

Global EV Policy Explorer

Electric vehicle deployment policies
and measures



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Electric vehicle deployment policies and measures

This table highlights key policies and measures that support the deployment of electric vehicles (EVs) and zero-emission vehicles (ZEVs) for light-duty vehicles (LDV) and heavy-duty vehicles (HDV). It summarises existing measures as well as announced targets and ambitions by region and country. These take a variety of forms, such as fuel economy standards, CO2 emissions standards, deployment roadmaps, and EV sales or stock targets and ambitions. The table does not include fiscal policies such as subsidies, carbon taxes or similar policy instruments.

The policies and measures are structured in four categories:

Legislation: Legally binding commitments such as regulations and standards.

Targets: Announced government targets that are part of legislation, budgetary commitments, Nationally Determined Contributions to the Paris Climate Agreement or national climate plans such as those submitted by member states to the European Union.

Ambitions: Government goals or objectives as set out in a policy document such as a deployment roadmap or strategy.

Proposals: Government goals released in public documents or embedded into legislation designed to stimulate discussion as to their feasibility. These often bring forward deadlines for phase out of gasoline or diesel vehicles, presented from one member country to a regional government body (e.g. by member states to the European Union), or they build upon current ambitions, targets, and/or legislation.

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Asia				
	Legislation: fuel economy standard tightened: 4.6 L/100 km (WLTP) or 4.0 L/100km (NEDC) by 2025 for passenger LDVs.	2021	LDV	Government of China (2021)
	Legislation: New Energy Vehicle (NEV) mandate that sets annual ZEV credit targets for OEMs to reach as a percentage of annual vehicle sales: 12% NEV credit for sales in passenger LDVs by 2020 (with each EV sold eligible to earn multiple credits depending on the all-electric range, battery density and vehicle efficiency). Targets are 14% in 2021, 16% in 2022 and 18% in 2023 (with gradual tightening of credits to 2023).	2020	LDV	Government of China (2020)
China (EV30@30 signatory) ^a	Target: 20% share of passenger NEV sales by 2025.	2020	LDV	Government of China (2020)
	Ambition: 70% of passenger vehicles electrified (of which 40% NEVs) in 2025 and 100% in 2035 (of which 50% NEVs and 95% of those are BEVs).	2020	LDV	SAE China (2020)
	Ambition: 100 000 FCEV sales of passenger LDVs by 2025 and around 1 million in the 2030-35 period.			
	Legislation: fuel economy standard: Stage III National Standard of 10.6-41 L/100 km for new type approvals (July 2019) and all sales and registrations (July 2021) for heavy commercial vehicles (depending on vehicle class and weight). Target: reduce fuel consumption by 14%-16% compared to Stage II.	2016	HDV	Government of China (2018)
India (EV30@30 signatory)	Legislation: corporate average fuel economy standard: 4.77 L/100 km (NEDC) in 2022 for passenger LDVs.	2015	LDV	Government of India (2020)
	Legislation: CO ₂ emissions standard equivalent to corporate average fuel economy of 113 gCO ₂ /km for passenger LDVs in 2022.	2015	LDV	Government of India (2017)
	Ambition: 30% share of EVs in passenger LDV sales in 2030.	2017	LDV	Government of India (2019)
	Legislation: FAME Phase II 2019-22 programme to support EV target: 7 000 buses, 500 000 three-wheelers, 55 000 LDVs and 1 million two-wheelers.	2019	All	Government of India (2019)
	Delhi target: 25% share of EVs in sales by 2024.	2020	All	Government of New Delhi (2020)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Indonesia	Ambition: production of 600 000 electric passenger LDVs and 2.45 million electric motorcycles by 2030.	2021	LDV	Government of Indonesia (2021)
	Target: 2 million passenger EV stock and 13 million electric motorcycle stock by 2030.	2020	LDV	Government of Indonesia
Japan (EV30@30 signatory)	Legislation: fuel economy standard: 25.4 km/L for passenger LDVs by 2030, equivalent to a 32.4% improvement compared to 2016 and includes EVs. Well-to-wheel approach adopted that includes grid electricity energy consumption for EVs.	2019	LDV	Government of Japan (2020)
	Ambition: carbon-neutral car manufacturing including production, use and disposal of cars by 2050.	2020	LDV	Government of Japan (2020)
	Target: 20-30% shares of BEVs and PHEVs, 30-40% share of HEVs and 3% of FCEVs in passenger LDV sales by 2030.	2018	LDV	Government of Japan (2018)
	Ambition: 100% share of electrified vehicles in passenger LDV sales by 2035.	2020	LDV	Government of Japan (2020)
	Target: 1 200 FCEV urban bus stock by 2030.	2019	HDV	Government of Japan (2019)
	Legislation: fuel economy standard: 6.52-7.63 km/L (JC08) by 2025 (depending on vehicle class and weight) for heavy commercial vehicles. Target to reduce fuel consumption by 13.4-14.3% compared to 2015 standard.	2019	HDV	Government of Japan (2019)
