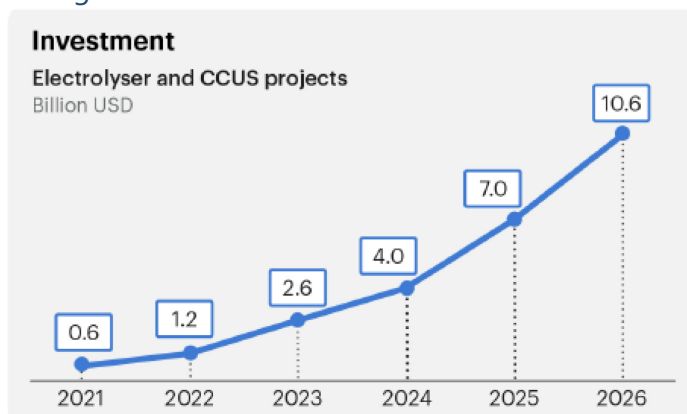


Corrigendum: Global Hydrogen Review 2026

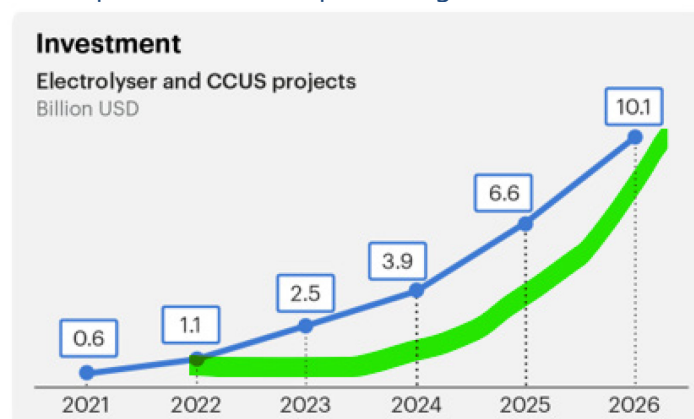
Issued: July 2026

Link to report: <https://www.iea.org/reports/global-hydrogen-review-2026>

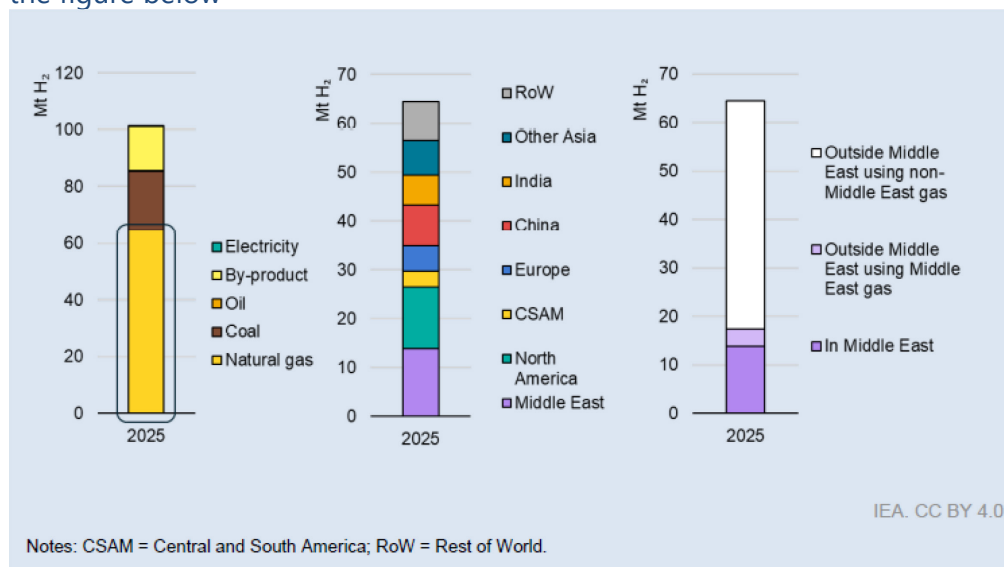
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the figure below



