SAFE HARBOR STATEMENT

Forward-Looking Statements

This presentation contains statements that are forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended, or the Exchange Act, that are based on management's current expectations and assumptions and are subject to risks and uncertainties. Such statements include, but are not limited to, statements about (i) delays in product development and deployment, (ii) market acceptance of our EV charging products and related services, (iii) technological change in the EV charging equipment industry, (iv) competition in EV markets generally in the United States and abroad, (v) results and costs associated with governmental investigations and litigation, (vi) intellectual property issues, and (vii) other aspects of our business identified in this press release, as well as in our periodic reports that we file from time to time with the SEC. In some cases, you can identify forward-looking statements by terminology such as “may,” “will,” “could,” “would,” “should,” “expect,” “plan,” “anticipate,” “intend,” “tends,” “believe,” “estimate,” “predict,” “potential,” “project” or “continue” or the negative of those terms or other comparable terminology. These statements are only predictions. Actual events or results may differ materially from those expressed or implied by these forward-looking statements because of market conditions in our industries or other factors that are in some cases beyond our control. All of the forward-looking statements are subject to risks and uncertainties. Various factors, including but not limited to the risks described from time to time in Blink Charging Co.’s periodic reports with the SEC, including, without limitation, the risks described in Blink Charging Co.’s Annual Report on Form 10-K for the year ended December 31, 2022 under the captions “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations,” could cause actual results to differ from those implied by the forward-looking statements. Given these risks and uncertainties, you are cautioned not to place undue reliance on these forward-looking statements. All information is current as of the date this press release is issued, and except as required by law, Blink Charging Co. does not undertake, and specifically declines, any obligation to update any of these statements or to publicly announce the results of any revisions to these statements to reflect future events or developments.

Non-GAAP Disclosure

The information provided herein includes certain non-GAAP financial measures. These non-GAAP financial measures are intended to supplement the GAAP financial information by providing additional insight regarding the results of operations of the Company. The non-GAAP Adjusted EBITDA financial measure used by the Company is intended to provide an enhanced understanding of our underlying operational measures to manage the Company’s business, to evaluate performance compared to prior periods and the marketplace, and to establish operational goals. Certain items are excluded from this non-GAAP financial measure to provide additional comparability measures from period to period. These non-GAAP financial measures will not be defined in the same manner by all companies and may not be comparable to other companies. Non-GAAP financial measures are reconciled in the accompanying tables to the most directly comparable measures as reported in accordance with GAAP, and should be viewed in addition to, and not in lieu of, such comparable financial measures.
Q3 2023 HIGHLIGHTS AND STRATEGY

Brendan Jones, President and CEO
SUMMARY Q3 2023 HIGHLIGHTS*

$43.4M  
152% ↑
Total Revenue

$6.7M  
119% ↑
Service Revenue

$2.0M  
36% ↑
Network Fees

29.5%  
175 bps ↑
Gross Margin

5,956
Charging Stations  
Contracted, Sold, Deployed

16.2 gWh
Disbursed on Blink Networks

* - Year-over-year comparisons unless indicated otherwise
RAISING 2023 REVENUE TARGET

Raising Revenue Target

$128M - $133M

Gross Margin Target: 30%+

Previous Revenue Target: $110-120M

Annual Revenue:

- Previous Target: $6M, $21M, $61M
- New Target: $128M - $133M

2020 2021 2022 2023
Targeting Positive Adjusted EBITDA Run Rate by December 2024

- Competitive chargers and services and ability to satisfy customers’ needs and timelines
- Enhanced and robust sales pipeline
- Improving expense management and ongoing process optimization
- Margin improvement as business scales
FULL SERVICE MODEL DRIVING SUSTAINED GROWTH

Vertical Integration

- Design
- Manufacturing
- Network Services

Synergistic Revenue Streams

- Charger & Network Provider
- Owner Operator

= Sustained Growth and Improving Profitability

- Only vertically integrated U.S. based full-service provider
- Provides superior quality and service as Company scales
- Offering customers flexibility accelerates market penetration and cultivates more durable customer relationships
UNDERSERVED EV CHARGING MARKET AT AN INFLECTION POINT