Korea	Ambition: produce 81 000 passenger FCEVs by 2022, 100 000 by 2025 and 6.2 million by 2040 (3.3 million for export and 2.9 million for domestic use).	2019	LDV	Government of Korea (2019)
	Target: 1.13 million passenger BEV and 200 000 passenger FCEV stock by 2025.	2020	LDV	Government of Korea (2020)
	Ambition: 80 000 FCEV taxi stock by 2040.	2019	LDV	Government of Korea (2019)
	Ambition: 40 000 FCEV urban bus stock and 30 000 FCEV truck stock by 2040.	2019	HDV	Government of Korea (2019)
Malaysia	Ambition: 100% (electrified, CNG, LPG or biofuel-fuelled vehicle) stock for all private transport by 2030 and 40% in public transport (across all modes).	2017	All	Government of Malaysia (2017)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Pakistan	Ambition: 50% of electric two/three-wheeler sales by 2030 and 90% by 2040.	2019	LDV	ICCT (2020)
	Ambition: 30% share of EVs in passenger LDV sales by 2030 and 90% by 2040.			
	Ambition: 50% of electric urban bus sales by 2030 and 90% by 2040.	2019	HDV	ICCT (2020)
Singapore	Ambition: 30% of electric truck sales by 2030 and 90% by 2040.			
	Target: phase out passenger ICE vehicles by 2040.	2020	LDV	Government of Singapore (2020)
Sri Lanka	Target: all state-owned vehicles to be electric by 2025 (across all modes).	2017	All	Government of Sri Lanka (2017)
	Target: all passenger LDVs to be electrified vehicles by 2040.	2017	LDV	Government of Sri Lanka (2017)
Thailand	Ambition: 1.2 million passenger EV stock by 2036.	2016	LDV	Royal Thai Government (2016)
	Ambition: 30% of total vehicle production (two/three-wheelers, LDVs and urban buses) to be EVs by 2030.	2020	All	Royal Thai Government (2020)
Europe				
European Union	Legislation: CO ₂ emissions standards for new cars: 95 g CO ₂ /km from 2020.	2019	LDV	European Union (2019)
	Legislation: CO ₂ emissions standards (in terms of g CO ₂ /km) for cars to tighten by 15% between 2021 and 2025 and 37.5% between 2021 and 2030 and for vans by 15% between 2021 and 2025 and 31% between 2021 and 2030.	2019	LDV	European Union (2019)
	Legislation: CO ₂ emissions standards for new heavy commercial vehicles to tighten by 15% by 2025 and by 30% by 2030 (reference period: 2019/2020).	2019	HDV	European Union (2019)
	Legislation: revision of the Clean Vehicles Directive including minimum requirements for aggregate public procurement for urban buses (24-45% in 2025 and 33-65% in 2030), and for trucks (6-10% in 2025 and 7-15% in 2030) with the share varying across member states.	2019	HDV	European Parliament (2019)
	Target: 13 million passenger ZEV stock by 2025 (based on CO ₂ emissions standard for LDVs).	2019	LDV	European Green Deal (2019)
	Voluntary ZEV targets: 15% share of car sales by 2025 and 35% by 2030, and 15% share of van sales by 2025 and 30% by 2030 by vehicle manufacturers. If met, the CO ₂ emissions target can be relaxed for that manufacturer.	2019	LDV	European Commission (2019)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
European Union (continued)	Ambition: at least 30 million passenger ZEV stock by 2030 and nearly all passenger LDV and heavy commercial vehicle stock by 2050.	2020	All	European Commission (2020)
	Proposal: nine member states have requested the European Commission to support a date for EU-wide phase-out of the sale of new petrol and diesel passenger LDVs. (Austria, Belgium, Denmark, Greece, Ireland, Lithuania, Luxembourg, Malta and Netherlands.)	2021	LDV	Government of Denmark (2021)
Belgium	Flanders region: target: 20% ZEV sales by 2025 and 50% BEV or FCEV sales and 20% PHEV in 2030.	2020	LDV	Flemish Government (2019)
Denmark	Ambition: 1 million passenger LDV stock to be ZEV by 2030.	2020	LDV	Government of Denmark (2020)
	Proposal: no sales of new diesel and petrol cars by 2030 (A joint Danish-Dutch initiative backed by 9 EU member states calls for the European Union to accelerate diesel and petrol car phase out, to 2030).	2019	LDV	Government of Denmark (2020)
Finland (EV30@30 signatory)	Ambition: 700 000 electric car and 45 000 electric van stock by 2030 (of which at least 50% are BEVs).	2021	LDV	Government of Finland (2021)
	Ambition: 4 600 electric HDV stock by 2030.	2021	HDV	Government of Finland (2021)
France (EV30@30 signatory)	Target: 500 000 passenger PHEV and 660 000 passenger BEV and FCEV stock and 170 000 light commercial BEV and FCEV stock by 2023.	2020	LDV	Government of France (2020)
	Target: 1.8 million passenger PHEV and 3 million passenger BEV and FCEV stock and 500 000 light commercial BEV and FCEV stock by 2028.			
	Proposal: no sales of the most polluting vehicles (emitting more than 123 g CO ₂ /km) by 2030.	2021	LDV	Government of France (2021)
	Ambition: 200 heavy commercial FCEV stock by 2023.	2018	HDV	Government of France (2019)
	Ambition: 800-2 000 heavy commercial FCEV stock by 2028.	2018	LDV	Government of France (2019)
Ambition: 5 000 passenger and commercial LDV FCEV stock by 2023 and 20 000-50 000 by 2028.				