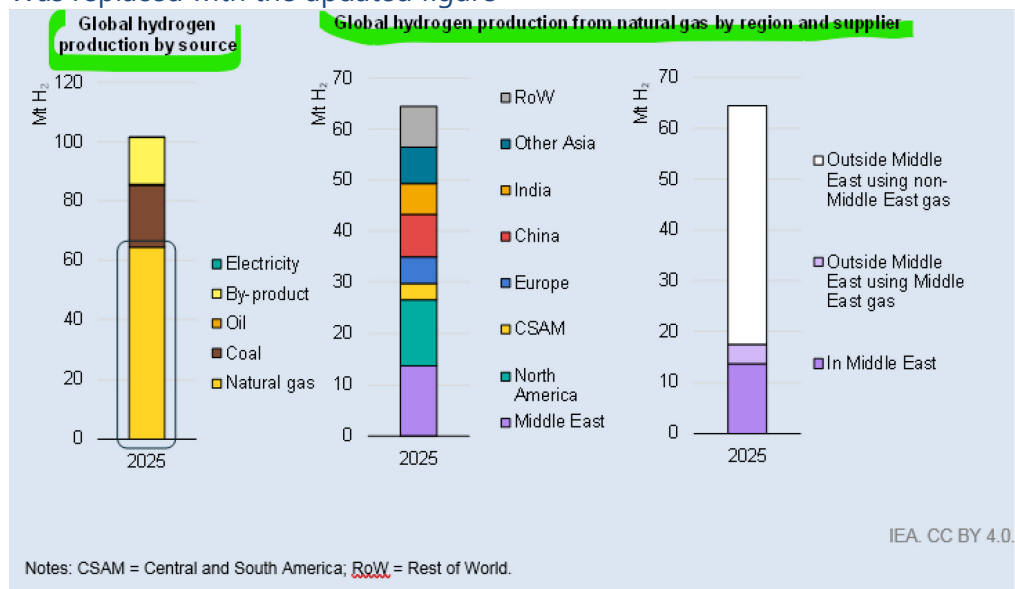
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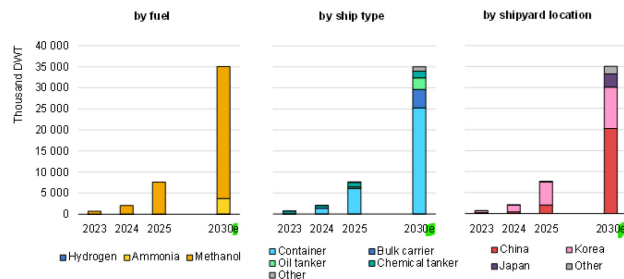
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On page 69, 70, 76

"e" for "estimates" was added next to 2030.

Figure 2.18 Total deadweight tonnage of ships historically and based on order books by low-emissions fuel, by ship type and by shipyard location



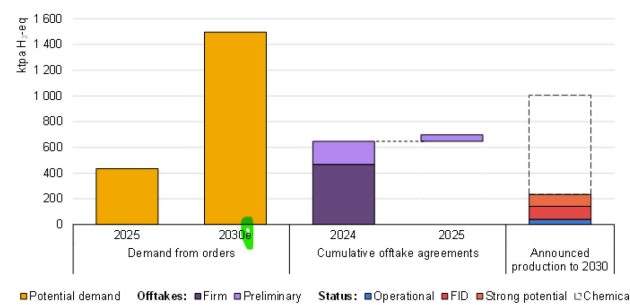
IEA. CC BY 4.0.

Note: The value for each year refers to the cumulative deadweight tonnage (DWT) deployed by that year.

Source: IEA analysis based on orderbooks retrieved from the Ship Register accessed through the [UN Global platform](#).

Based on orders, methanol remains the preferred choice for low-emissions ships, across an increasing number of ship types, and as China's share of ship-building increases.

Figure 2.19 Total potential methanol demand from ships on order books, cumulative offtake agreements and announced production, 2024-2030



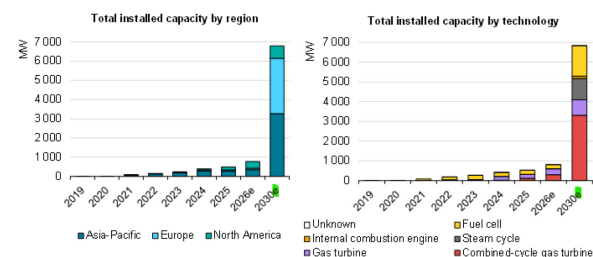
IEA. CC BY 4.0.

Notes: FID = final investment decision; "Strong potential" refers to projects without FID that have strong potential to become operational by 2030 according to the methodology developed in the [GHR-25](#), updated for this report. "Chemical" refers to the potential production from announced projects targeting the production of methanol for chemical applications.

Sources: IEA analysis based on the [UN Global platform](#); IEA (2026); [IEA Hydrogen Production Projects Database](#) (June 2026); and announcements of offtake agreements for hydrogen and hydrogen-based fuels and data from [Argus Media Group](#). All rights reserved, [BloombergNEF](#), and [S&P Global](#).

Announced methanol production remains low compared to offtake agreements and potential demand.

Figure 2.23 Power generation capacity using hydrogen and ammonia by region, historical and from announced projects, 2019-2030



IEA. CC BY 4.0.

Note: Values for 2026 are estimates, assuming plants with an announced start date in 2025 that are under construction or have reached FID will start operation in 2026.

