775
Cost of sales	(15,938)	777	(15,161)
Gross profit	42,614	—	42,614
Operating expenses	(52,625)	—	(52,625)
Operating loss	(10,011)	—	(10,011)
Impairment losses on financial assets	(10)	—	(10)
Finance cost	(9,435)	—	(9,435)
Finance income	1,206	—	1,206
Share of results of associates and joint ventures	(71)	—	(71)
Loss before tax	(18,321)	—	(18,321)
Income tax	(3)	—	(3)
Loss for the period	(18,324)	—	(18,324)
Attributable to equity holders of the Group	(18,324)	—	(18,324)
Earnings per share (€/share)			
Basic, loss for the period attributable to ordinary equity holders of the Group	(0.94)	—	(0.94)
Diluted, loss for the period attributable to ordinary equity holders of the Group	(0.94)	—	(0.94)

€'000	2025 as reported	Effect of change in accounting policy	2025 restated
Loss before tax	(18,324)	—	(18,324)
Adjustments to reconcile loss before taxation to net cash provided by operating activities:	14,449	—	14,449
Working capital adjustments:			
Movement in Inventory	—	(777)	(777)
Movement in trade and other receivables and prepayments	(5,522)	777	(4,744)
Movement in trade and other payables	7,697	—	7,697
Contract Asset from Construction Revenue	(4,279)		(4,279)
Net cash flows from operating activities	(5,978)	—	(5,978)
Net cash flows used in investing activities	(42,761)	—	(42,761)
Net cash flows from / (used in) financing activities	44,065	—	44,065
Currency translation differences relating to cash and cash equivalents	(31)	—	(31)
Change in cash and cash equivalents	(4,673)	—	(4,673)
Cash and cash equivalents at 1 January	117,416	—	117,416
Cash and cash equivalents at 30 June	112,712	—	112,712

3. Revenue and segment information

The Group’s revenue disaggregated by type of good or service for the six months ended 30 June is as follows:

For the six months ended 30 June

€'000	Timing of revenue recognition	2026	2025 restated
Revenue related to charging			
Sales of electricity	Goods transferred at a point in time	68,213	48,790
Other revenue relating to charging			
Sales of renewable energy units	Goods transferred at a point in time	6,829	4,703
Maintenance fees and other revenue	Services transferred over time	14	3
Total revenue related to charging		75,056	53,496
Station construction as part of service concessions	Goods transferred over time	8,468	4,279
Total revenue		83,523	57,775

Revenue from station construction as part of service concessions relates to progress of construction work on highway sites as part of the tender awarded by the German Federal Government to construct and operate 34 high-power charging (HPC) fast-charging sites across German Highways. The German government owns the HPC infrastructure during and after the contract. The arrangement is within the scope of IFRIC 12. The consideration received from the German Government is in the form of an installation fee and an operator fee. The fees represent the guaranteed minimum amounts to be received by Fastned in relation to the contract, and thus meet the definition of a financial asset per IFRIC

12 and should be recognised as such. During the first half of 2026, the construction for these highway stations ramped up, leading to the recognition of revenue.

Sales of renewable energy units for the six months ended 30 June 2026 exclude approximately €5 million relating to Dutch e-credits for the first quarter of 2026. Legal title to these units transfers to the counterparty via a national government registry, which did not become operational during the reporting period. As control had therefore not transferred as at 30 June 2026, this amount did not

meet the IFRS 15 recognition criteria and has not been recognised in the current period; it is expected to be recognised once the registry opens and transfer is completed.

Segmental reporting

The chief operating decision-maker ('CODM'), who is responsible for allocating resources and assessing the performance of the operating segments, has been identified as the Company's CEO, CFO and COO. The CODM examines the Group's performance on a geographical basis with six operating segments identified, being the Netherlands, Germany, United Kingdom, Belgium, France and Other Europe. Other Europe consists of Switzerland, Austria, Italy, Spain and Denmark⁵.

The business activity of the six operating segments is location acquisition and efficient construction and operation of Fastned charging stations. Revenues are earned from sale of electricity to EV drivers, plus other revenues from sales of renewable energy units and maintenance fees. The activities in each of the operating segments are similar in nature in terms of service offered, and they operate under the same EU regulatory environment (although not a EU member, the regulatory environment in CH & UK is broadly similar to that of EU countries). The EV charging market is not sufficiently developed for long term margins in each of the countries to be known with any certainty, however currently Fastned management expects the same trends and growth patterns to develop in each country even though each is at a different stage in terms of EV adoption. Given the limited size of the operating segments in Switzerland, Italy, Spain, Austria and Denmark these have been presented together as one reportable segment (Other Europe).

