



ALLIANCE
FOR AUTOMOTIVE
INNOVATION

GET CONNECTED[®]

ELECTRIC VEHICLE QUARTERLY REPORT

SECOND QUARTER, 2026

SPONSORED BY:

HONIGMAN



GET CONNECTED

ELECTRIC VEHICLE QUARTERLY REPORT



SECOND QUARTER, 2026

Contents

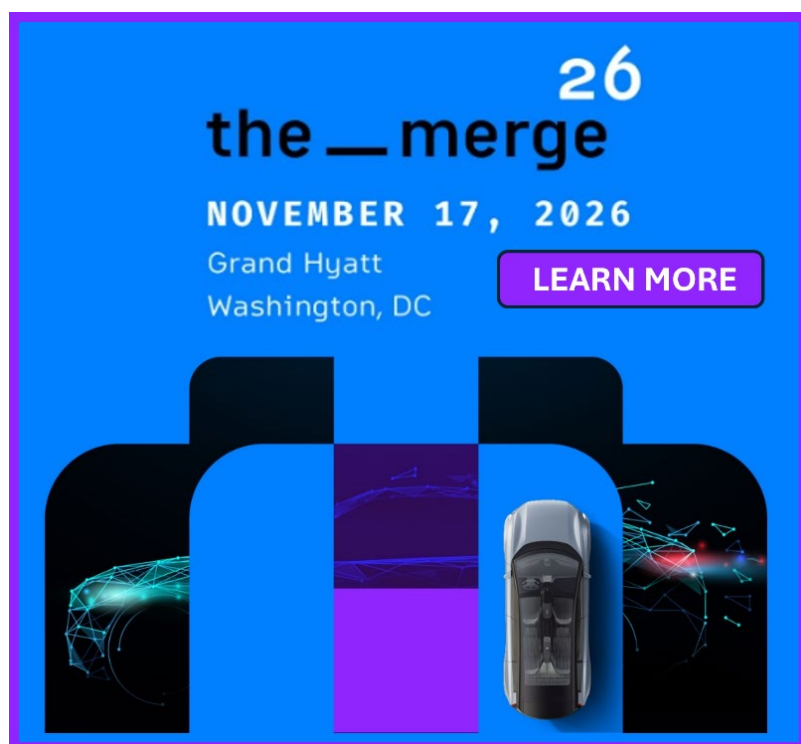
EXECUTIVE SUMMARY	1
ELECTRIC VEHICLE SALES OVERVIEW.....	2
EVOLVING MARKET SHARE OF POWERTRAINS: 2016 - 2026	6
ELECTRIC VEHICLE SALES BY SEGMENT	10
ELECTRIC VEHICLE TRANSACTION PRICES	12
ELECTRIC VEHICLE SALES BY STATE	12
REGISTRATIONS AND CHARGING/REFUELING	19
SPOTLIGHT: HOW CHINA BUILT AN EV COMPETITIVE ADVANTAGE	26

Executive Summary

The second quarter of 2026 brought a meaningful improvement in the U.S. EV market. EV market share increased 1.6 percentage points from the first quarter, marking the first sequential gain since Q3 2025, and that improvement was geographically broad, with EV share increasing in 46 states and the District of Columbia. Even so, the market remains below year-ago levels, with EV sales down 15 percent from Q2 2025 and first-half volume down nearly 27 percent.

At the same time, the broader powertrain mix continues to evolve. Hybrid market share gained nearly 5 percentage points year over year in Q2, while ICE share resumed its long-term decline. Meanwhile, the installed EV fleet continued to grow, reaching nearly 7.8 million vehicles, supported by a public charging network of more than 250,000 ports.

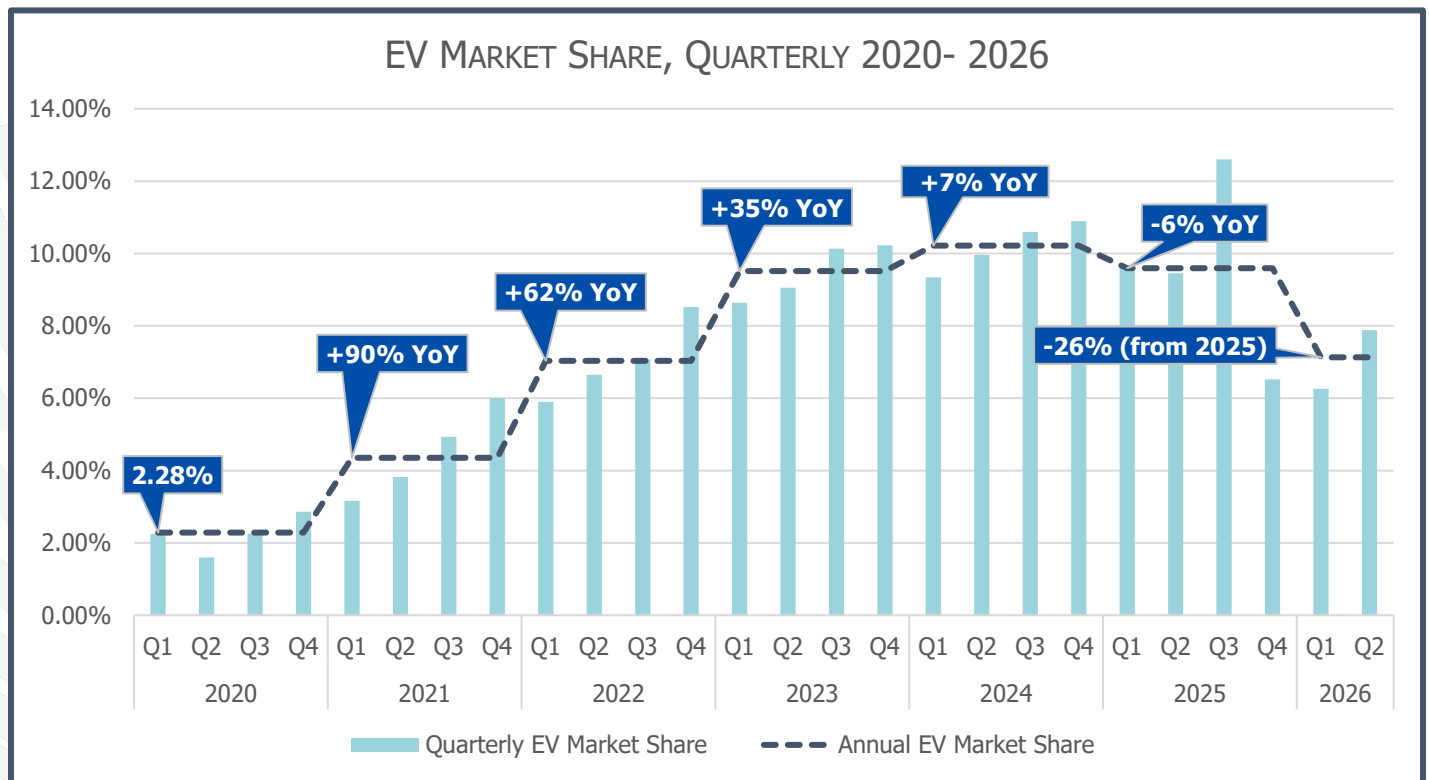
As the U.S. market navigates a post-incentive adjustment, China's EV ecosystem is moving in a different direction: outward. This quarter's Spotlight, featuring research from the Center for Automotive Research, examines how China built its competitive advantage and why its scale, supply-chain integration and manufacturing capacity are increasingly shaping automotive markets around the world.



