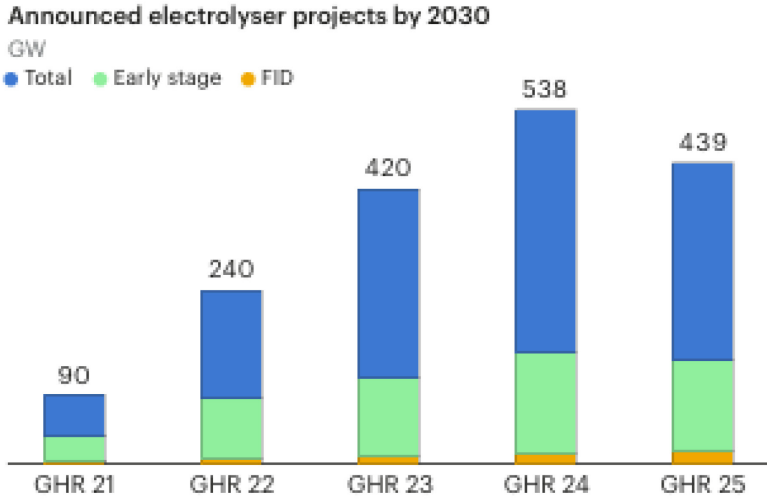


Corrigendum: Global Hydrogen Review 2025

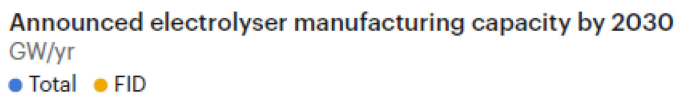
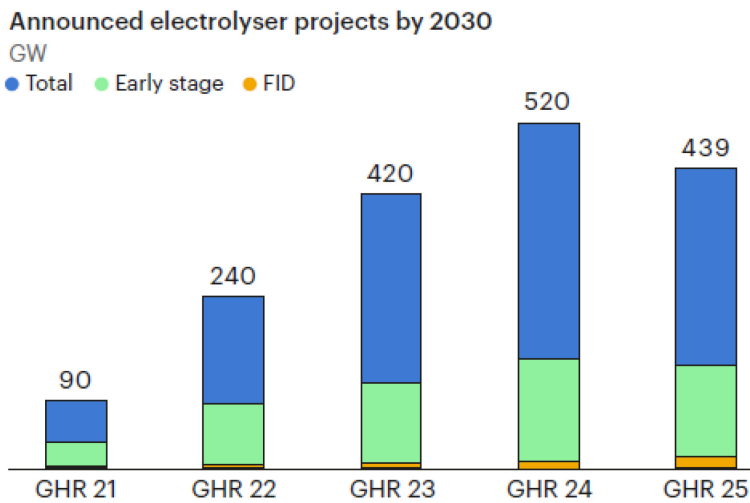
Issued: October 2025

Link to report: <https://www.iea.org/reports/global-hydrogen-review-2025>

On page 14, in the dashboard, the figure below

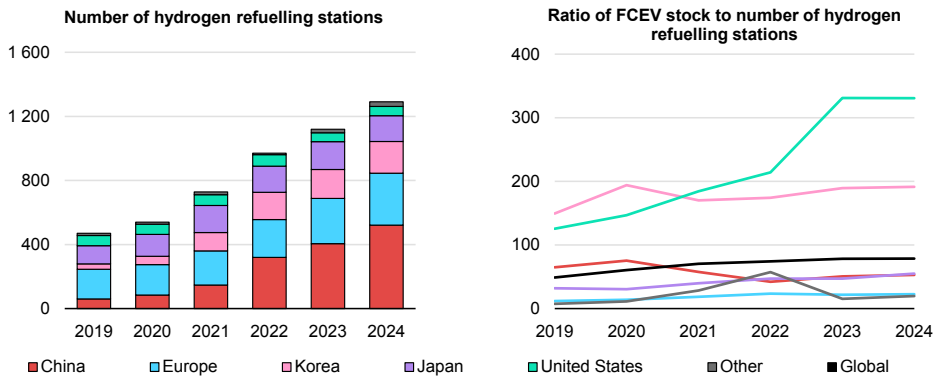


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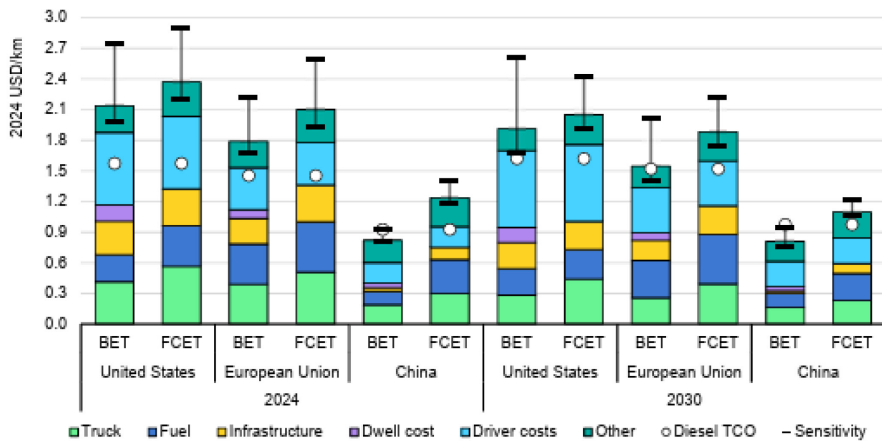