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Germany (EV30@30 signatory)	Ambition: 7-10 million passenger electric LDV stock by 2030.	2019	LDV	Climate Action Programme 2030 (2019)
	Ambition: all passenger LDV sales to be ZEV by 2050.	2015	LDV	ZEV Alliance (2015)
	Ambition: 50% of urban buses to be electric by 2030.	2020	HDV	Hybrid and Electric Vehicle Technology Collaboration Programme (2020)
Greece	Target: at least 30% share of passenger electric LDV sales by 2030.	2019	LDV	Government of Greece (2019)
Hungary	Target: 1 290 urban bus stock by 2029. From 2022 onwards, only electric buses will be funded.	2019	HDV	Government of Hungary (2019)
Iceland	Target: ban sales of passenger petrol and diesel LDVs by 2030.	2018	LDV	Government of Iceland (2018)
Ireland	Target: 950 000 electric passenger LDV stock by 2030.	2019	LDV	Government of Ireland (2019)
	Target: 100% share of passenger LDV sales to be EVs by 2030.	2019	LDV	Government of Ireland (2019)
	Target: ban sales of diesel-only urban buses from 2019.	2018	HDV	Government of Ireland (2018)
Italy	Target: 6 million passenger electric LDV stock (including 4 million BEVs) by 2030.	2019	LDV	Government of Italy (2019)
	Target: 6% gross final energy consumption to come from electric cars in 2030.	2019	LDV	Government of Italy (2019)
	Proposal: mandatory purchase of 30% alternative fuel vehicles (ZEV and methane vehicles) by 2022, 50% by 2025 and 85% by 2030 by public bodies across all modes.	2019	All	Government of Italy (2019)
Netherlands (EV30@30 signatory)	Target: 15 000 stock of passenger FCEVs by 2025 and 300 000 by 2030.	2019	LDV	Government of Netherlands (2019)
	Target: 3 000 heavy-duty FCEV by 2025.	2019	HDV	Government of Netherlands (2019)
	Target: 50% taxi stock to be ZEV by 2025.	2019	LDV	Government of Netherlands (2019)
	Proposal: 100% passenger LDV sales to be ZEV by 2030. (A joint Danish-Dutch initiative backed by 9 EU member states calls for the European Union to accelerate diesel and petrol car phase out, to 2030).	2017	LDV	Government of Netherlands (2019)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Netherlands (EV30@30 signatory) (continued)	Target: 100% of public urban bus sales to be ZEV by 2025 and 100% ZEV stock by 2030.	2019	HDV	Government of Netherlands (2019)
	Legislation: zero emission transport zones to be introduced in 14 cities by 2025 (number expected to increase to 30 by mid-2021).	2021	All	Government of Netherlands (2021)
Norway (EV 30@30 signatory)	Target: 100% ZEV sales in passenger LDVs by 2025.	2016	LDV	Government of Norway (2016)
	Target: 100% ZEV (or biogas) urban bus sales by 2025.	2016	HDV	Government of Norway (2016)
	Target: 75% ZEV inter-city bus sales and 50% truck sales by 2030.			
Poland	Ambition: ZEV public transport across all modes by 2030 in cities of over 100 000 residents.	2021	All	Government of Poland (2021)
	Ambition: 1 million electric passenger LDV stock by 2025.	2016	LDV	Government of Poland (2016)
Portugal (EV30@30 signatory)	Target: more than 30% EV sales in passenger LDVs by 2030 and 100% by 2050.	2019	LDV	Government of Portugal (2019)
Slovenia	Target: no new sales of passenger LDVs with CO ₂ emissions above 50 g CO ₂ /km in 2030.	2017	LDV	Republic of Slovenia (2017)
Spain	Target: 5 million electric LDVs, buses and two/three-wheelers in 2030.	2020	Multiple	Government of Spain (2020)
	Ambition: 5 000-7 000 FCEV vehicles (multiple LDV and HDV categories) on the road by 2030.			
	Ambition: 150 – 200 FCEV buses on the road by 3030	2020	LDV	Government of Spain (2020)
	Proposal: no sales of passenger LDVs that emit CO ₂ at the tailpipe by 2040.			
Sweden (EV 30@30 signatory)	Proposal: ban on new petrol or diesel cars sales after 2030.	2019	LDV	Government of Sweden (2019)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source	
United Kingdom (EV30@30 signatory)	Ambition: phase out petrol and diesel passenger LDV sales by 2030. All sales of passenger LDVs to be BEVs or FCEVs by 2035.	2020	LDV	Government of the United Kingdom (2021)	
North America					
Canada (EV30@30 signatory)	Target: 825 000 ZEV passenger LDV stock by 2025, 2.7 million by 2030 and 14 million by 2040.	2019	LDV	Government of Canada (2019)	
	Target: 10% ZEV sales in passenger LDVs by 2025, 30% by 2030 and 100% by 2040.	2019	LDV	Government of Canada (2019)	
	Legislation: CAFE fuel economy standard: 31.6-44.2 miles per gallon (mpg) (13.44 km/L -18 km/L) in 2021 to tighten to 34.1-47.7 mpg (14.5-20.3 km/L) for passenger LDVs by 2026.				
	Legislation: CAFE CO ₂ emission standard of 183-264 g CO ₂ /mile (114-165 g CO ₂ /km) in 2021 to tighten to 168-243 g CO ₂ /mile (104-151 g CO ₂ /km) for passenger LDVs by 2026.	2020	LDV	US Environmental Protection Agency (2020)	
	Legislation: aligned with the US regulation Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026, which increases stringency by 1.5% per year from 2020.				
	Proposal: final rule on mid-term evaluation of passenger LDV CO ₂ emissions standard proposes a 5% increase in stringency per year from 2023. This deviates from the US SAFE regulation (1.5% per year for model years 2021-2026). Phase 2 CO ₂ emission standard of 432-627 g CO ₂ /bhp-hr (tractors, vocational vehicles and spark ignition engines) and 48.3-413 g CO ₂ /tonne-mile (all other) for various heavy commercial vehicles by 2027.	2020	LDV	Government of Canada (2020)	
	Legislation: CO ₂ emissions standard is aligned with the US Phase 2 standard, which reduces CO ₂ emissions by 5-27% in 2027 (depending on vehicle category and weight) compared to 2017.	2018	HDV	Government of Canada (2018)	
Province of British Columbia: Zero Emission Vehicle Act requires automakers to have 10% of passenger LDV sales as ZEVs by 2025, 30% by 2030 and 100% by 2040.	2019	LDV	Government of British Columbia (2019)		