ELECTRIC VEHICLE SALES OVERVIEW

SECOND QUARTER, 2026

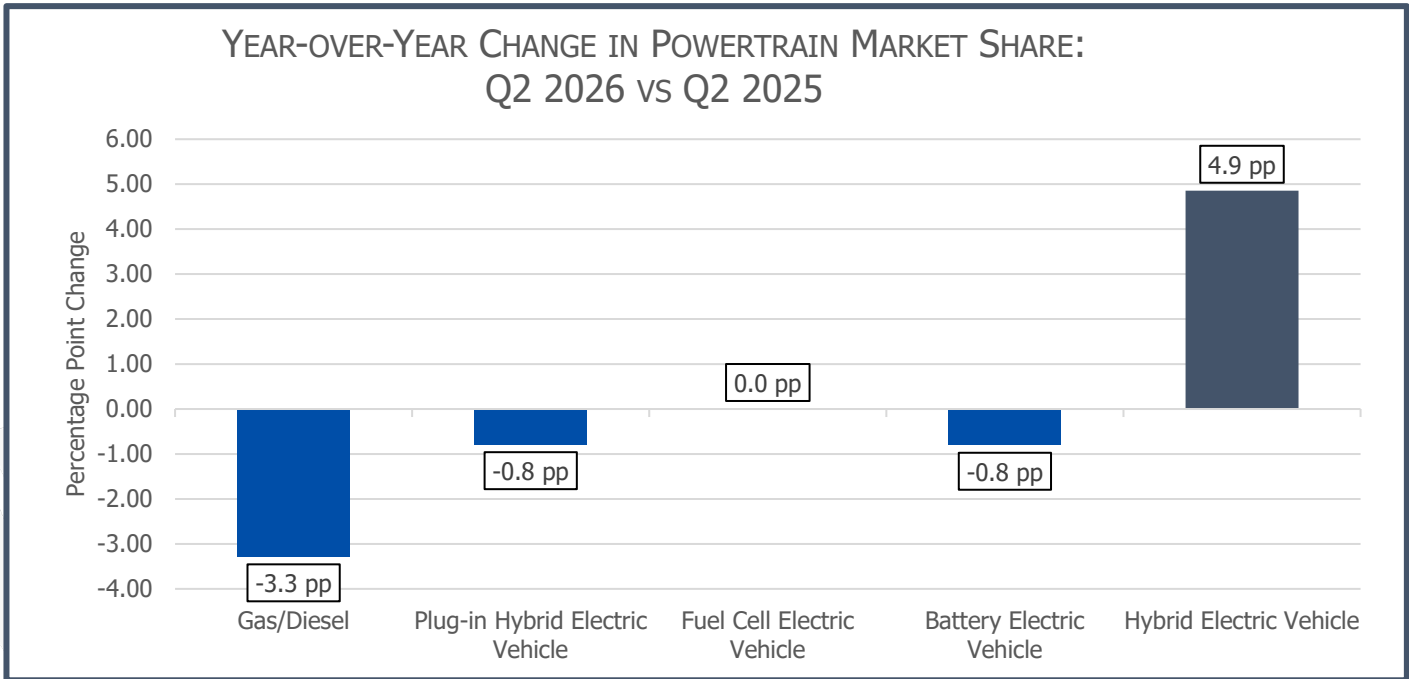
In the second quarter of 2026, automakers sold 328,799 electric vehicles (EVs, including battery, plug-in hybrid, and fuel cell electric vehicles) in the United States, representing 7.9 percent of all new light-duty vehicle sales. EV market share increased 1.6 percentage points from the first quarter, signaling a rebound from the start of the year and marking the first sequential gain since the third quarter of 2025. However, compared with the second quarter of 2025, EV market share declined 1.6 percentage points, with sales down by approximately 56,200 vehicles.



YEAR-OVER-YEAR (Q2 2026 vs Q2 2025)

Year-over-year (YoY), EV market share declined 1.6 percentage points in Q2 2026 compared with Q2 2025. Overall light-duty vehicle sales increased 2 percent over the same period, while EV sales volume declined 15 percent, or roughly 56,200 vehicles. Both BEV and PHEV market share declined by approximately 0.8 percentage points.

The broader powertrain mix continued to shift toward hybrids. Hybrid market share increased 4.9 percentage points YoY, while ICE vehicle share declined 3.3 percentage points. This marks a notable shift from the first quarter, when ICE share was 0.5 percentage points above its year-ago level and hybrid share was up 2.9 percentage points. Meanwhile, the YoY decline in BEV market share narrowed considerably, from 2.3 percentage points in Q1 to 0.8 percentage points in Q2.