Was replaced with the updated figure

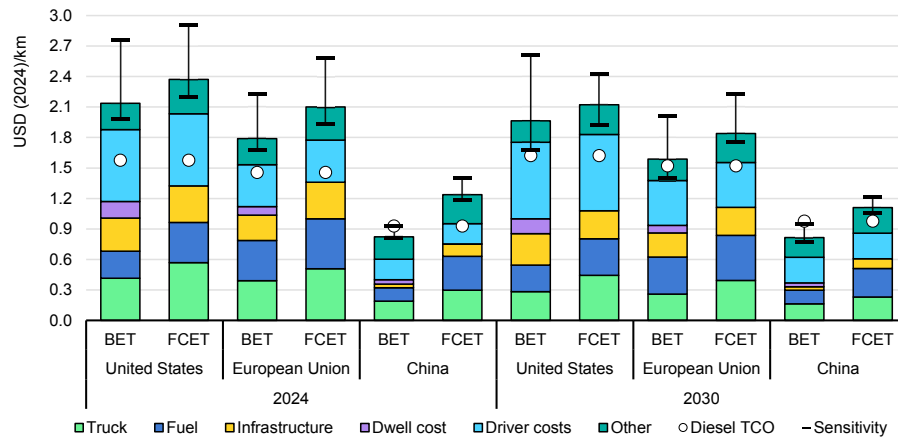


On page 62, the figure below

Figure 2.14 Total cost of ownership for battery electric and hydrogen fuel cell heavy-duty trucks operating an 800-km daily haulage in selected regions, 2024-2030

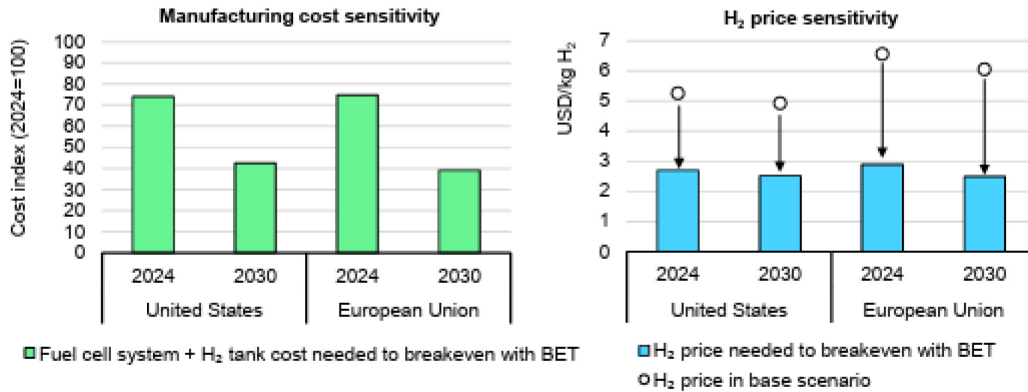


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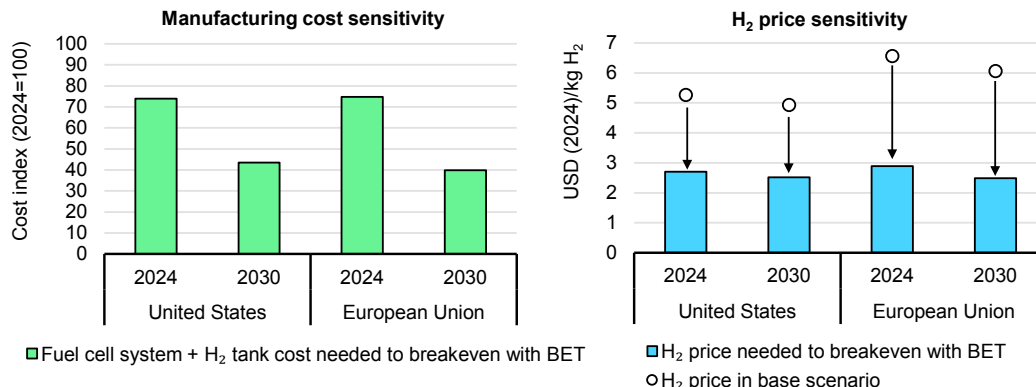


On page 63, the figure below

Figure 2.15 Breakeven hydrogen price, fuel cell system and hydrogen tank manufacturing costs needed to reach total cost of ownership parity with battery electric trucks in selected regions, 2024-2030



Was replaced with the updated figure



On pages 82-83, the previous text

On the other hand, projects with strong business cases and access to supportive policies to bridge the gap in cost-competitiveness with unabated fossil fuel-based production (see A closer look at the hydrogen production projects that have been cancelled reveals that specific barriers such as regulatory and permitting issues (44%), economic challenges (28%), technical difficulties (13%), and lack of prospective clients (9%) were frequently cited as reasons for cancellation. In addition, a notable 31% of cancellations correspond to projects that were cancelled at early stages of development that often referred to overambitious assumptions on cost reductions or premature expectations of market development as key reasons for cancellation (Figure 3.7). These figures highlight how the initial wave of announcements often lacked alignment with real market and policy conditions, reinforcing the notion that the sector is now consolidating around more mature projects with solid business cases. Projects of this kind combine technical maturity, commercial realism and alignment with government ambitions for decarbonisation and enhancement of energy security, but they will still need policy support



to materialise. Cost comparison of different production routes) can reach more advanced stages.