Forecasted Global Passenger EV Fleet
(Millions of Vehicles)

Forecasted Global EV Charging Network
(Millions of Connectors)

~10% of passenger vehicle sales worldwide were EVs in 2022
Projected to reach ~75-100% of sales worldwide in 2040

~14 mm EV charging connectors globally in 2022
Projected to grow to ~339-490mm globally by 2040

Note: ‘ETS’ is Economic Transition Scenario and ‘NZS’ is Net-Zero Scenario. EVs represent Battery Electric Vehicles.
Source: BNEF 2022 Electric Vehicle Outlook; WSJ
MARKET FOR EVs IS PROJECTED TO GROW

Current EV market represents strong and growing demand

- 8% of all cars sold in the U.S. in 2023 were electric vehicles\(^1\)
- 22% of all cars sold in California were electric vehicles in the third quarter of 2023\(^2\)
- Nearly $400 billion spent globally on EVs in 2022\(^3\)

Considerable future growth and investment projected

- Automotive companies have committed over $600 billion in total investments in EVs from 2023 to 2027\(^3\)
- The United States is expected to add 1 million new EVs to its roads in 2023\(^4\)

\(^1\)J.D. Power; Data through early September 2023
\(^2\)Electrek
\(^3\)AlixPartners
\(^4\)Cox Automotive
U.S. MARKET GROWTH*

30M+ EV Chargers in US by 2030

~$100B Investment by 2040

90%+ Chargers Expected to be Level 2

Well positioned to capitalize on rapidly increasing L2 charger & network demand

* - Sources: McKinsey, PricewaterhouseCoopers, Bloomberg New Energy Finance
BLINK DC FAST-CHARGERS

1,435 DC Fast-Chargers Contracted in 2023*

Blink generated ~$27 million in recognized revenue from DC Fast Chargers in the 9 months ended September 30, 2023

* As of September 30, 2023
ADVANCED PRODUCT PORTFOLIO

Series 8
Offers simple credit card or digital wallet payments, making them perfect for all commercial and retail locations.

IQ 200 Level 2 Charging
80 amps of output – fastest Level 2 AC chargers.

Vision IQ 200
Built-in advertising screen designed for retail locations.

EQ 200
Intelligent, affordable and scalable charging solution that includes vehicle-to-grid functionality.

MQ 200
Fleet and multi-unit charger delivering 50 amps of output.

HQ 200 & EV Driver Mobile App
The HQ 200 residential charger addresses the 10+ million home charging market.

30kW DC Fast
A lightweight and practical design with optimal power.

50kW Wall DC Fast
Powerful DC fast charging in an efficient, compact, and lightweight design.

240kW Dual DCFC
New silicon carbide technology featuring both CCS and NACS connectors.

DC Fast 60-350kW
All-in-one design with a compact footprint and cost-saving redundancy power models.

PQ 100
Plug&Play portable charger for indoor and outdoor applications.

1. Prototype design.
2. CCS / NACS dual functionality charger expected to launch in Q3-Q4 2023.
EXPANDING CHARGER DEMAND

TOTAL COUNT OF BLINK CHARGERS CONTRACTED, SOLD OR DEPLOYED*

Increasing demand for charging stations and global footprint expansion leads to incremental revenue growth and higher gross margins

*Cumulative number since inception
### Successfully Winning Diverse Opportunities

<table>
<thead>
<tr>
<th>Automotive</th>
<th>Fleet</th>
<th>Hospitality</th>
<th>Commercial</th>
<th>Multifamily</th>
<th>Government</th>
</tr>
</thead>
</table>