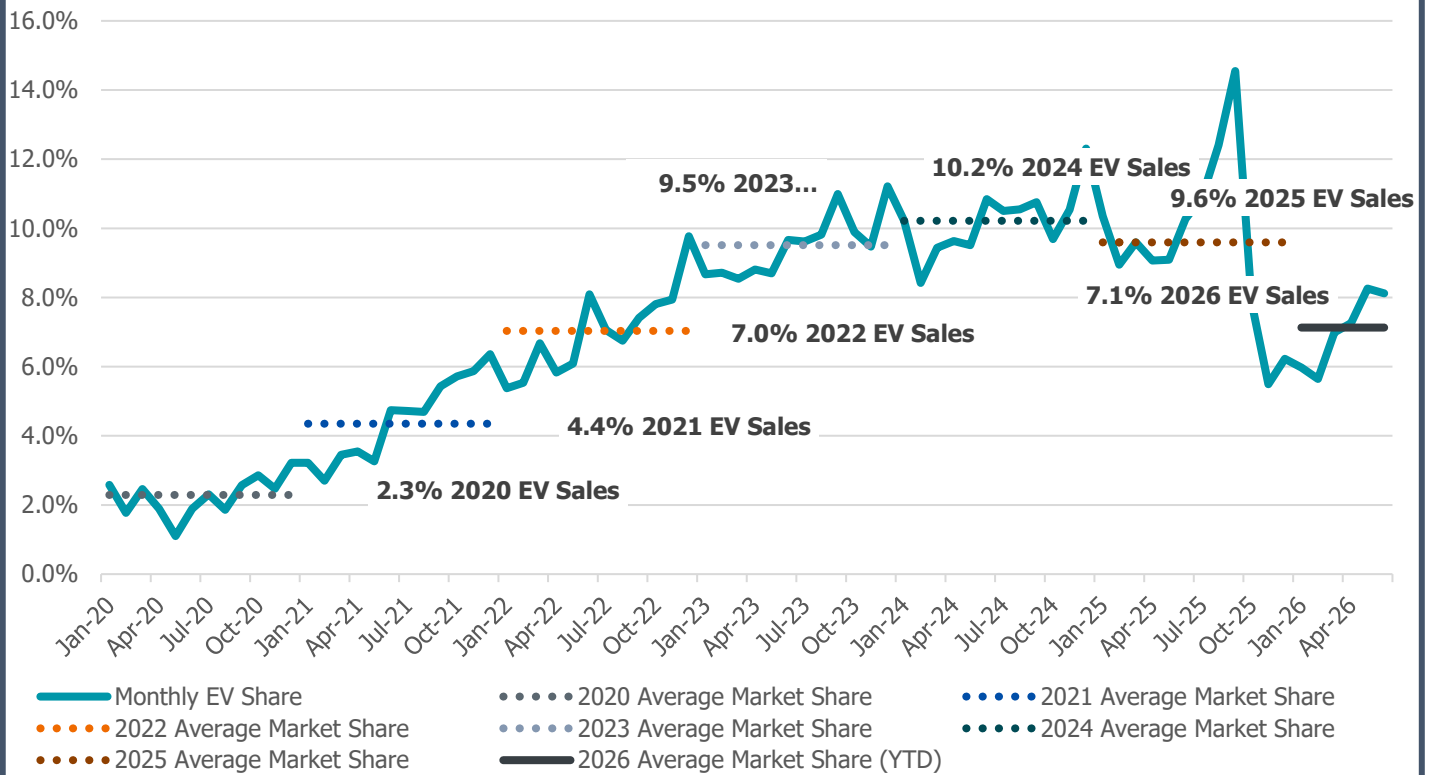


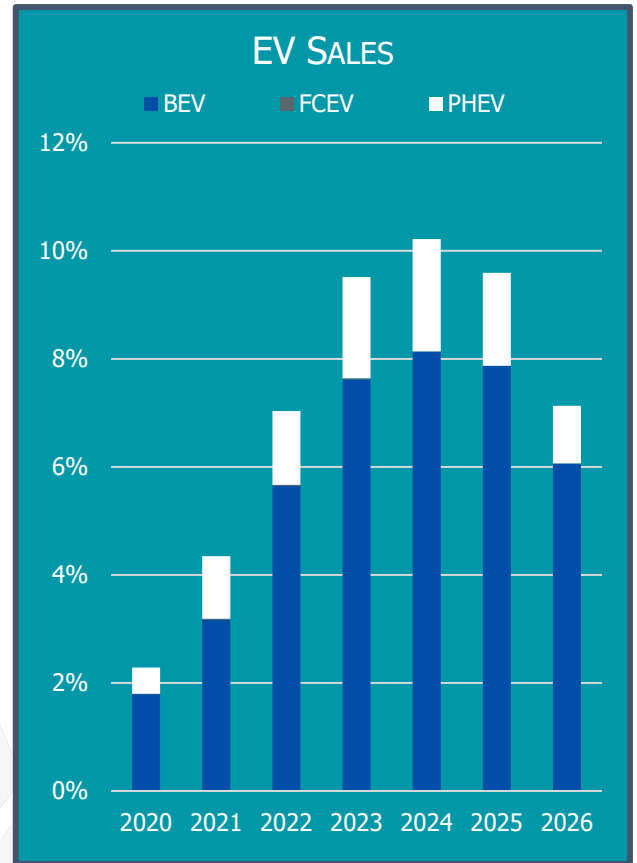
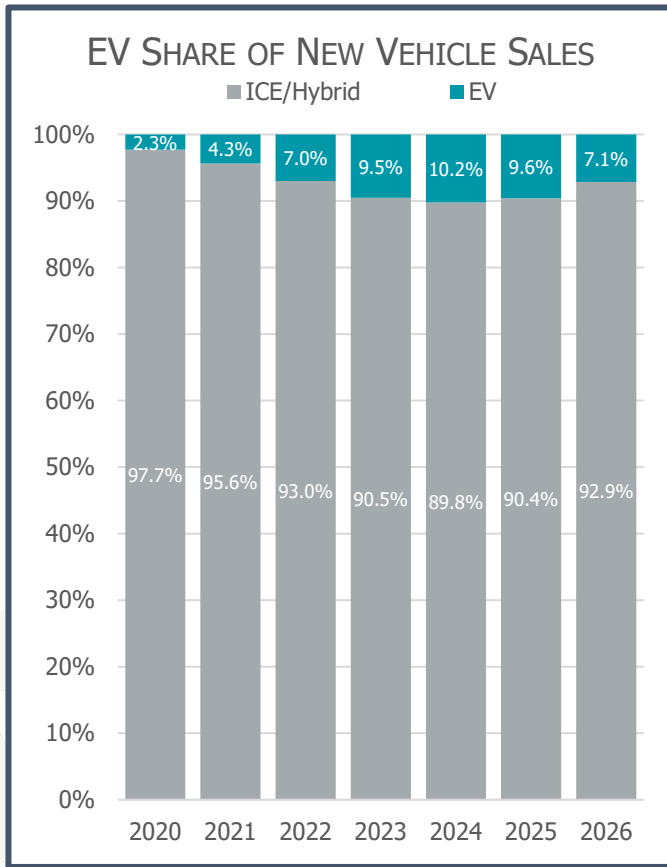
FIRST HALF, 2026