Was replaced in the report by the following sentence with a link to the relevant section of the report:

On the other hand, projects with strong business cases and access to supportive policies to bridge the gap in cost-competitiveness with unabated fossil fuel-based production (see [Cost comparison of different production routes](#)) can reach more advanced stages. Projects at FID rose by more than 15% to 3.2 Mtpa this year (from 2.8 Mtpa in GHR-24), those in feasibility studies fell by 7% to 19 Mtpa, while early-stage developments fell by 45%. Despite these signs of maturation, the share of announced production at FID edged up only modestly, from 6% to 9% of the pipeline.

On page 88, the previous text

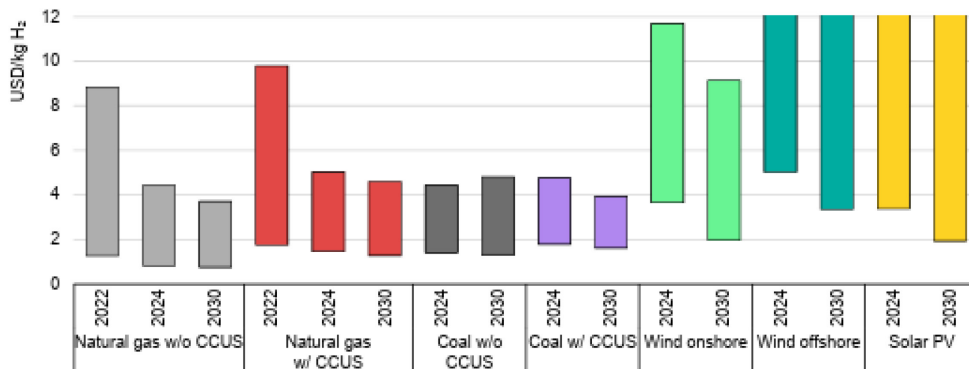
A total of 30 indicators were identified and grouped under 6 enabling factors: ease of doing business, industrial competitiveness, financing costs, energy infrastructure, access to low-emissions energy and status of hydrogen market.

Was replaced by:

A total of 30 indicators were identified and grouped under 7 enabling factors: ease of doing business, industrial competitiveness, financing costs, energy infrastructure, access to low-emissions energy, hydrogen demand and hydrogen policies.

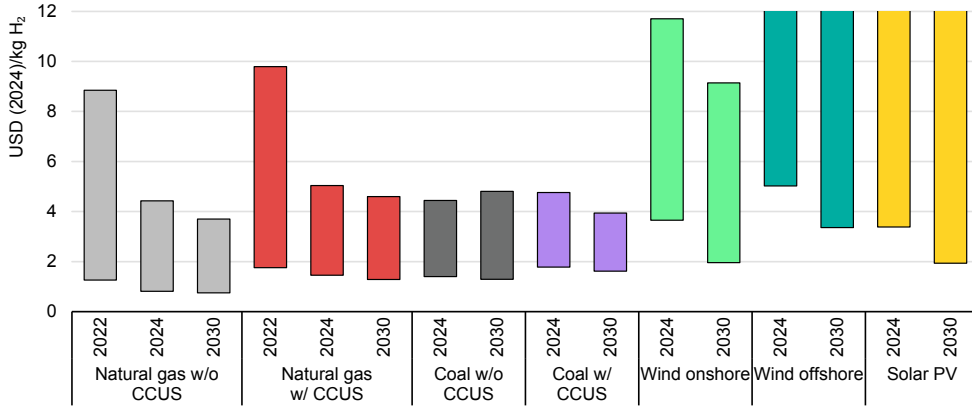
On page 93, the figure below

Figure 3.8 Hydrogen production cost by pathway, 2024, and in the Stated Policies Scenario, 2030