Non-current liabilities as well as Interest income and finance cost are not allocated to segments, as this type of activity is centrally managed and monitored, and the Country Directors are not responsible for the management of the liabilities and assets.

Sales between segments are made at prices that approximate market prices, and not significant. Sales to external customers are based on the location of the group subsidiary where the sale is made.

⁵ Fastned does not yet have any charging stations open in Austria.

The CODM of Fastned primarily uses EBITDA as an alternative performance measure to monitor operating segment results and performance. Total revenue, EBITDA per reporting segment and segment assets are as follows:

For the six months ended 30 June

2026

€'000	NL	DE	UK	BE	FR	Other Europe	Total Group
Segment revenue	41,882	7,080	4,436	11,809	7,845	2,004	75,056
Other reconciling items - station construction as part of service concessions	—	8,477	(10)	—	—	—	8,467
Total revenue	41,882	15,557	4,426	11,809	7,845	2,004	83,523
EBITDA ⁶	17,408	1,963	(2,274)	2,406	152	(3,716)	15,939
Reconciliation of EBITDA to profit/(loss) before tax							
EBITDA	17,408	1,963	(2,274)	2,406	152	(3,716)	15,939
Share of p/l of Joint Venture (Equity-accounted)	—	—	(185)	—	—	—	(185)
Depreciation and amortisation	(7,164)	(1,920)	(1,643)	(2,339)	(2,856)	(1,670)	(17,592)
Finance costs							(11,810)
Finance income							631
Profit/(loss) before taxation							(13,017)
Segment assets at 30 June 2026							
Non-current assets ⁷	107,976	41,824	56,526	68,681	71,188	76,083	422,277

⁶ See definitions provided in Non IFRS Measures section on page 21

⁷ Non current assets excludes intercompany balances eliminated on consolidation

For the six months ended 30 June

2025

€'000

	NL	DE	UK	BE	FR	Other Europe	Total Group
Segment revenue	32,657	4,711	3,756	6,540	4,600	1,231	53,496
Other reconciling items – station construction as part of service concessions	—	4,279	—	—	—	—	4,279
Total revenue	32,657	8,990	3,756	6,540	4,600	1,231	57,775
EBITDA ⁸	6,936	340	(1,157)	261	(1,033)	(2,319)	3,028
Reconciliation of EBITDA to profit/(loss) before tax							
EBITDA	6,936	340	(1,157)	261	(1,033)	(2,319)	3,028
Share of p/l of Joint Venture (Equity-accounted)	—	—	(71)	—	—	—	(71)
Depreciation and amortisation	(6,215)	(1,437)	(1,099)	(1,365)	(2,191)	(742)	(13,049)
Finance costs							(9,435)
Finance income							1,206
Profit/(loss) before taxation							(18,321)
Segment assets as at 31 December 2025							
Non-current assets ⁹	106,567	41,478	54,842	60,077	64,819	41,164	368,947

⁸ See definitions provided in Non IFRS Measures section on page 21

⁹ Non current assets excludes intercompany balances eliminated on consolidation

Information by geography

As at 30 June 2026, Fastned had 184 stations operational in the Netherlands, 66 in Germany, 62 in France, 55 in Belgium, 39 in the UK, 16 in Switzerland, 7 in Denmark, 3 in Italy and 2 in Spain. Revenue by country and non-current assets are disclosed within the segmental reporting section.

Entity-wide information

The Group operates in ten countries. There are no customers that account for 10% or more of revenue in the periods presented.

For the 'Other revenues', The Group is reliant on one customer, namely Die Autobahn GmbH des Bundes. As described above, this stream consists of revenue from station construction as part of service concessions. This revenue is included in the Germany operating segment only.

4. Other income/expense

4.1 Administrative expenses

Administrative expenses grew due to general growth of the Company. More people were hired and more stations were built, resulting in higher staff expenses and increased depreciation costs respectively.

In the first half of 2026 the average number of employees of the Group was 432, while in the first half of 2025 the average number was 354.