Automakers sold 556,477 EVs in the first half of 2026, representing 7.1 percent of all new light-duty vehicle sales. EV market share declined 2.4 percentage points compared with the first half of 2025. Overall light-duty vehicle sales declined 2.1 percent over the same period, while EV sales fell 26.8 percent, or approximately 204,250 vehicles.

The first half results reflect a particularly weak start to the year followed by a stronger second quarter. Monthly EV market share fell below 6 percent early in 2026 before climbing above 8 percent by May and June. As a result, monthly EV market share at the end of the first half was running above the 7.1 percent year-to-date average, despite remaining below year-ago levels.

EV MARKET SHARE: JANUARY 2020 - JUNE 2026





the —merge²⁶

NOVEMBER 17, 2026
Grand Hyatt
Washington, DC

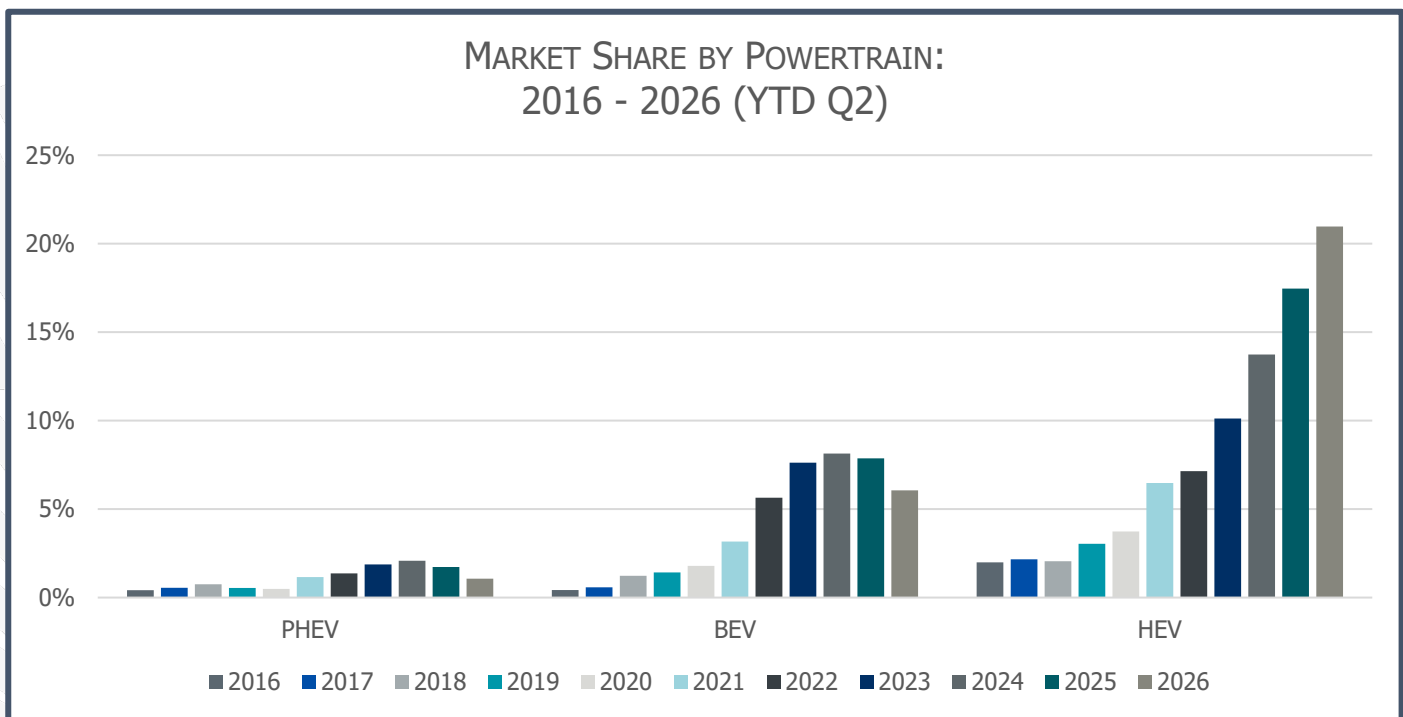
LEARN MORE

EVOLVING MARKET SHARE OF POWERTRAINS: 2016 - 2026

