



Corrigendum: Global EV Outlook 2025

Issued: May 2025

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

On page 16,

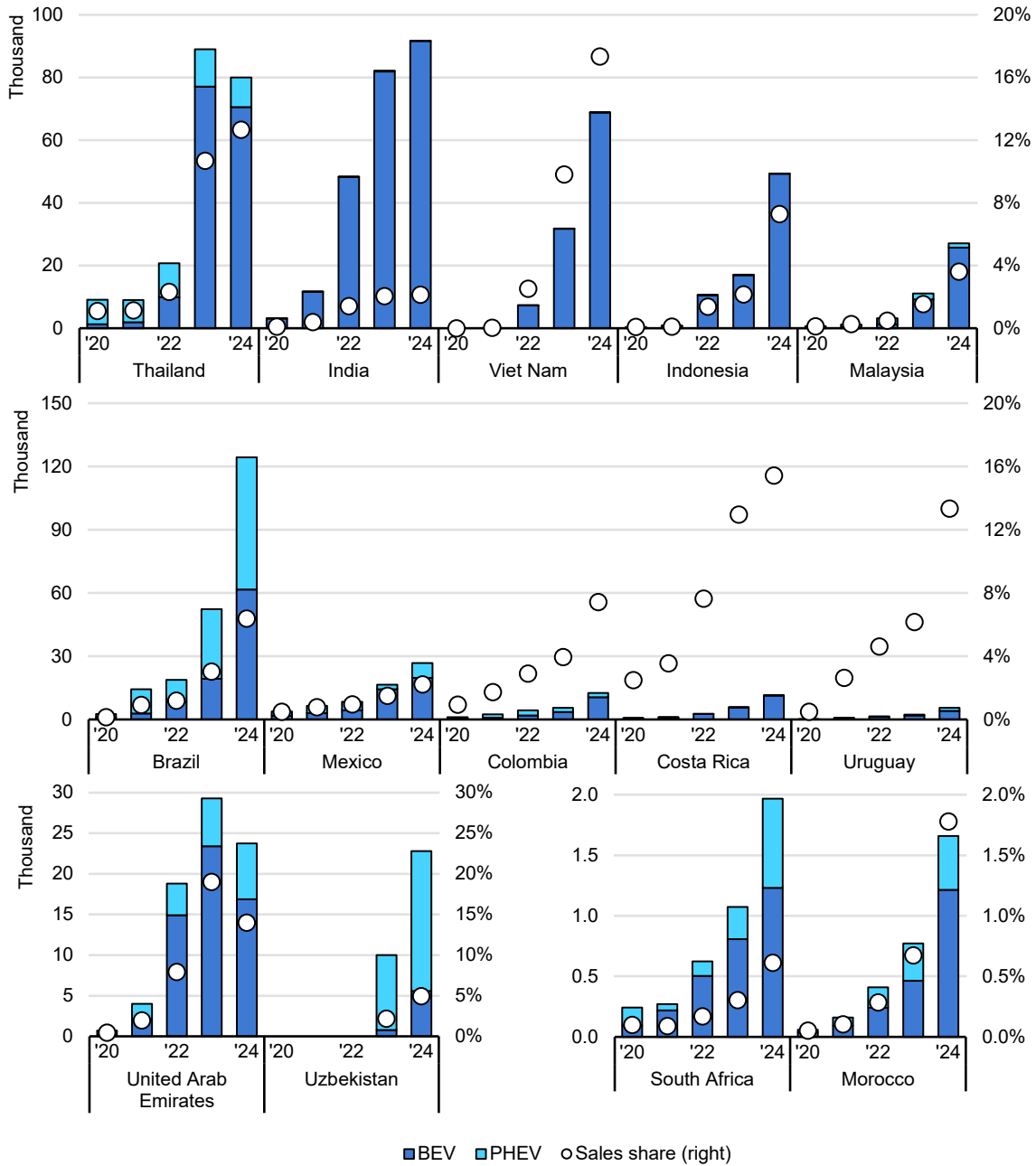
“In addition, China’s electric car market benefitted from the introduction of a [trade-in scheme](#) in April 2024. The scheme, which is part of a wider economic stimulus package, applies to the purchase of conventional and electric cars alike, but with different levels of financial support. It offers CNY 20 000 (Yuan renminbi) (USD 2 750) for consumers that replace an older vehicle (conventional or electric) with a new electric car, and CNY 15 000 (USD 2 050) for replacement with a new conventional vehicle.”

Replace with:

“In addition, China’s electric car market benefitted from the introduction of a [trade-in scheme](#) in April 2024. The scheme, which is part of a wider economic stimulus package, applies to the purchase of conventional and electric cars alike, but with different levels of financial support. Following a [retroactive increase](#), the scheme offers CNY 20 000 (Yuan renminbi) (USD 2 750) for consumers that replace an older vehicle (conventional or electric) with a new electric car, and CNY 15 000 (USD 2 050) for replacement with a new conventional vehicle.”