As a result, staff expenses (including social securities and pension costs but excluding staff share options) increased in total by €5.9 million compared to first half of 2025. Staff share options are €4 thousand in first half of 2026 compared to €14 thousand in first half of 2025. Following the amendment to the employee option plan disclosed in the 2025 Annual Report (revised exercise-price method

and expiry dates, applied prospectively to milestones not yet achieved), management completed its evaluation in the first half of 2026 and, after careful consideration, decided not to retrospectively adjust the exercise price for outstanding options.

4.2 Other operating expenses

Other operating expenses are mainly employee-related operating costs, IT expenses, marketing and business development costs, advisory fees, office costs and other general operating expenses.

During the six months ended 30 June 2026, other operating expenses increased compared with the corresponding period in 2025. The increase was primarily driven by higher employee-related costs, to support the Group's continued growth. IT costs also increased due to higher software, subscription and IT support expenses. In addition, marketing expenditure, office costs and other general operating expenses increased in line with the continued expansion of the business.

4.3 Selling and distribution expenses

€'000	2026	2025
Grid Fees	10,477	8,558
Maintenance costs	6,255	4,523
Other exploitation costs	2,294	1,196
Total selling and distribution expenses	19,025	14,277

Selling and distribution expenses increased to €19.0 million during the six months ended 30 June 2026 (H1 2025: €14.3 million). The increase was primarily driven by higher grid fees and maintenance costs, reflecting the continued expansion of the Group's charging network and the growing number of operational charging stations. Other exploitation costs also increased in line with the larger operational footprint of the Group.

4.4 Finance costs

€'000	2026	2025
Interest on debts and borrowings	8,711	7,410
Interest expense on lease liabilities	2,632	1,552
Interest and bank charges	443	391
Currency exchange losses	23	82
Total finance costs	11,810	9,435

Finance costs increased to €11.8 million (H1 2025: €9.4 million), driven by two effects. Interest on debts and borrowings rose in line with the higher borrowing base, following the two retail bond campaigns completed in the first half of the year and additional bank financing obtained during the period, as set out in [note 8](#). Interest expense on lease liabilities increased as the Group's lease portfolio of secured station locations continued to grow, consistent with Fastned's business model and its expansion across Europe. The remaining components, interest and bank charges and currency exchange losses, are broadly in line with the prior period.

5. Deferred tax

The Group offsets tax assets and liabilities if and only if it has a legally enforceable right to set off current tax assets and current tax liabilities and the deferred tax assets and deferred tax liabilities relating to income taxes levied by the same tax authority.

Due to uncertainty about the amount and exact timing of future profits, the Group has for now decided that it should not recognise deferred tax assets on the tax losses carried forward. There is also insufficient certainty yet on potential taxable profit for the full year 2026 and the ability to offset accumulated tax losses. As a result, the effective tax rate is estimated at nil (H1 2025: nil).

6. Property, plant and equipment

During the six months ended 30 June 2026, the Group acquired assets with a cash flow impact of €44.7 million (H1 2025: €40.9 million). These investments relate to investments in new stations and installing additional chargers to operational stations in the first half of 2026.

Non-cash items in net cash flows for investing activities include the following:

- Decommission asset additions of €1.1 million due to the construction of new stations and the corresponding rise in the obligation to dismantle these sites.

As disclosed in the FY2025 financial statements, uncertainty exists regarding the future regulatory framework for RWS charging concessions and the related re-tendering process ("Road to 2028"). Since year-end, the Dutch government has published a draft law introducing an auction-based permit system; however, this remains in draft form, subject to parliamentary debate and subsequent Senate approval, and key implementing rules — including the area criterion and the residual value/take-over regime for existing assets — have not yet been finalised. Management has therefore concluded that, consistent with the position taken at



31 December 2025, there remains too much uncertainty to reliably estimate any impact on the useful lives, depreciation charges, or carrying amounts of the affected property, plant and equipment.

7. Interest in joint venture

During the six months ended 30 June 2026 no additional investments were made in Fast Places Limited, the Group's joint venture with Places for London, and the Group's interest remained unchanged at 51%.

The Group notes that the joint venture's first station, Hatton Cross, became operational during the six months ended 30 June 2026.