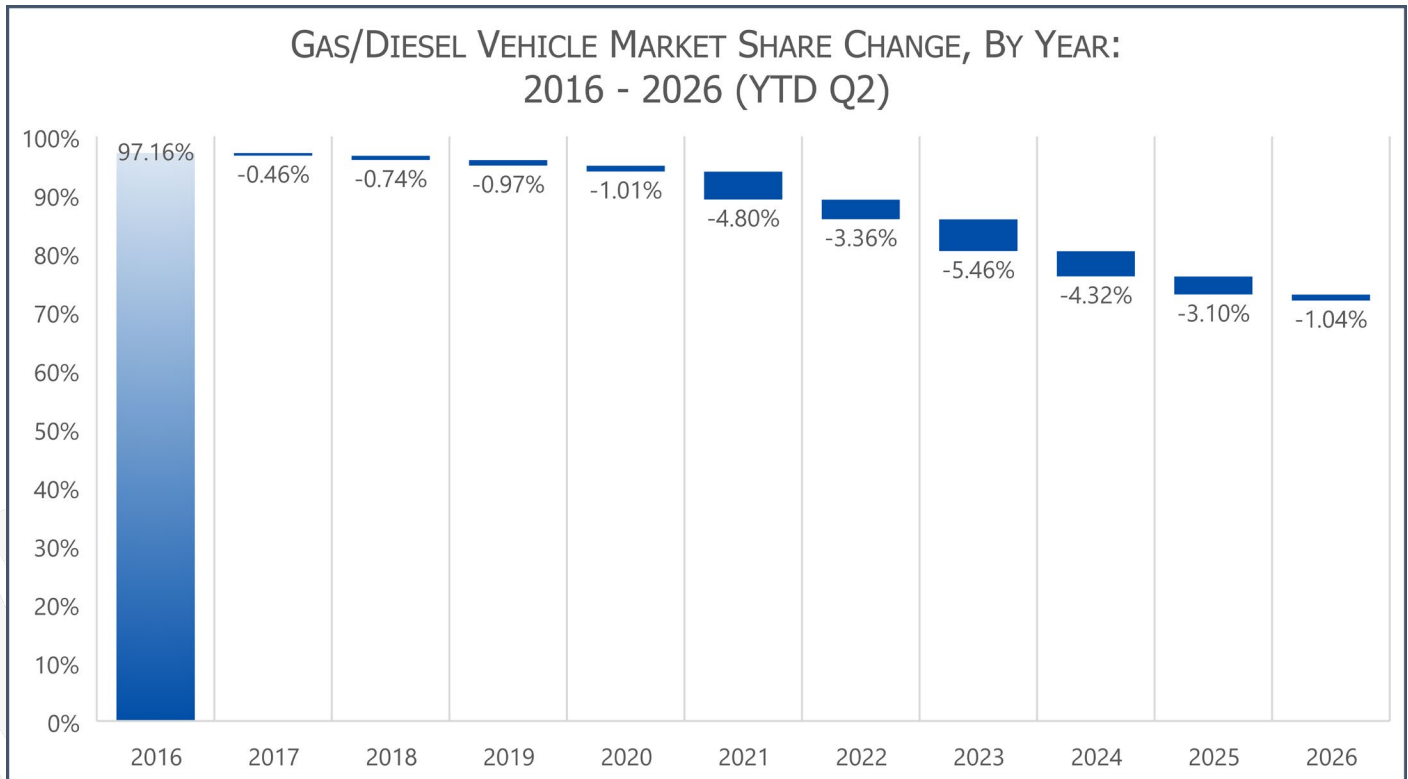
After two consecutive quarters of modest gains, ICE market share resumed its long-term decline in Q2 2026.

In 2016, traditional ICE vehicles accounted for more than 97 percent of all U.S. light-duty vehicle sales. Through the first half of 2026, ICE share stood at 71.9 percent, down 1.0 percentage point from full-year 2025 and 25.3 percentage points since 2016.

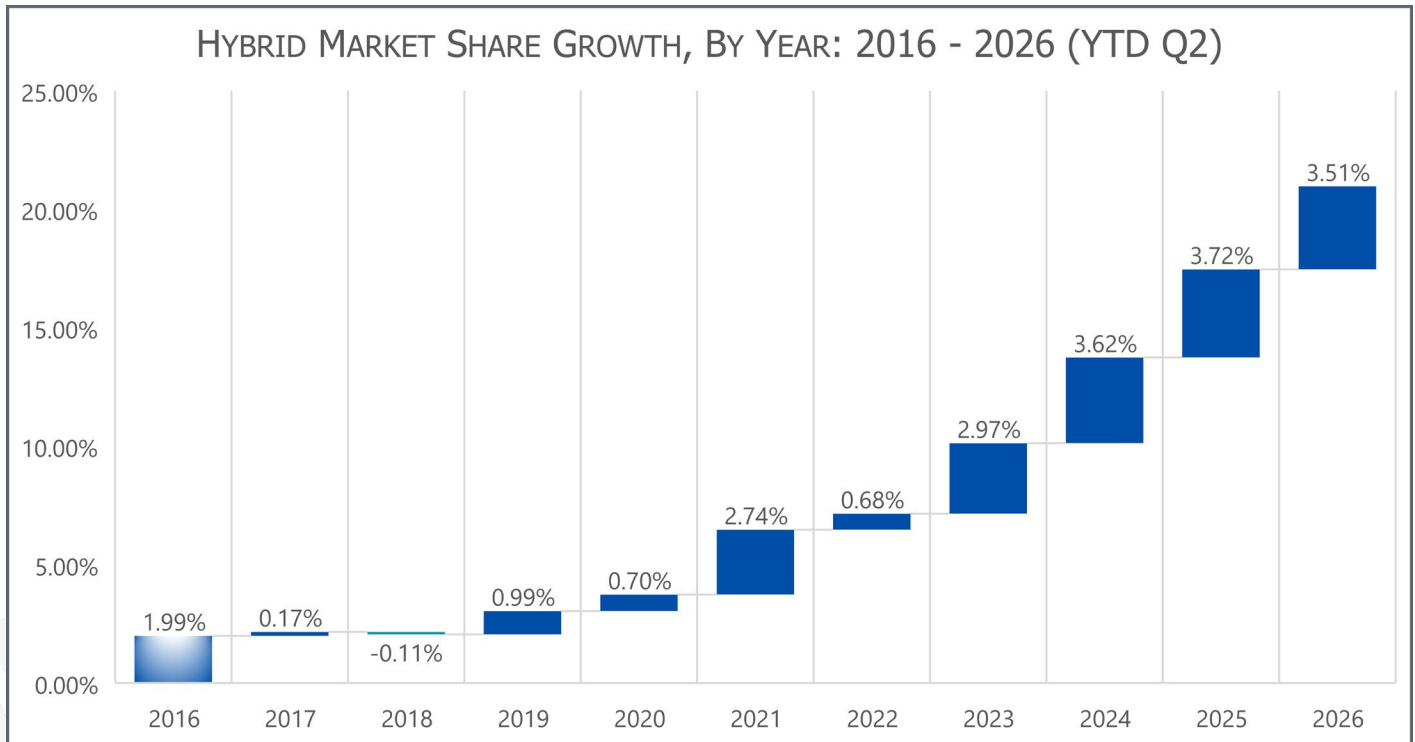
The long-term decline in ICE share has been accompanied by gains across electrified powertrains, led overwhelmingly by hybrids. Traditional (mild and strong) hybrids gained 19.0 percentage points between 2016 and the first half of 2026, equivalent to roughly three-quarters of the decline in ICE share over the same period. Battery electric vehicle share increased 5.6 percentage points, while plug-in hybrid electric vehicle share increased 0.7 percentage points.