On page 21, replace figure:

Electric car registrations and sales shares in selected countries, 2020-2024



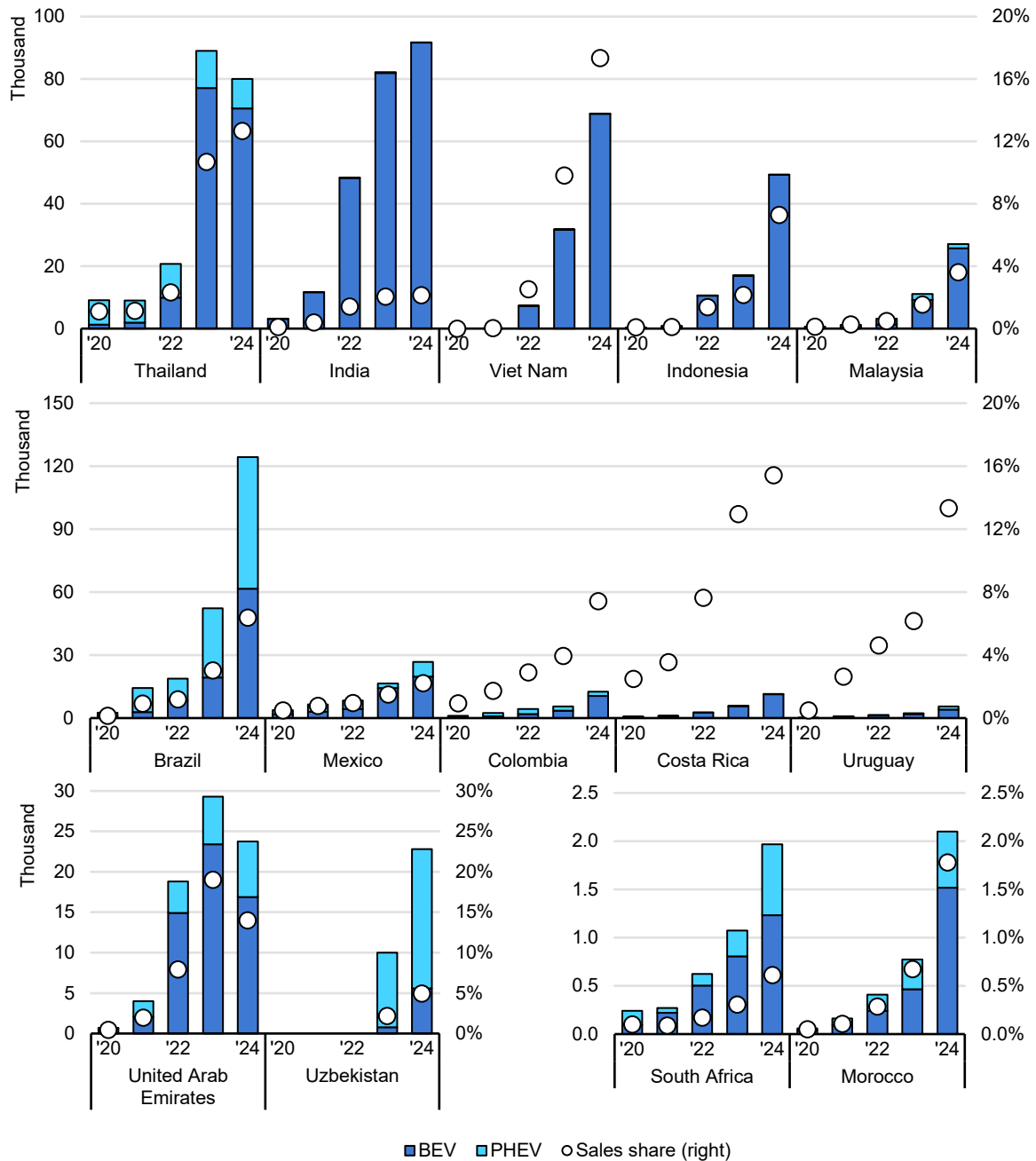
IEA. CC BY 4.0.

Notes: BEV = battery electric vehicle; PHEV = plug-in hybrid electric vehicle.

Sources: IEA analysis based on country submissions and data from ACEA, EAFO, EV Volumes, Marklines, [Asomove](#), [AleTech](#), [Andemos](#), OICA, [AFMA](#), [Gaikindo](#) and [AIVAM](#), sales of other macro regions can be found in the [Global EV Data Explorer](#).