Sources: IEA analysis based on announcements from industrial stakeholders; [ERM](#) for fuel cells up to 2023.

Based on existing plants and announced projects, hydrogen and ammonia-fired power capacity could reach 6 800 MW by 2030, less than 0.1% of today's global power capacity.

On page 82,

Previous text

New policies in China to stimulate the hydrogen market

- 15th Five-Year Plan (2026-2030)
- CAPEX subsidies for electrolysis
- Large-scale demonstration programmes
- **USD 115 billion** to stimulate demand

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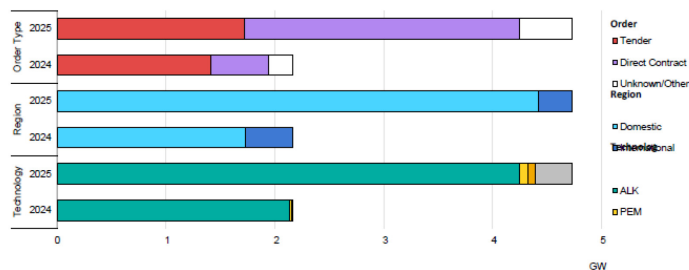
New policies in China to stimulate the hydrogen market

- 15th Five-Year Plan (2026-2030)
- CAPEX subsidies for electrolysis
- Large-scale demonstration programmes
- **USD 11 billion** to stimulate demand

On page 102,

the figure below

Figure 3.14 Electrolyser orders secured by Chinese manufacturers by technology, region and order type, 2024-2025



IEA, CC BY 4.0.

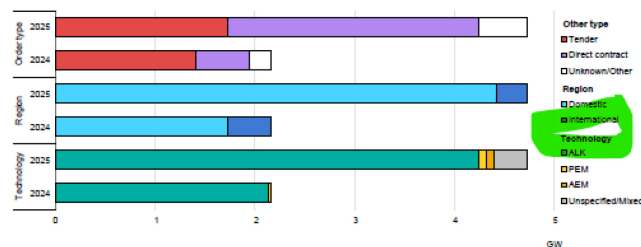
Notes: AEM = anion exchange membrane electrolyzers; ALK = alkaline electrolyzers; PEM = proton exchange membrane electrolyzers. "Unspecified/Mixed" refers to orders for which the technology type is not reported or hybrid configurations (e.g. ALK/PEM) where the breakdown by technology is not disclosed. "Domestic" refers to orders supplying demand within China; "International" refers to orders exporting outside China.

Sources: IEA analysis based on data from [Energy Iceberg](#), announcements of tender results and orders.

China secured 4.7 GW of electrolyser orders in 2025, mainly for domestic delivery and for alkaline technologies.

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Figure 3.14 Electrolyser orders secured by Chinese manufacturers by technology, region and order type, 2024-2025



IEA, CC BY 4.0.

Notes: AEM = anion exchange membrane electrolyzers; ALK = alkaline electrolyzers; PEM = proton exchange membrane electrolyzers. "Unspecified/Mixed" refers to orders for which the technology type is not reported or hybrid configurations (e.g. ALK/PEM) where the breakdown by technology is not disclosed. "Domestic" refers to orders supplying demand within China; "International" refers to orders exporting outside China.

Sources: IEA analysis based on data from [Energy Iceberg](#), announcements of tender results and orders.

China secured 4.7 GW of electrolyser orders in 2025, mainly for domestic delivery and for alkaline technologies.

On page 107,

Previous text

refineries (another sector within the scope of the EU ETS). All three are linked to the Porthos CO₂ transport and storage infrastructure in the Port of Rotterdam, and have secured long-term carbon contracts for difference provided by the Dutch government through the SDE+ programme, which has reduced revenue uncertainty and facilitated investment decisions. However, the start-up of the Porthos infrastructure has been [delayed until the second half of 2027](#).

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refineries (another sector within the scope of the EU ETS). All three are linked to the Porthos CO₂ transport and storage infrastructure in the Port of Rotterdam, and have secured long-term carbon contracts for difference provided by the Dutch government through the **SDE++** programme, which has reduced revenue uncertainty and facilitated investment decisions. However, the start-up of the Porthos infrastructure has been [delayed until the second half of 2027](#).

On page 203,

In the table

The circle for the status of legislation in France should be green (In force) rather than yellow.

Old version:

France		3.45% (2030)	0.1% (2026) ^{a3} 1.2% (2030) ^a	Aviation: 1.2% (2030), 2% (2032), 5% (2035)	-	-	13.2
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Updated version:

 France		3.45% (2030)	0.1% (2026) ^{a3} 1.2% (2030) ^a	Aviation: 1.2% (2030), 2% (2032), 5% (2035)	-	-	13.2
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