#### Automotive
- Significant reseller channels for widespread opportunities

- Automotive OEMs and dealer agreements

#### Fleet
- Prioritizing scalable, large scale deployment opportunities with national and multinational accounts

- Significant reseller channels for widespread opportunities

#### Hospitality
- Targeting multifamily residential charging demands

- Federal Realty Investment Trust

#### Commercial
- Leveraging funding and deployment opportunities

- Related Realty

#### Multifamily
- Cushman & Wakefield

- Greystar

#### Government
- Tishman Speyer

- Florida Sheriffs Association

- National Sheriffs' Association

- City of San Diego

- City of San Antonio

- City of Chula Vista

- City of Knoxville

- City of Calabasas

- Leeds, UK

- Hollywood Casino
FINANCIAL HIGHLIGHTS

Michael Rama, CFO
## SELECTED FINANCIALS

<table>
<thead>
<tr>
<th>($ in 000s)</th>
<th>3Q23</th>
<th>3Q22</th>
<th>YoY B/(W)</th>
<th>9 Months Ended September 30, 2023</th>
<th>9 Months Ended September 30, 2022</th>
<th>YoY B/(W)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Product Sales</td>
<td>$35,059</td>
<td>$13,358</td>
<td>162%</td>
<td>$76,035</td>
<td>$30,238</td>
<td>151%</td>
</tr>
<tr>
<td>Service Revenue (1)</td>
<td>6,735</td>
<td>3,079</td>
<td>119%</td>
<td>18,491</td>
<td>6,831</td>
<td>171%</td>
</tr>
<tr>
<td>Other Revenue (2)</td>
<td>1,583</td>
<td>810</td>
<td>95%</td>
<td>3,361</td>
<td>1,464</td>
<td>130%</td>
</tr>
<tr>
<td>Total Revenues</td>
<td>43,377</td>
<td>17,247</td>
<td>152%</td>
<td>97,887</td>
<td>38,533</td>
<td>154%</td>
</tr>
<tr>
<td>Gross Profit</td>
<td>12,785</td>
<td>4,781</td>
<td>167%</td>
<td>29,619</td>
<td>8,324</td>
<td>256%</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$123,481</td>
<td>$29,278</td>
<td>322%</td>
<td>$211,218</td>
<td>$69,825</td>
<td>202%</td>
</tr>
<tr>
<td>Adjusted EBITDA (3)</td>
<td>($11,690)</td>
<td>($17,607)</td>
<td>34%</td>
<td>($42,974)</td>
<td>($45,576)</td>
<td>6%</td>
</tr>
<tr>
<td>Adj. EBITDA Margin (3)</td>
<td>(27%)</td>
<td>(102%)</td>
<td>74%</td>
<td>(44%)</td>
<td>(118%)</td>
<td>63%</td>
</tr>
</tbody>
</table>

1 Service Revenue consist of charging service revenues, network fees, and ride-sharing revenues.
2 Other Revenues consist of other revenues, warranties, and grants and rebates.
3 Adjusted EBITDA (defined as earnings (loss) before interest income (expense), depreciation and amortization, and adding back stock-based compensation, acquisition-related costs, non-cash impairment charges, and non-cash loss on extinguishment of notes payable) is a non-GAAP financial measure management uses as a proxy for net income (loss). A reconciliation of GAAP to Non-GAAP financial measures is included in the appendix.
REVENUE AND GROSS PROFIT TRENDS

($ in thousands)

Key Drivers
- Increasing demand for global EV infrastructure
- Improving utilization rates from existing customers
- Incremental growth from recent acquisitions
- Greater EV adoption from new consumers
CONCLUDING REMARKS

Brendan Jones, President and CEO
Q & A
# Reconciliation of Non-GAAP Financial Measures

