

보도시점 2025. 11. 16.(일) 12:00 (월요일 조간) 배포 2025. 11. 14.(금)

Annual EV Supply Hits 200,000... Driving Mainstream Adoption Through Stronger Industry Competitiveness

- Early launch of deployment programs and new-model effects push numbers past 200,000, with one million cumulative units expected early next year
- Continuing to identify effective support measures to help achieve the transport-sector target under the 2035 Nationally Determined Contribution (NDC) while supporting domestic industry development

The Ministry of Climate, Energy and Environment (MCEE, Minister Kim Sungwhan) announced that as of November 13, 2025, the number of electric vehicles (EV) supplied domestically this year has reached 200,000 units. This significantly surpasses the previous annual record of 164,000 units set in 2022.

Compared to 2021, when the annual supply of EVs surpassed 100,000 units for the first time, 10 years after the EV deployment program began in 2011, the annual supply has more than doubled in just four years, indicating that EV adoption is accelerating.

* (Annual EV supply) (2011–2016) 12,000 → (2017) 14,000 → (2018) 30,000 → (2019) 35,000 → (2020) 47,000 → (2021) 100,000 → (2022) 164,000 → (2023) 163,000 → (2024) 147,000 → (2025) 201,000 units (as of November 13)

By vehicle type, 172,000 electric passenger cars, 2,400 electric buses/vans, and 26,000 electric trucks have been supplied. The share of domestically produced vehicles is approximately 55% for passenger cars, 64% for buses/vans, and 93% for trucks.

In the case of electric buses (vans/buses), the domestic share fell to as low as 46% in 2023, but it has remained in the 63%–64% range in 2024 and 2025.

* (Domestic share of electric buses) (up to 2020) 68.3% → (2021) 61.5% → (2022) 58.1% → (2023) 45.8% → (2024) 63.3% → (2025) 63.7% (as of November 13)

Meanwhile, hydrogen vehicle deployment has also increased this year compared to the past two years (2023–2024). As a result, the combined cumulative number of electric and hydrogen vehicles has reached 950,000 units, and at this pace, it is expected to surpass one million early next year.

* (Annual hydrogen vehicle supply) (2020) 5,800 → (2021) 8,500 → (2022) 10,300 → (2023) 4,700 → (2024) 3,800 → (2025) 5,900 units (as of November 13)

This year's increase in electric and hydrogen vehicle deployment is mainly attributable to the early launch of subsidy programs made possible by confirming subsidy guidelines at the start of the year, as well as the “new-model effect” from manufacturers releasing a variety of new vehicles. In addition, charging infrastructure, which has improved both quantitatively and qualitatively in recent years*, appears to have influenced consumer preferences to some extent.

* (Fast chargers, cumulative) (up to 2020) 10,000 → (2021) 15,000 → (2022) 21,000 → (2023) 34,000 → (2024) 47,000 → (October 2025) 52,000 units
(Slow chargers, cumulative) (up to 2020) 54,000 → (2021) 92,000 → (2022) 184,000 → (2023) 271,000 → (2024) 368,000 → (October 2025) 420,000 units

The MCEE has been carrying out EV and charging-infrastructure deployment projects since 2011, even before EVs entered full commercial use. It has also continuously refined the subsidy system to ensure that appropriate subsidies are provided in line with technological advancements and the release of new models by manufacturers.

In particular, through a subsidy policy that favors vehicles with strong performance and lower prices, the government is encouraging the release of

models that align with consumer preferences. In response, the industry is working to continuously improve performance, such as single-charge driving range* and charging speed, while also striving to introduce more affordable, mass-market electric vehicles.

* (Key model driving range) (2011) BlueOn 140 km → (2016) Ioniq AE 190 km → (2018) Niro EV 385 km → (2025) EV4 550 km

The MCEE is restructuring and advancing the existing subsidy support system to maintain the expansion trend seen in 2025 and contribute to decarbonizing the transport sector in line with the 2030 and 2035 Nationally Determined Contribution (NDC)* targets.

* (2035 transport-sector reduction target) 2018 emissions: 98.8 million tons → 2035: 36.8 - 39.3 million tons (a reduction of 60.2% - 62.8%)

In addition, the Ministry plans to actively coordinate with relevant government agencies to identify more effective support measures and ensure that assistance reflects the broader ecosystem of domestic parts suppliers and related industries.

Minister Kim Sungwhan stated, “It is encouraging that EV deployment, the key driver of decarbonizing the transport sector, has grown significantly this year and gained accelerating momentum.” He added, “Going forward, we will work to ensure that the share of new electric and hydrogen vehicles exceeds 40% by 2030 and 70% by 2035, and we will strengthen support not only to increase the number of vehicles but also to enhance the overall competitiveness of Korea’s automotive industry and create jobs.”