The carrying amount of equity-accounted investments has changed as follows in the six months ended 30 June 2026:

€'000	2026
At 1 January	4,402
Additions	—
Loss for the period	(186)
Currency translation differences	55
At 30 June 2026	4,270

8. Financial assets and financial liabilities

8.1 Financial assets

€'000	Interest rate (%)	Maturity	30 Jun 2026	31 Dec 2025
Interest-bearing financial assets				
Lease receivable	0.33	1 Jan 2037	1,742	1,825
Other non-current financial assets			15,813	8,287
Total financial assets			17,555	10,112
Impairment loss on financial assets			—	—
Financial assets, net			17,555	10,112
Due within one year			—	164
Due after one year			17,555	9,948

Lease receivable

Fastned recognises a lease receivable for a finance leasing arrangement as a lessor of a shop at currently one of its locations.

Other non-current financial assets

Other non-current financial assets includes Long term deposits of €2.1 million (2025: €1.8 million) and amounts receivable from the German Highway authorities of €13.7 million (2025: €6.1 million) relating to the amount that is reclassified from contract asset, as explained in [Note 8.3](#) under 'Contract assets'.



8.2 Financial liabilities: Interest-bearing loans and borrowings

€'000

	Interest rate (%)	Maturity	30 Jun 2026	31 Dec 2025
Current interest-bearing loans and borrowings				
Unsecured bonds	5.0	12 Dec 2026	10,342	11,981
	5.0	21 Jun 2027	5,212	7,262
4% secured loan	4.0	1 Dec 2026	400	400
Non-current interest-bearing loans and borrowings				
Unsecured bonds	5.5	12 Jun 2028	24,413	24,413
	6.0	16 Oct 2028	34,537	34,537
	6.0	19 Feb 2029	27,892	27,892
	6.0	21 Jun 2029	33,067	33,067
	6.0	30 Oct 2029	22,135	22,135
	6.0	19 Feb 2030	36,528	36,528
	6.0	21 Jun 2030	34,770	34,770
	6.0	30 Oct 2030	39,098	39,098
	6.0	10 Mar 2031	32,352	—
	6.0	21 Jun 2031	36,509	—
4% secured loan	4.0	1 Dec 2031	1,738	1,738
	4.0	1 Dec 2032	12,591	12,591
German Regional Tender		1 Dec 2032	8,957	8,681
Green loan facility	Floating: EURIBOR + Margin	22 Jan 2031	13,417	—
	Floating: SARON + Margin	22 Jan 2031	1,732	—
	Fixed + Margin	22 Jan 2031	3,832	—
Total interest-bearing loans and borrowings			379,522	295,093



Unsecured bonds

In February–March 2026, Fastned raised €30.1 million through issue of corporate bonds, and in addition, investors extended €2.3 million from earlier bonds issues. Interest on this bond is 6% per annum, payable quarterly in arrears.

In May – June 2026, Fastned raised an additional €35.1 million through issue of corporate bonds, and investors also extended €1.4 million from earlier bond issues. Interest on this bond is 6% per annum, payable quarterly in arrears.

The Group may repay all or part of the outstanding bonds at any time, provided the Final Terms of the issued series allow for early redemption at the Group's option. The purpose of the bond is to finance new stations and operating expenses. There are no securities for the bonds and there are no covenants applicable that could require Fastned to repay any of the loans. The bonds are not subordinated and trading is very limited as they are not registered on any exchange.

German Government Grant

In 2026 Fastned received grants from the German government (Bundesministerium für Verkehr) which are recognised initially at nominal value until the station is opened, thereafter at the net present value of the future estimated cash outflows, discounted at the Company's cost of debt, in accordance with IAS 20 and IFRS 9. The grant is treated as an interest-free loan and treated as a financial liability, which is unwound over the term of the agreement.

The expected cash outflows are structured through a remuneration sharing arrangement, based on a fixed rate per kWh sold per site each quarter. Calculating the net present value of these payments includes judgement and is based on the estimated kWh sold until the end of the contract individually per site. The portion of the loan which is not expected to be reimbursed through the

remuneration sharing arrangement, is classified as a forgivable loan and is recognised as Property, Plant & Equipment.

Secured loan

Fastned secured a loan with Caisse des Dépôts during 2022 – 2024. Interest is a fixed component of 4% in the first three years and will be capitalised. A variable component will be added after three years, based on the kWh sold, payable annually in arrears. During 2025, Fastned started paying variable interest, which continued during the first half of 2026.