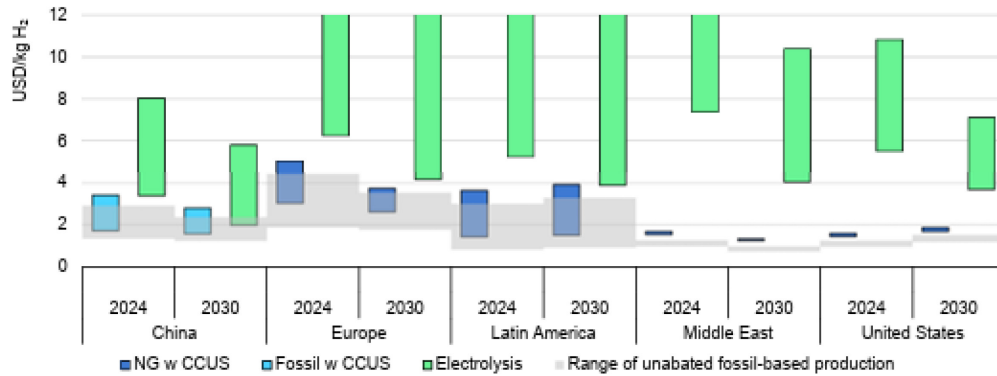


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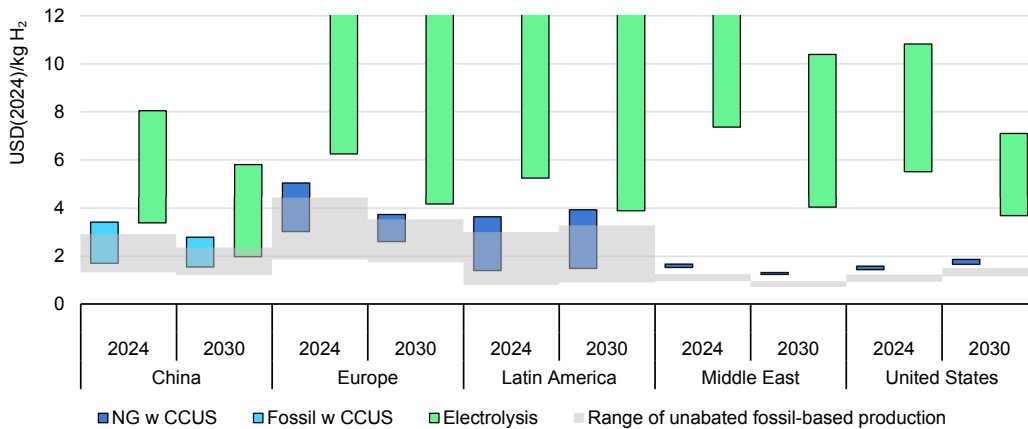


On page 99, the figure below

Figure 3.10 Hydrogen production cost by pathway and region in the Stated Policies Scenario, 2024-2030

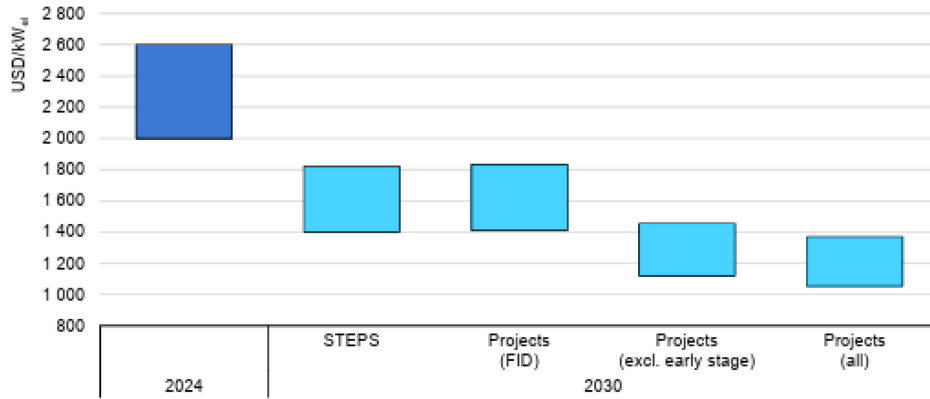


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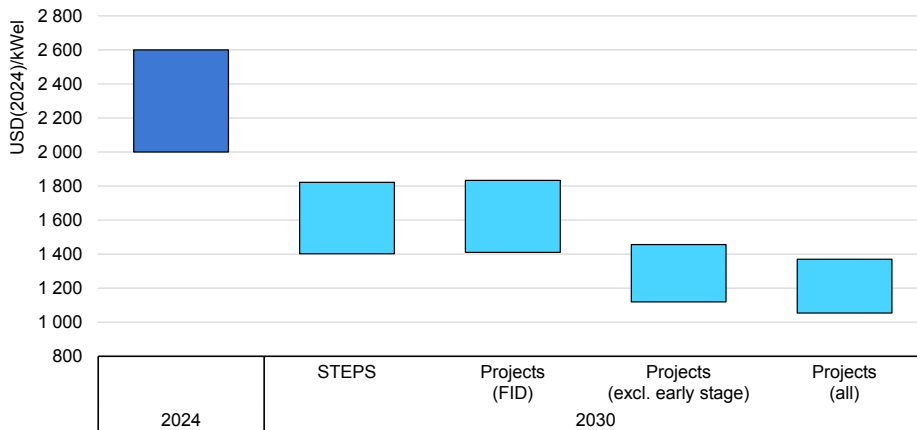


On page 107, the figure below

Figure 3.15 Costs of electrolyzers manufactured outside of China in 2024 and potential cost reduction based on a level of deployment compatible with announced projects and the Stated Policies Scenario, 2030