With updated figure:

Electric car registrations and sales shares in selected countries, 2020-2024



IEA. CC BY 4.0.

Notes: BEV = battery electric vehicle; PHEV = plug-in hybrid electric vehicle.

Sources: IEA analysis based on country submissions and data from ACEA, EAFO, EV Volumes, Marklines, [AsoMOVE](#), [AleTech](#), [Andemos](#), OICA, [AFMA](#), [Gaikindo](#) and [AIVAM](#), sales of other macro regions can be found in the [Global EV Data Explorer](#).



On page 25,

Remove: “In Canada, the federal government's [iZEV incentive programme](#), which has supported electric car adoption with rebates of up to CAD 5 000 (Canadian dollars) (USD 3 500) since 2019, was paused in January 2025 as programme funds had been fully committed. Despite this, electric cars sales still grew by around 10% in the first quarter, in part because some province-level subsidies remain available.

On page 53,

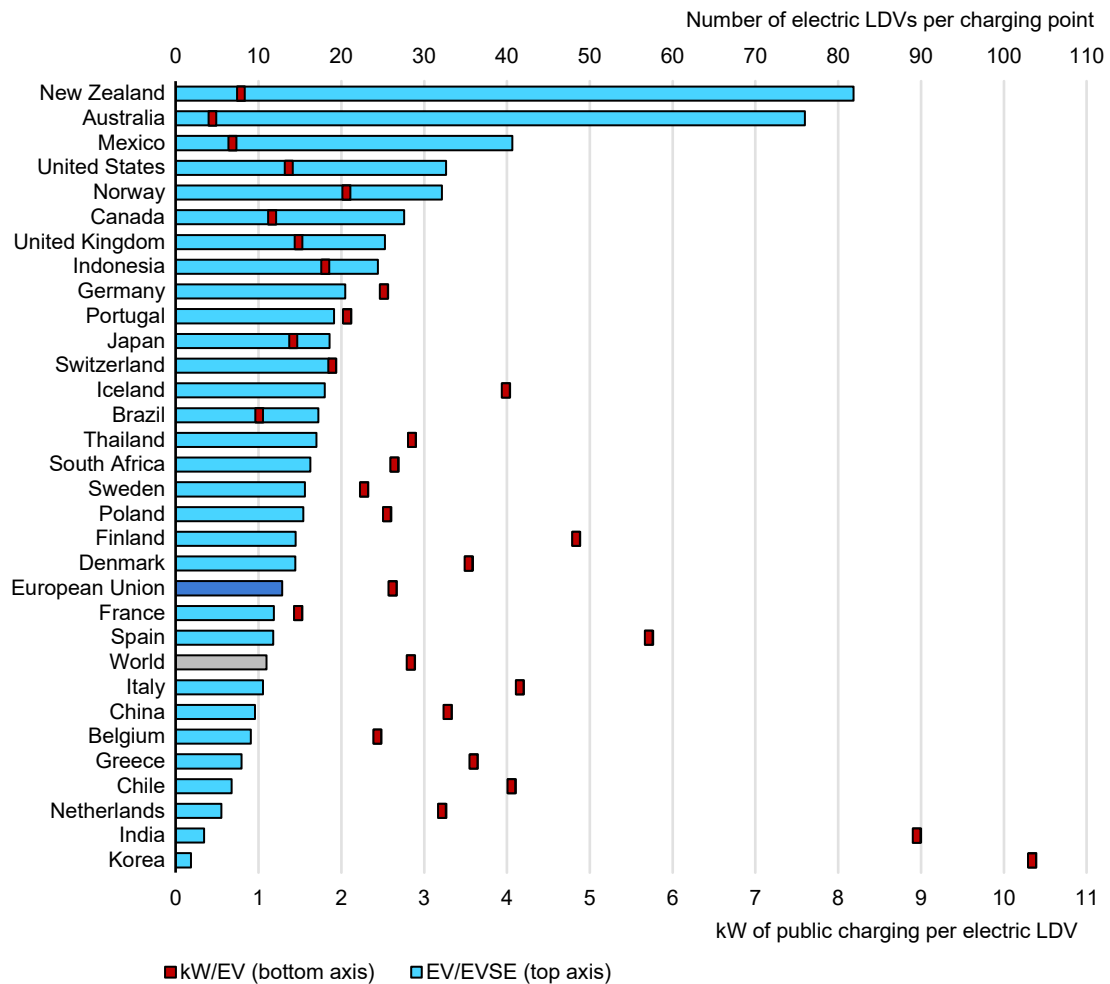
“In the short term, Honda, Fisker and Volkswagen have all recently announced they will launch “affordable” compact electric SUVs, bringing to market a handful of models under the USD 30 000 mark.”