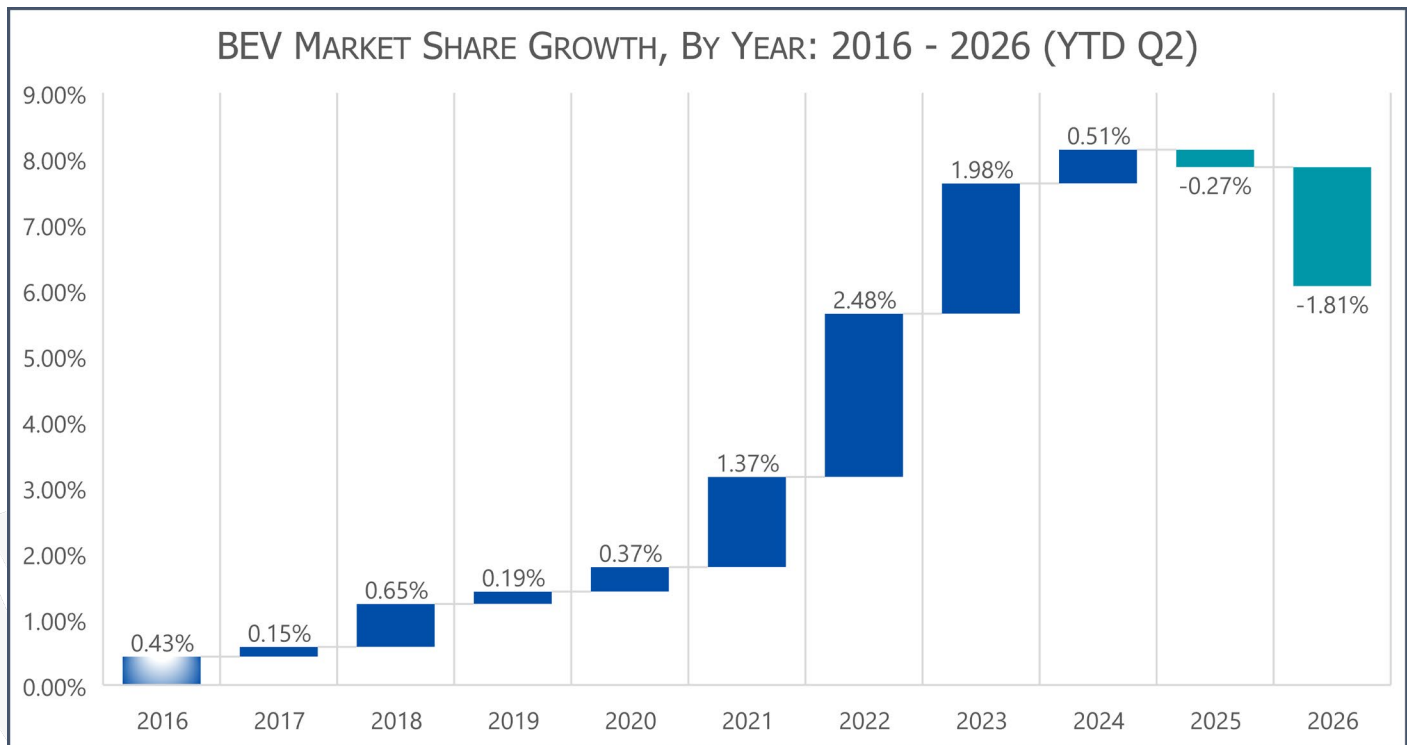
ICE market share decreased from 97 percent in 2016 to 71.9 percent through Q2 2026 (-25.3 percentage points):