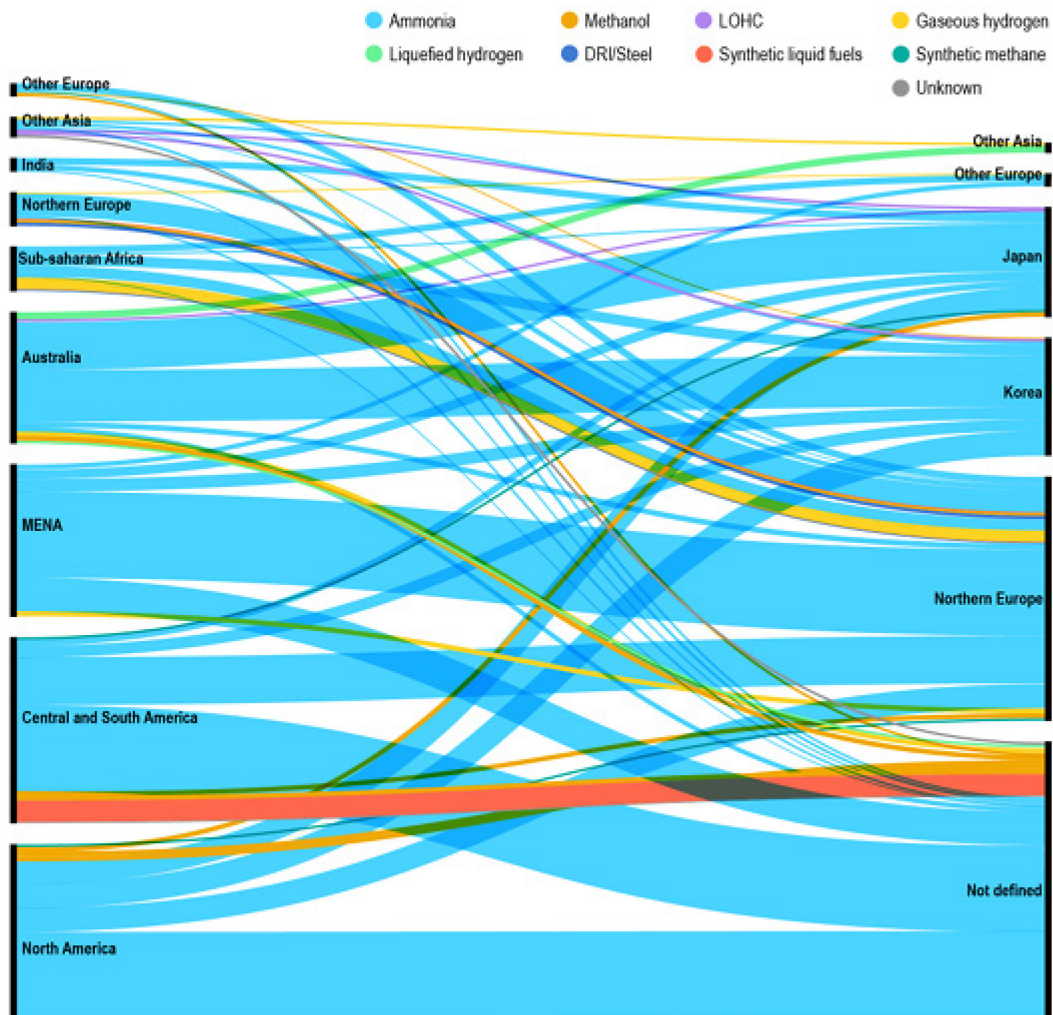


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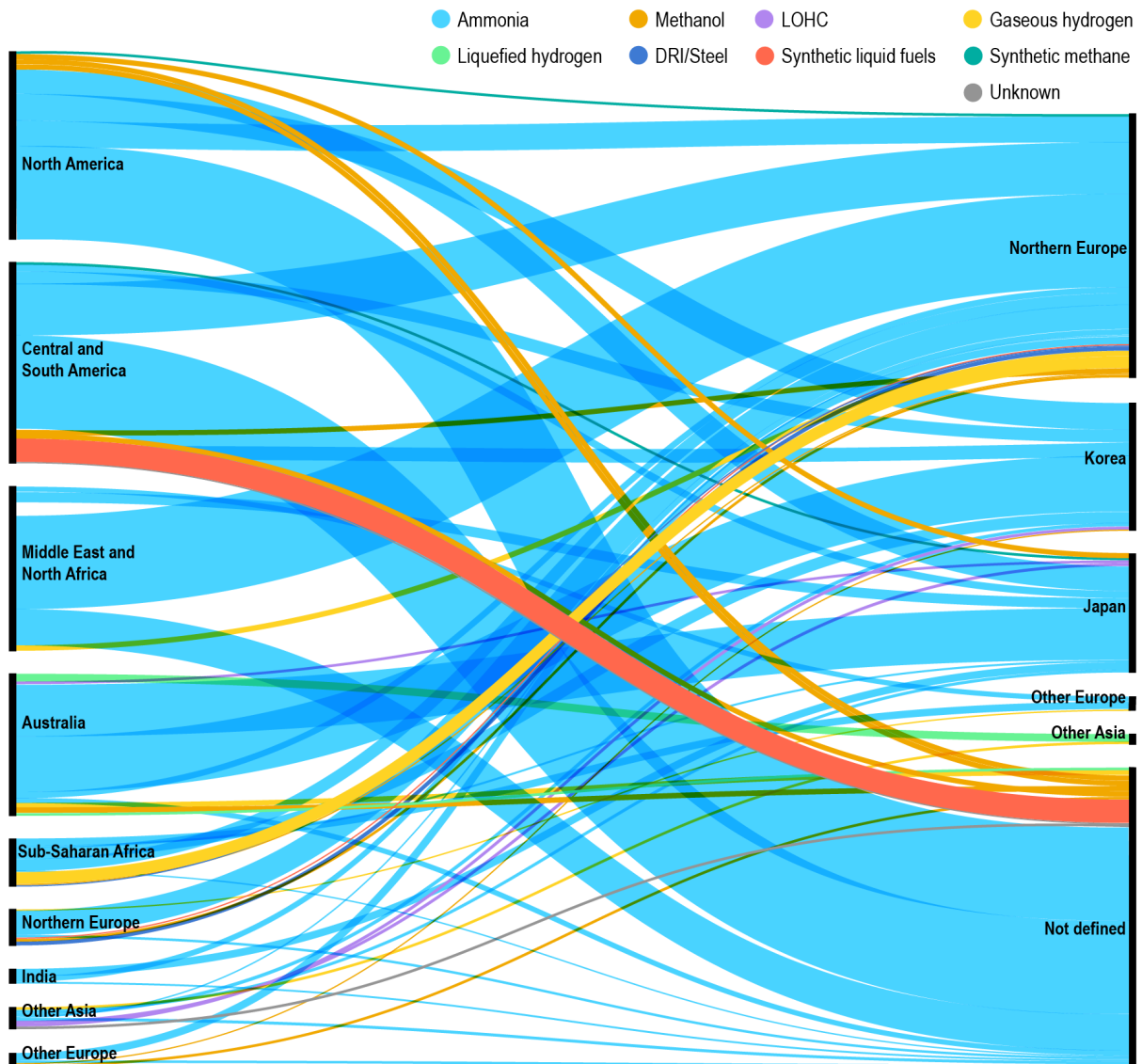