Green loan facility

In January 2026, Fastned entered into a €100 million senior secured multi-currency green term facility with a syndicate of five lenders to finance the roll-out of fast-charging stations in Belgium and Switzerland. The facility is provided to a wholly-owned, ring-fenced subsidiary of the Group and matures on 22 January 2031. It comprises three tranches: Facility A1 of €55 million bearing interest at a floating rate of EURIBOR plus a margin; Facility A2 of CHF 23.2 million bearing interest at a floating rate of SARON plus a margin; and Facility B of €20 million bearing interest at a fixed rate. The margins on the floating tranches step up over the term of the facility. The agreement permits the Group to request incremental facilities of up to €100 million in aggregate. These are uncommitted — no lender is obliged to participate and establishment is subject to conditions including lender approval of an updated financial model. Unlike the Group's corporate bonds, the facility is secured and ranks senior, and it is subject to financial covenants which are first tested on 31 December 2029. The Facility A2 tranche is denominated in Swiss francs and is retranslated into euro at the closing rate at each reporting date.

The facility is measured at amortised cost using the effective interest method. Transaction costs of €5.3 million directly attributable to arranging the facility have been capitalised and are being amortised over its term; as a result, the carrying amount of each tranche is stated net of unamortised transaction costs

and the effective interest rate is higher than the contractual margin. Transaction costs are capitalised and amortised over the term of the facility only to the extent that the related commitment has been drawn; costs attributable to undrawn commitments are carried as a prepayment and are transferred to the carrying amount of the relevant tranche upon drawdown. The facility is repayable at maturity, subject to a mandatory cash sweep in the fourth and fifth years under which a portion of excess cash flow is applied in prepayment, the first such date being 30 June 2029. No amounts are repayable within twelve months of the reporting date and the facility is therefore classified as non-current. The carrying amount of the floating-rate tranches approximates their fair value, and the fair value of the fixed-rate Facility B is not materially different from its carrying amount.

Under the terms of the facility, the Group is required to hedge a substantial portion of the interest rate risk on the floating-rate tranches, and it has done so by entering into interest rate swaps that fix the interest cash flows over the majority of the facility's term.

8.3 Contract assets

€'000	30 Jun 2026	31 Dec 2025
Contract assets		
Opening balance	6,028	433
Progress on construction contracts	8,840	16,345
Finalised construction	(10,628)	(10,749)
Contract assets, gross	4,240	6,028
Allowance for expected credit losses	—	—
Contract assets	4,240	6,028
Current contract assets	4,240	6,028
Non-current contract assets	—	—

Construction service arrangements contractual assets

During the period, the Company progressed with construction related to a service concession arrangement with the German Government for work on the Highway Tender. The contract is expected to last 8 years, with an option to extend for a maximum of 2 further years. A contract asset is recognised to the extent that construction work has been performed but not yet billed. The contract asset represents the Company's right to consideration for construction services performed to date.

The measurement of the contract asset is subject to certain judgments and estimates, including the determination of the fair value of construction services and the discount rate applied to cash flows.



9. Cash

Cash at banks earns, or is charged, interest at variable current account rates.

Cash and cash equivalents are current and short term balances, the majority of which is at one bank under supervision of the Dutch Central Bank with an A or equivalent long-term rating.

Fastned B.V. has a bank guarantee facility amounting to €20 million at 30 June 2026 (2025: €17.0 million), of which €16.0 million (2025: €15.9 million) have been drawn. Of the drawn amount, €13.4 million expires at the end of 2029, €0.2 million between 2032 and 2040, and €2.3 million has an open-ended term.

At 30 June 2026, the Group has no restricted cash balances (2025: nil).

10. Inventories

€'000	30 June 2026	31 Dec 2025
Inventories		
Renewable energy units granted	12,202	5,869
Sites under construction for service concession arrangement	2,494	3,542
Total inventories	14,697	9,411

Inventories recognised as an expense during the half year ended 30 June 2026 amounted to €6.3 million (2025: €5.4 million). These were included in cost of sales. There were no inventory write-downs to net realisable value.

¹⁰ Total issued shares includes 15,400 treasury shares.

Other inventories include assets acquired for construction of the stations under the German Highway Tender service arrangement for which construction has not yet started.