Replace with:

“In the short term, Honda and Volkswagen have recently announced they will launch “affordable” compact electric SUVs, bringing to market a handful of models under the USD 30 000 mark.”

On page 103, replace figure:

Number of electric light-duty vehicles per public charging point and kilowatt per electric light-duty vehicle, 2024



IEA. CC BY 4.0.

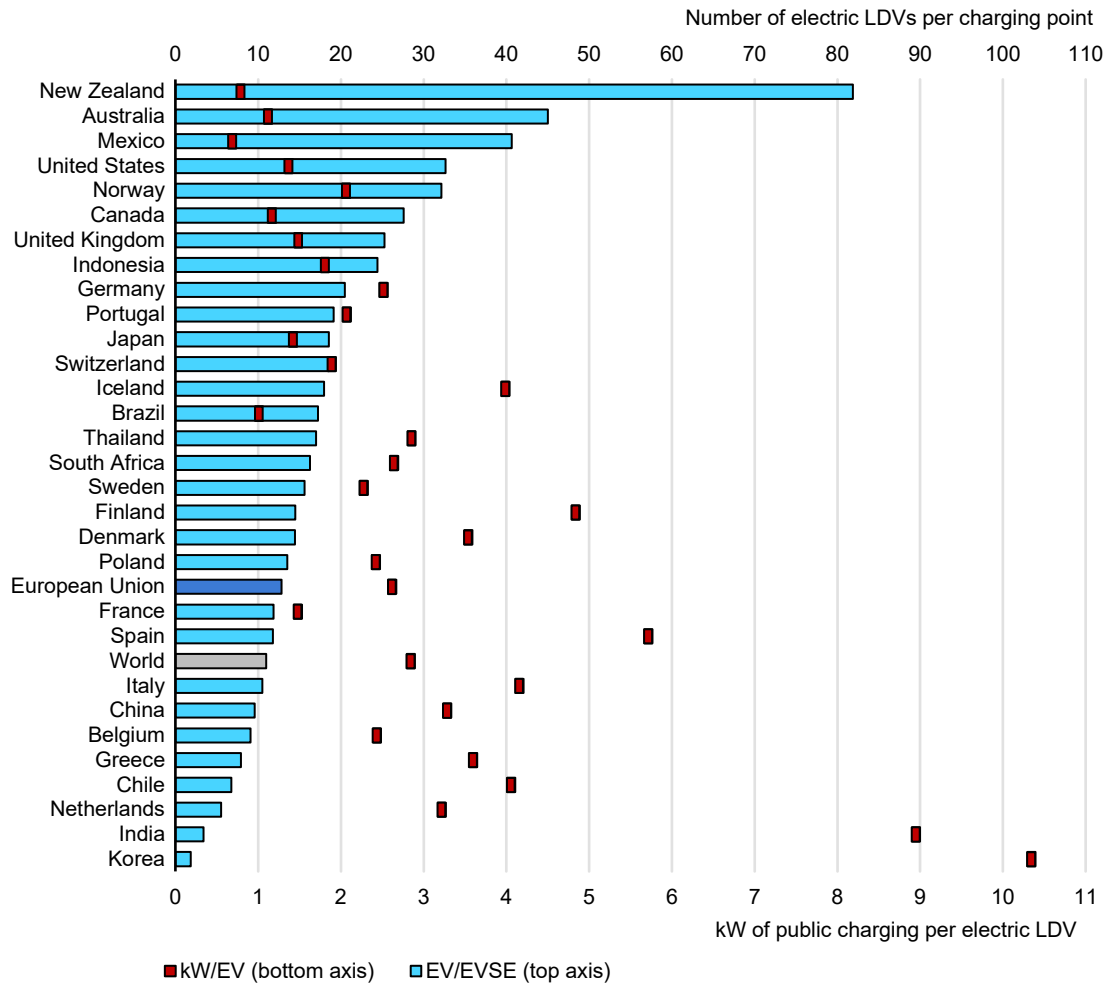
Notes: EV = electric vehicle; EVSE = electric vehicle supply equipment; LDV = light-duty vehicle. Kilowatts per EV are estimated assuming 15 kW for slow and 50 kW for fast chargers and 150 kW for ultra-fast chargers. For countries in Europe, average power per EVSE was used per power group: slow (lower than 22 kW), fast (between 22 kW and 150 kW) and ultra-fast (higher than 150 kW) and multiplied with reported stock of chargers. Official national statistics, which rely on more granular data, might differ from these values.

Sources: IEA analysis based on BNEF, EV Volumes, [EAFO](#) and Eco-Movement, [US AFDC](#).



With updated figure:

Number of electric light-duty vehicles per public charging point and kilowatt per electric light-duty vehicle, 2024



IEA. CC BY 4.0.

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