On page 127, the figure below

Figure 4.2 Bilateral trade flows of low-emissions hydrogen by carrier, excluding projects at earlier stages, 2030

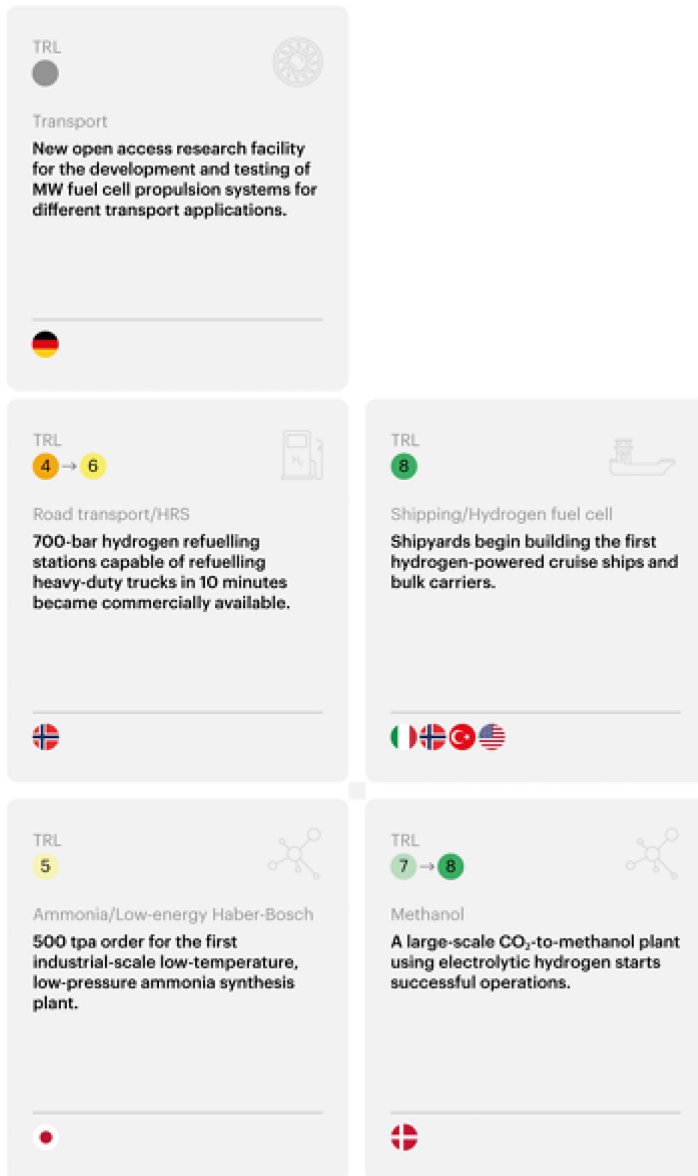


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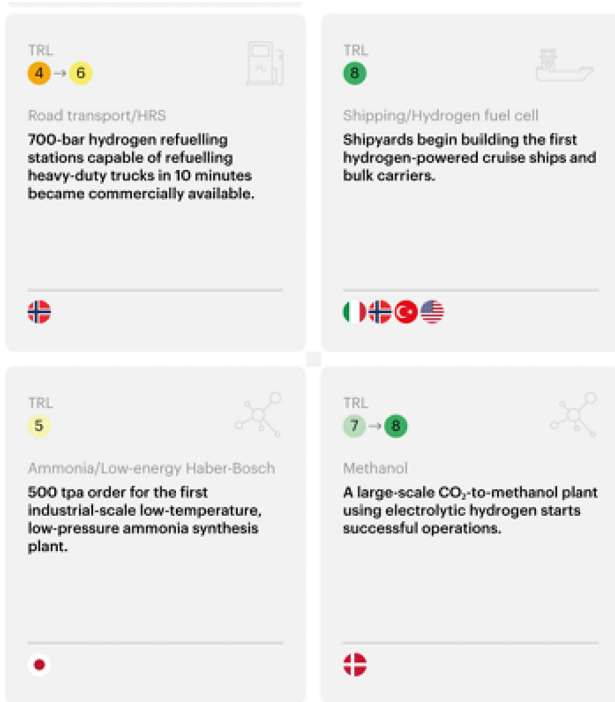