11. Issued capital and reserves

Share capital	30 Jun 2026	31 Dec 2025
	Quantity	Quantity
Authorised shares of €0.01 each	19,752,862	19,552,877
Issued and fully paid shares of €0.01 each ¹⁰	19,552,048	19,599,236
	Quantity	€'000
At 1 January 2025	19,468,972	195
Issuance of shares	130,264	1
At 31 December 2025	19,599,236	196
Issuance of shares	87,912	1
Reversal of treasury shares	(135,100)	(1)
At 30 June 2026	19,552,048	196

To facilitate administration of the Employee share option scheme, 200,000 shares have been issued in advance by FAST and DRs transferred to Fastned B.V. As at 30 June 2026 200,804 such DRs were held by Fastned B.V. All other reserves are as stated in the statement of changes in equity.

During the first half of 2026, 87,912 depository receipts (DRs) were issued to employees and former employees exercising options under Fastned option



plans. Employee options for 105,490 DRs were outstanding as at 30 June 2026. The remaining movement is related to options expired and forfeited.

Share premium	€'000
At 1 January 2025	249,082
Issuance of share capital (certificates)	1,384
Transaction costs for conversion	—
At 1 January 2026	250,465
Issuance of share capital (certificates)	1,181
Reversal of treasury shares	(15)
At 30 June 2026	251,631

All other reserves are as stated in the statement of changes in equity.

12. Trade and other payables

Trade and other payables increased to €36.4 million as at 30 June 2026 (31 December 2025: €31.3 million). The increase primarily reflects higher trade payables associated with the Group's continued station construction and expansion activities, together with higher VAT and other tax liabilities at period-end. The increase also reflects higher other operating payables and accrued interest.

13. Provisions

Provisions are recognised where a legal or constructive obligation exists at the balance sheet date, as a result of a past event where the amount of the obligation can be reliably estimated and where the outflow of economic benefit is probable.

The Group records provisions for the removal of the charging station at the end of the concession period. The change in provisions is related to an increase in the provision for decommissioning due to opening of new stations and partly offset by the increase in discount rate. The discount rate increased to 3.01% (2025: 2.0%) and the inflation remained consistent at 2.0% (2025: 2.0%).

14. Deferred revenues

Deferred revenue of €459 thousand (2025: €231 thousand) relate to various pre-paid long-term vouchers for supply of electricity to customers and the Fastned Founders Club.

The Fastned Founders Club is a special group of investors that have all invested a minimum of €25,000 (in primary issuance of certificates) in the issuance on NPEX in 2014–2015, or, invested a minimum of €50,000 (in primary issuance of certificates) in the issuance on Nxchange in 2016. On 30 June 2026, there were 69 members in this Club. The members of the Fastned Founders Club have the rights to charge for free at Fastned for the rest of their lives. In the first half of 2026, Fastned Founders have charged 52,569 kWh (H1 2025: 38,395 kWh) for free.

15. Commitments and contingencies

Commitment

At 30 June 2026, the Group had initiated the construction of several fast charging stations, these will be realised in the second half of 2026. Fastned usually partly prepays orders placed with suppliers and the larger part of these prepayments are already capitalised in the balance sheet.

Outstanding commitments at 30 June 2026 amounted to approximately €38.1 million (31 December 2025: €34.5 million).

The Group has estimated energy purchase commitments of €64 million (31 December 2025: €65 million) under Power Purchase Agreements relating to the second half of 2026 and later years. Of this amount, €2.5 million is due within the current financial year, €27.5 million is due between one and five years, and €34.0 million is due after five years. These commitments are based on current estimates and may be subject to variation due to changes in energy market conditions and weather-related factors.

Bank guarantees

The Group renegotiated its bank guarantee facility during the period, increasing the total available amount from €17 million to €20 million and removing all financial covenants; the facility remains uncommitted and unsecured. At 30 June 2026 the drawn amount was €16.0 million (31 December 2025: €15.9 million). Of the drawn amount, €13.4 million expires at the end of 2029, €0.2 million between 2032 and 2040, and €2.3 million has an open-ended term.

16. Related party disclosure

Fastned considers transactions with key management personnel to be related party transactions. As of half year 2026, there have been no significant changes in the nature and extent of related party transactions from the Group's annual financial statements as at 31 December 2025.

Any member of the Board who has an interest in a related party transaction which is under discussion by the Board must abstain from this discussion and abstain from any vote on the approval of the related party transaction.

17. Fair values

The group has a number of financial instruments which are not measured at fair value in the statement of financial position. For the majority of these instruments, the fair values are not materially different to their carrying amounts, since their floating interest rate is either close to current market level or the instruments are short-term in nature.