<table>
<thead>
<tr>
<th>(In thousands and unaudited)</th>
<th>Q3 2023</th>
<th>Q3 2022</th>
<th>9 Months Ended September 30, 2023</th>
<th>9 Months Ended September 30, 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net loss</strong></td>
<td>($112,721)</td>
<td>($25,647)</td>
<td>($184,004)</td>
<td>($63,411)</td>
</tr>
<tr>
<td><strong>Interest expense, net</strong></td>
<td>970</td>
<td>917</td>
<td>2,373</td>
<td>1,056</td>
</tr>
<tr>
<td><strong>Provision for Income Taxes</strong></td>
<td>807</td>
<td>-</td>
<td>1,225</td>
<td>-</td>
</tr>
<tr>
<td><strong>Depreciation and amortization</strong></td>
<td>2,869</td>
<td>1,782</td>
<td>9,694</td>
<td>5,175</td>
</tr>
<tr>
<td><strong>EBITDA (1)</strong></td>
<td>($108,075)</td>
<td>($22,948)</td>
<td>($170,712)</td>
<td>($57,180)</td>
</tr>
<tr>
<td><strong>Stock-based compensation</strong></td>
<td>1,105</td>
<td>4,832</td>
<td>20,543</td>
<td>7,821</td>
</tr>
<tr>
<td><strong>Acquisition-related costs</strong></td>
<td>50</td>
<td>509</td>
<td>333</td>
<td>3,783</td>
</tr>
<tr>
<td><strong>Impairment of goodwill and intangible assets</strong></td>
<td>94,230</td>
<td>-</td>
<td>94,230</td>
<td>-</td>
</tr>
<tr>
<td><strong>Loss on extinguishment of notes payable</strong></td>
<td>1,000</td>
<td>-</td>
<td>1,000</td>
<td>-</td>
</tr>
<tr>
<td><strong>One-time non-recurring expenses</strong></td>
<td>-</td>
<td>-</td>
<td>11,632</td>
<td>-</td>
</tr>
<tr>
<td><strong>Adjusted EBITDA (2)</strong></td>
<td>($11,690)</td>
<td>($17,607)</td>
<td>($42,974)</td>
<td>($45,576)</td>
</tr>
</tbody>
</table>

1. EBITDA is a non-GAAP financial measure management uses as a proxy for net income (loss) and is defined as earnings (loss) before interest income (expense), provision for income taxes, and depreciation and amortization expense.
2. Adjusted EBITDA is a non-GAAP financial measure management uses in evaluating the company’s core operating performance and is defined as EBITDA excluding the impact from stock-based compensation and acquisition-related costs, one-time nonrecurring expense, non-cash impairment charges, and non-cash loss on extinguishment of notes payable.
### RECONCILIATION OF NON-GAAP FINANCIAL MEASURES

<table>
<thead>
<tr>
<th>(unaudited)</th>
<th>Q3 2023</th>
<th>Q3 2022</th>
<th>9 Months Ended September 30, 2023</th>
<th>9 Months Ended September 30, 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net loss – per diluted share</td>
<td>($1.74)</td>
<td>($0.51)</td>
<td>($3.02)</td>
<td>($1.39)</td>
</tr>
<tr>
<td>Add: Amortization expense of intangible assets</td>
<td>0.02</td>
<td>0.03</td>
<td>0.10</td>
<td>0.08</td>
</tr>
<tr>
<td>Acquisition-related costs</td>
<td>0.00</td>
<td>0.01</td>
<td>0.01</td>
<td>0.08</td>
</tr>
<tr>
<td>Impairment of goodwill and intangible assets</td>
<td>1.54</td>
<td>-</td>
<td>1.54</td>
<td>-</td>
</tr>
<tr>
<td>Loss on extinguishment of notes payable</td>
<td>0.02</td>
<td>-</td>
<td>0.02</td>
<td>-</td>
</tr>
<tr>
<td>One-time non-recurring expenses</td>
<td>0.00</td>
<td>-</td>
<td>0.20</td>
<td>-</td>
</tr>
<tr>
<td><strong>Adjusted EPS (3)</strong></td>
<td><strong>($0.16)</strong></td>
<td><strong>($0.47)</strong></td>
<td><strong>($1.15)</strong></td>
<td><strong>($1.23)</strong></td>
</tr>
</tbody>
</table>

3 Adjusted EPS (defined earnings (loss) per diluted share) is a non-GAAP financial measure management uses to assess earnings per diluted share excluding non-recurring items such as acquisition-related costs and amortization expense of intangible asset, non-cash impairment charges, and non-cash loss on extinguishment of notes payable.