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Canada (EV30@30 signatory) (continued)	Province of British Columbia: Low Carbon Fuel Standard sets annual carbon intensity (CI) targets. Transport fuel suppliers generate credits for fuels below the CI target (including electricity and hydrogen). By 2030 the fuel pool supplied will have a 20% lower CI than in 2010.			
	Province of Quebec: Zero Emission Vehicle Standard requires automakers to acquire credits the sale of ZEV passenger LDVs. An increasing percentage of credits must be earned from ZEVs from 6% in 2020 to 16% in 2025.	2019	LDV	Government of Quebec (2019)
	Legislation: Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026 increases stringency of 1.5% per year for CAFE and CO ₂ emissions standards.	2020	LDV	US Environmental Protection Agency (2020)
	Legislation: Phase 2 CO ₂ emission standard 432-627 g CO ₂ /bhp-hr (tractors, vocational vehicles and spark ignition engines) and 48.3-413 g CO ₂ /tonne-mile (all other) for various heavy commercial vehicles, which reduces CO ₂ emissions by 5-27% in 2027 (depending on vehicle category and weight) compared to 2017.	2016	HDV	US Environmental Protection Agency (2016)
	Target: 3.3 million ZEVs in LDV stock in eight US states combined by 2025. (California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont.)	2014	LDV	ZEV Program (2014)
United States	Legislation: ZEV mandate of 22% ZEV credit sales in passenger LDVs by 2025 in ten states. (California, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island and Vermont.)	2016	LDV	State of California (2021)
	Ambition: 30% ZEV sales for all new medium- and heavy-duty commercial vehicles by 2030 and 100% by 2050 in 15 regions/states and the District of Columbia. (California, Colorado, Connecticut, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont and Washington.)	2020	HDV	Bipartisan Clean Trucks Agreement (2020)
	State of California: Low Carbon Fuel Standard sets annual carbon intensity targets. Transport fuel suppliers generate credits for fuels below the CI target (including electricity and hydrogen). The aim is to reduce the CI of the transportation fuel pool at least 20% by 2030 compared to 2010.	2009	All	State of California (2021)
	State of California: Target of 1.5 million ZEV stock (LDV, MDV, HDV) by 2025 and 5 million by 2030.	2016	All	State of California (2018)