On page 198, the figure below

New products and processes hitting the market



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On page 217, the previous text

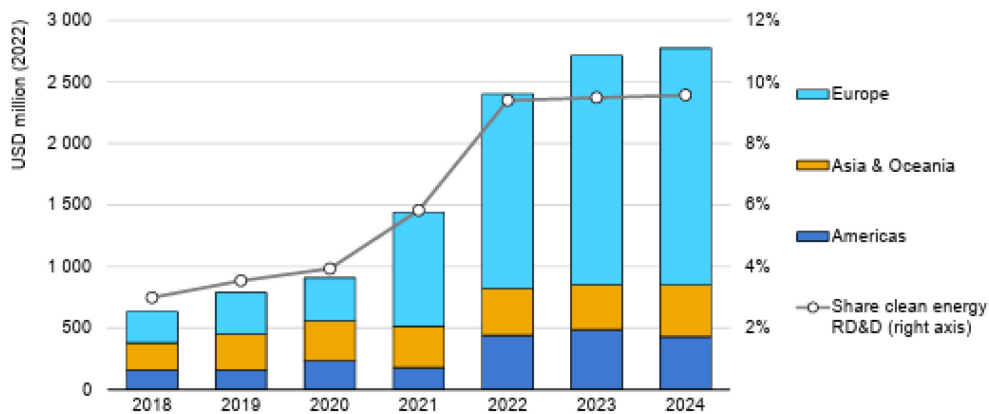
For supply, [the 13 tenders were awarded](#) in August 2025 at a price of USD 580-750 t NH₂.

Was replaced by:

For supply, [the 13 tenders were awarded](#) in August 2025 at a price of USD 580-750 t NH₃.

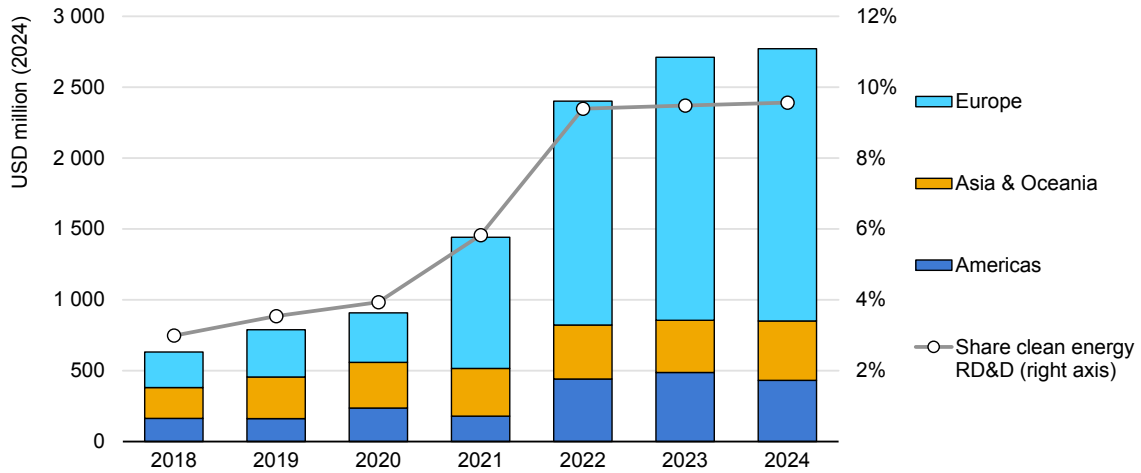
On page 222, the figure below

Figure 6.5. Government RD&D spending on hydrogen technologies by selected regions, 2018-2024