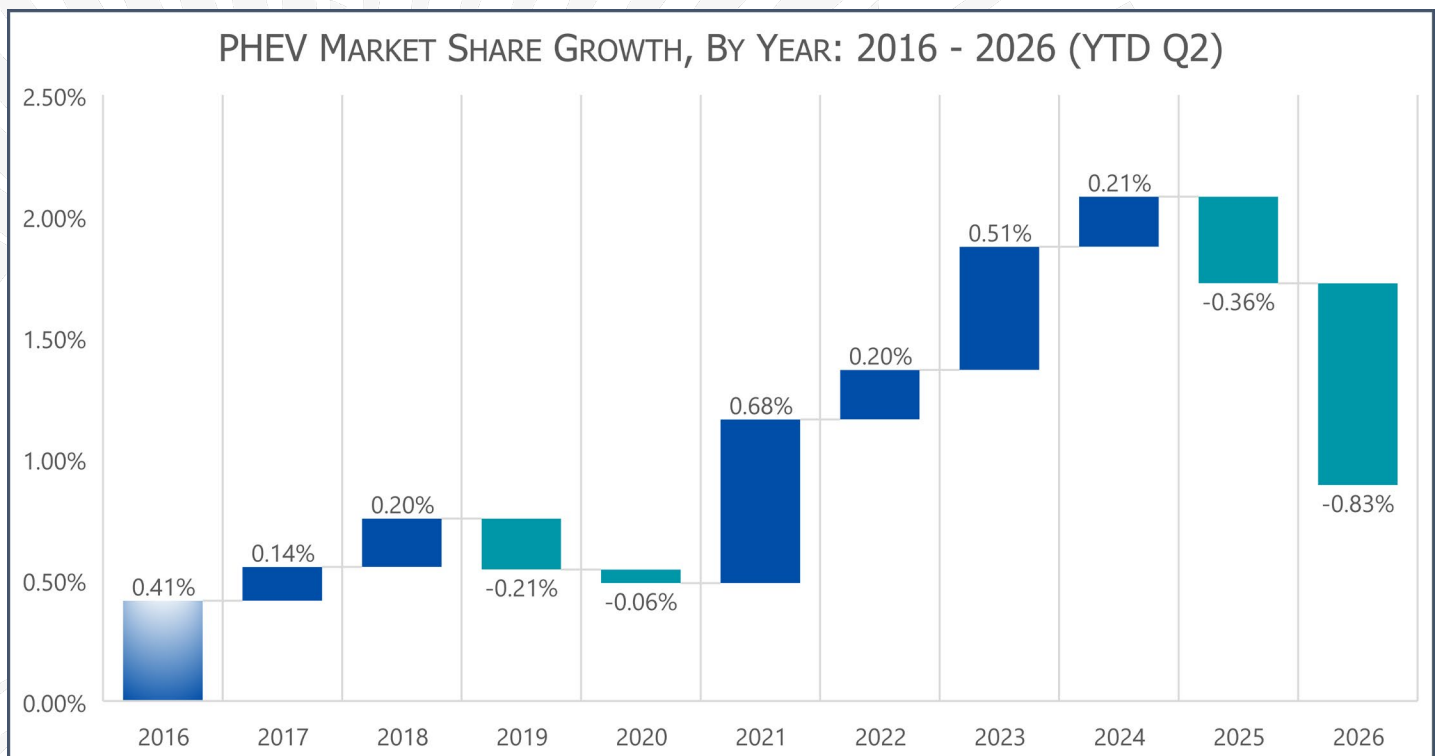
Hybrid market share grew from 2 percent in 2016 to 21 percent through Q2 2026 (+19 percentage points):



BEV market share grew from 0.4 percent in 2016 to 6.1 percent through Q2 2026 (+5.6 percentage points):



PHEV market share grew from 0.4 percent in 2016 to 1.1 percent through Q2 2026 (+0.7 percentage points):



Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1, 2016 – June 30, 2026

[SEE ADDITIONAL HISTORIC DATA ON EV SALES](#)

ELECTRIC VEHICLE SALES BY SEGMENT

While passenger cars once dominated the EV market, manufacturers have expanded vehicle offerings to better align with consumer preferences. Utility vehicles (UVs) now account for a growing share of available EV models, and while electric pickup trucks were a later addition to the market, with their commercial debut occurring in September 2021, six models are currently available.

The number of EV models available for sale increased from 154 in Q1 2026 to 161 in the second quarter, nearly returning to the 164 models available at the end of 2025. Six of the additional models were BEVs, and the net increase included three cars and four utility vehicles. Manufacturers continue to offer a broad range of vehicle types, with light trucks (UVs, minivans, and pickups) remaining the dominant segment of the EV market.

EV sales increased across every vehicle segment in Q2, contributing to the broader rebound in EV sales from the first quarter. Passenger car sales nearly doubled, increasing 94 percent, while utility vehicle sales increased 34 percent and van sales more than tripled. Pickup sales increased 8 percent. Because car and van sales grew considerably faster than UV and pickup sales, light trucks accounted for 81 percent of Q2 EV sales, down from the record 86 percent reached in Q1.

Utility vehicles nevertheless remain the dominant EV segment. BEV and PHEV UVs accounted for 75 percent of EV sales in Q2 2026, down from the record 80 percent reached in Q1 but substantially above the approximately 19 percent recorded at the beginning of 2020. Consumer preferences remain concentrated in utility vehicles, mirroring broader trends across the U.S. light-duty vehicle market.