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
United States (continued)	State of California: Advanced Clean Trucks requires 40-75% of sales by manufacturers (varied by vehicle class and weight) to be ZEV by 2035 (increasing targets from 2024).	2020	HDV	California Air Resources Board (2020)
	State of California: Executive order requires that by 2035, all new cars and passenger trucks sold in California be ZEVs.	2020	LDV	Office of the Governor of California (2020)
Central and South America				
Colombia	Ambition: 600 000 EV stock across all modes by 2030.	2019	All	Government of Colombia (2019)
	Target: 10% urban bus sales to be ZEVs by 2025 and 100% by 2035.	2019	HDV	Government of Colombia (2019)
Costa Rica	Target: 30% of passenger LDV stock to be EVs by 2035 and 95% by 2050.	2020	LDV	Government of Costa Rica (2020)
	Target: 30% public transport vehicle (LDV, MDV, HDV) stock to be EVs by 2035 and 85% by 2050.	2020	All	Government of Costa Rica (2020)
Chile (EV30@30 signatory)	Ambition: at least ten times larger EV stock across all modes by 2022 (compared to 2018).	2018	All	Government of Chile (2018)
	Legislation: Approval of Chile's first efficiency standard for vehicle importers. Establishment of standard for LDV, MDV and HDV to be determined. EVs to be included in the standard with additional benefits for their inclusion.	2020	All	Government of Chile (2021)
	Ambition: 40% EV stock for passenger LDVs by 2050.	2019	LDV	Government of Chile (2019)
	Ambition: 100% public transport vehicle (LDV, MDV, HDV) stock to be EVs by 2040.	2019	All	Government of Chile (2019)
Other Countries				
Cabo Verde	Target: 100% government passenger and commercial LDV stock to be EVs by 2030.	2019	LDV	Government of Cabo Verde (2019)
	Target: 35% share of passenger LDV sales to be EVs by 2025, 70% by 2030 and 100% by 2035.			