Was replaced with the updated figure



On page 232, the previous text

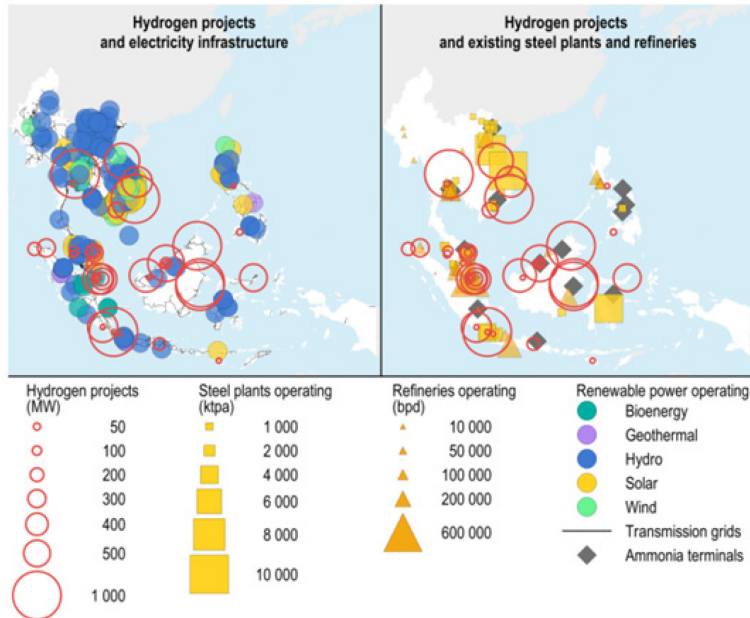
Singapore increased its carbon tax to USD 19/t CO₂ in 2024 (from USD 4/t CO₂), covering 71% of national emissions. Indonesia has an Emissions Trading System (ETS) covering 24% of national emissions with a price level of less than USD 1/t CO₂ and has been considering the introduction of a carbon tax since 2021.

Was replaced by:

Singapore increased its carbon tax to USD 19/t CO₂-eq in 2024 (from USD 4/t CO₂), covering 71% of national emissions. Indonesia has an Emissions Trading System (ETS) covering 24% of national emissions with a price level of less than USD 1/t CO₂ and has been considering the introduction of a carbon tax since 2021.

On page 268, the figure below

Figure 7.14 Potential hydrogen hubs in Southeast Asia



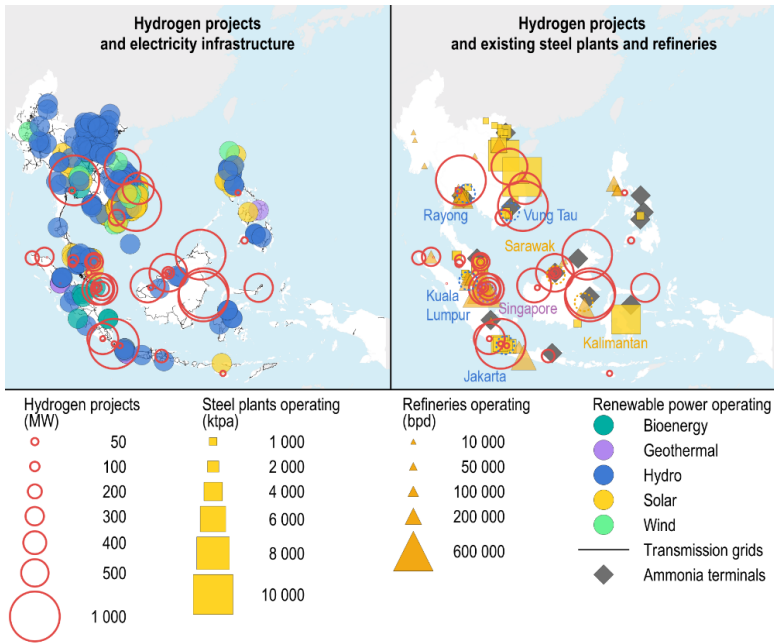
IEA, CC BY 4.0.

Note: Only includes projects with an announced operating date before 2030, assuming they start on time.

Sources: IEA analysis based on [IEA Hydrogen Projects database](#) (September 2025), [Global Energy Monitor](#), [Argus Media Group](#). All rights reserved, [Open Infrastructure Map](#), [Fractrackr](#).

Existing industrial hubs provide an initial opportunity to trigger demand for low-emissions hydrogen, as does Singapore, as the world's largest bunkering hub.

Was replaced with the updated figure



Legend for updated figure:

- H₂ industrial demand hubs
- H₂ bunkering and distribution hubs
- H₂ supply hubs

On page 280, the table below

Table A.2 Relative Importance of Enabling Factors in Assessing Regional Conditions

| Category | Enabling factor | Electrolysis projects | CCUS projects |
|---------------------------|---------------------------------------|-----------------------|---------------|
| Business environment | Ease of doing business | | |
| | Industrial competitiveness | | |
| | Financing cost | | |
| Energy infrastructure | Electricity access and generation | | - |
| | Natural gas infrastructure and demand | - | |
| | Access to low-emissions energy | | - |
| Status of hydrogen market | Hydrogen Demand | | |
| | Hydrogen Policies | | |

Was replaced with the updated table

Table A.2 Relative Importance of Enabling Factors in Assessing Regional Conditions

▪ **Table-A.2-Relative-Importance-of-Enabling-Factors-in-Assessing-Regional-Conditions**

| Category ^α | Enabling-factor ^α | Electrolysis-projects ^α | CCUS [¶] projects ^α |
|--|---|------------------------------------|---|
| Business-environment ^α | Ease-of-doing-business ^α | ^α | ^α |
| | Industrial-competitiveness ^α | ^α | ^α |
| | Financing-cost ^α | ^α | ^α |
| Energy-and-infrastructure ^α | Energy-infrastructure ^α | ^α | ^α |
| | Access-to-low-emissions-energy ^α | ^α | ^α |
| Status-of-hydrogen-market ^α | Hydrogen-Demand ^α | ^α | ^α |
| | Hydrogen-Policies ^α | ^α | ^α |