The fair value of the interest-bearing loans and borrowings is included at the amount at which the instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale. The following methods and assumptions were used to estimate the fair values:

- Long-term fixed-rate borrowings are evaluated by the Group based on parameters such as interest rates and the risk characteristics of the financed project.
- The fair value of the interest-bearing loans and borrowings is estimated by discounting future cash flows using rates currently available for debt on similar terms, credit risk and remaining maturities, being sensitive to a reasonably possible change in the forecast cash flows or the discount rate.

Management regularly assesses a range of reasonably possible alternatives for those significant unobservable inputs and determines their impact on the total fair value.

Financial instruments and hedging arrangements:

During the period the group entered into three interest rate derivative contracts in connection with the senior debt facilities of Fastned Tico Holding I B.V. The group held no derivative financial instruments in the prior year; the arrangements therefore represent a significant change since 31 December 2025.

The derivatives comprise two interest rate swaps denominated in EUR (with ABN AMRO and Rabobank), hedging the interest cash flow variability on the group's floating-rate EUR project debt, and one interest rate swap denominated in CHF (with Crédit Agricole CIB), hedging the CHF-denominated tranche. All three instruments are pay-fixed, receive-floating swaps and are designated as cash flow hedges from inception.

The swaps are measured at fair value. Fair value is determined using valuation techniques based on observable market inputs, principally the applicable EURIBOR and SARON forward interest rate curves, and are classified as Level 2 in the fair value hierarchy. There were no transfers between fair value hierarchy levels during the period. The swaps are presented within non-current financial assets and non-current financial liabilities according to whether the individual instrument is in an asset or liability position at the reporting date. No amounts have been offset. All three swaps mature on 31 March 2030 and are classified as non-current.

The effective portion of fair value movements is recognised in the cash flow hedge reserve within other comprehensive income and recycled to finance costs as the hedged interest cash flows affect profit or loss. Hedge ineffectiveness recognised in profit or loss for the period was not material.

18. Key events post reporting date

No events have been identified that would require adjustment to, or disclosure in, these interim financial statements.

Directors’ responsibility statement

The Directors declare that, to the best of their knowledge:

- this condensed set of half year financial statements, which have been prepared in accordance with IAS 34 ‘Interim Financial Reporting’, as issued by the International Accounting Standards Board and endorsed and adopted by the EU gives a true and fair view of the assets, liabilities, financial position and profit or loss of Fastned; and
- the interim management report gives a fair review of the information required pursuant to section 5:25d (8)/(9) of the Dutch Act on Financial Supervision (Wet op het financieel toezicht).

Amsterdam, 06 August 2026

Management Board

Michiel Langezaal	Françoise Poggi
CEO	COO



Forward looking statements

The Information may include forward-looking statements, which are based on current expectations and projections about future events. These statements may include, without limitation, any statements preceded by, followed by or including words such as “target”, “believe”, “expect”, “aim”, “intend”, “may”, “anticipate”, “estimate”, “plan”, “project”, “will”, “can have”, “likely”, “should”, “would”, “could” and other words and terms of similar meaning or the negative thereof. These forward-looking statements are subject to risks, uncertainties and assumptions about the Company and its subsidiaries and investments, including, among other things, the development of its business, trends in its operating industry, and future capital expenditures. In light of these risks, uncertainties and assumptions, the events in the forward-looking statements may not occur. No representation or warranty is made that any forward-looking statement will come to pass. No one undertakes to publicly update or revise any such forward-looking statement. The Information and the opinions contained therein are provided as at the date of the presentation and are subject to change without notice.

About Fastned

Fastned is on a mission to accelerate the transition to electric mobility. Since 2012, we've been at the forefront of European charging infrastructure development, building and operating a rapidly growing network of iconic fast charging stations. Our yellow, nature inspired stations create a welcoming environment for drivers during the 10-15 minutes it takes to charge up to 300 km of range. By offering Europe's most reliable, convenient and joyful charging experience, we aim to inspire millions to drive on solar and wind energy so that together we can curb climate change. Fastned is listed at Euronext Amsterdam (AMS: FAST).

For more information, visit our website: <https://fastnedcharging.com/hq/investor-relations/>



HATTON CROSS BUS & CYCLE

Fastned

Fastned

Places
for
London

MAYOR OF LONDON
TRANSPORT
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