Region / country	Key policy measures and targets	Year announced	LDV / HDV category	Source
Cabo Verde (continued)	Target: 100% EV stock by 2050.	2019	All	Government of Cabo Verde (2019)
	Target: 50% share of urban bus sales to be EVs by 2025, 75% in 2030 and 100% by 2040.	2019	HDV	Government of Cabo Verde (2019)
Israel ¹	Ambition: 5% share of passenger LDV sales by 2022 to be EVs, 23% by 2025 and 61% by 2028.	2018	LDV	Government of Israel (2018)
	Ambition: all passenger LDV sales to be EVs by 2030.			
New Zealand	Target: 64 000 EV stock in passenger cars by 2021.	2016	LDV	Government of New Zealand (2016)
	Proposal: CO ₂ emissions standard on imported passenger LDVs of 104 g CO ₂ /km by 2025, equivalent to a 40% reduction in CO ₂ emissions by 2025 (from 2020).	2021	LDV	Government of New Zealand (2021)
	Target: 100% sales of urban buses to be ZEVs by 2025 and 100% stock by 2035.	2021	HDV	Government of New Zealand (2021)

Notes: EV = electric vehicle (includes BEVs and PHEVs); LDV = light-duty vehicle (cars and vans); HDV = heavy-duty vehicle; NEV = new energy vehicle (China, includes BEVs, PHEVs and FCEVs); CO₂ = carbon dioxide; WLTP = Worldwide Harmonised Light Vehicle Test Procedure; NEDC = New European Driving Cycle; OEM = original equipment manufacturer; ZEV = zero emission vehicle (which includes BEVs, PHEVs and FCEVs); BEV = battery electric vehicle; PHEV = plug-in hybrid electric vehicle; FCEV = fuel cell electric vehicle; HEV = hybrid electric vehicle; electrified vehicles include BEVs, PHEVs and HEVs; JCO8 = Japanese emission regulation test cycle introduced in 2005; CNG = compressed natural gas; LPG = liquefied petroleum gas; ICE = internal combustion engine; CAFE = corporate average fuel economy.

(a) Countries that joined the EV30@30 Campaign set a collective aspirational goal to reach 30% sales share for EVs across PLDVs, LCVs, buses and trucks by 2030.

^{1 1} The statistical data for Israel are supplied by and under the responsibility of the relevant Israeli authorities. The use of such data by the OECD is without prejudice to the status of the Golan Heights, East Jerusalem and Israeli settlements in the West Bank under the terms of international law.

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