EV MODEL AVAILABILITY

161 Vehicle Models Sold in Q2 2026:

103 Battery Electric Vehicles

- 24 Cars
- 62 Utility Vehicles
- 6 Pickups
- 11 Vans*

56 Plug-in Hybrid Vehicles

- 24 Cars
- 31 Utility Vehicles
- 1 Van

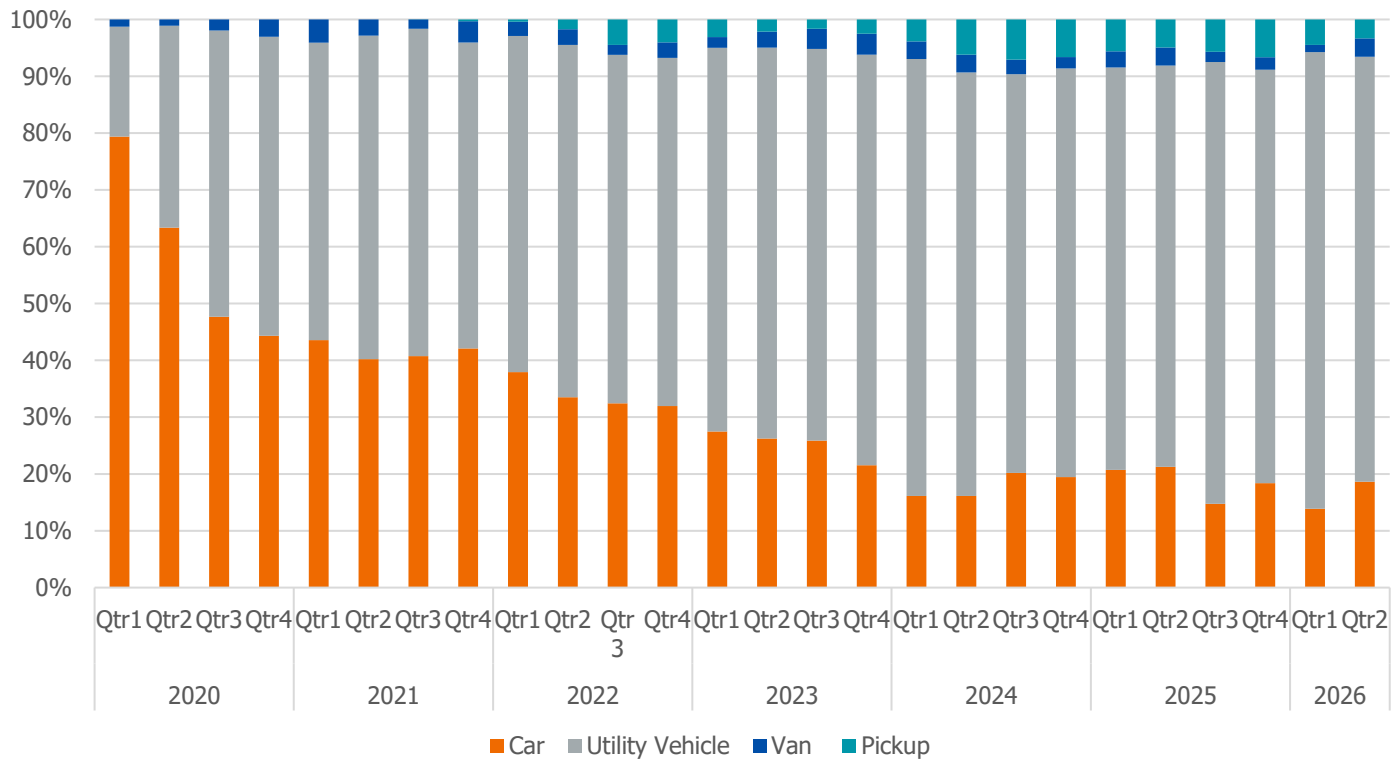
2 Fuel Cell Electric Vehicles**

- 1 Car
- 1 Utility Vehicle

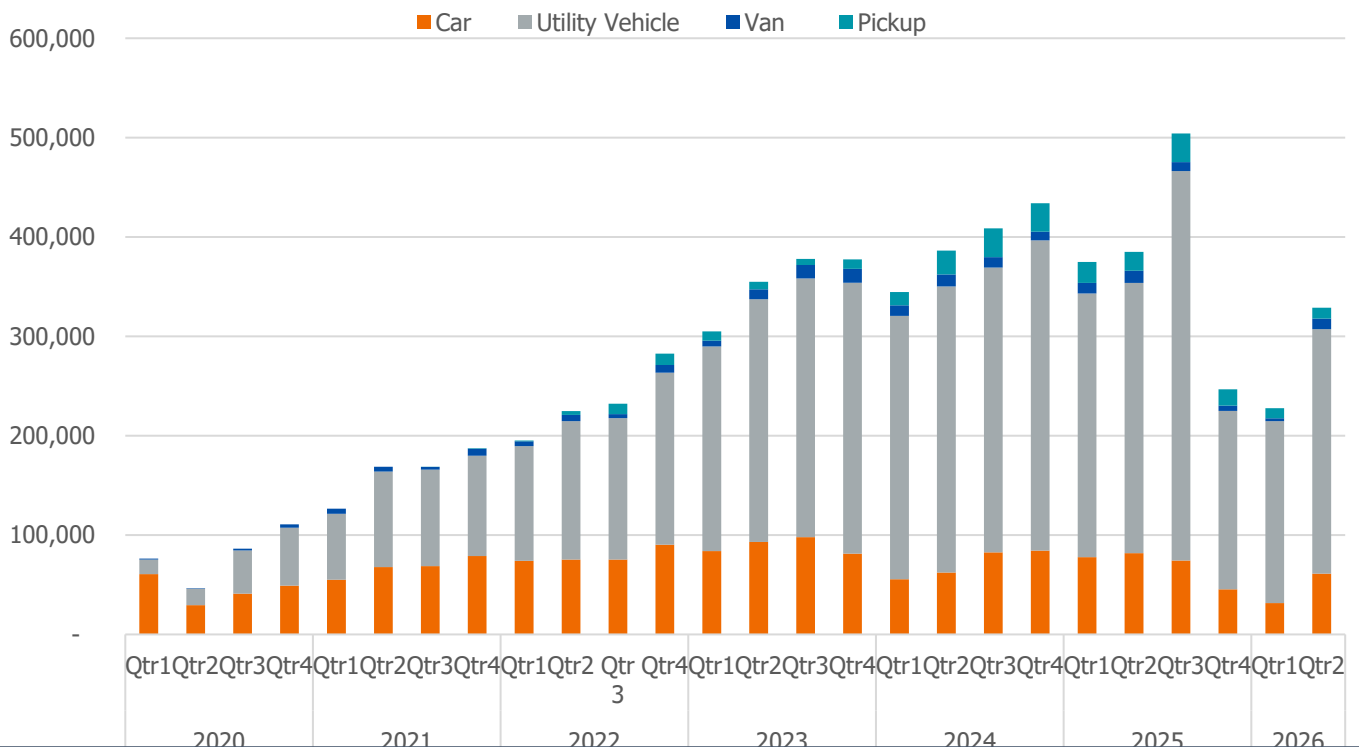
**Includes some commercial vehicles*

***Includes Plug-in Hybrid Fuel Cell*

SHARE OF EV SALES BY SEGMENT, QUARTERLY



EV SALES BY SEGMENT, QUARTERLY

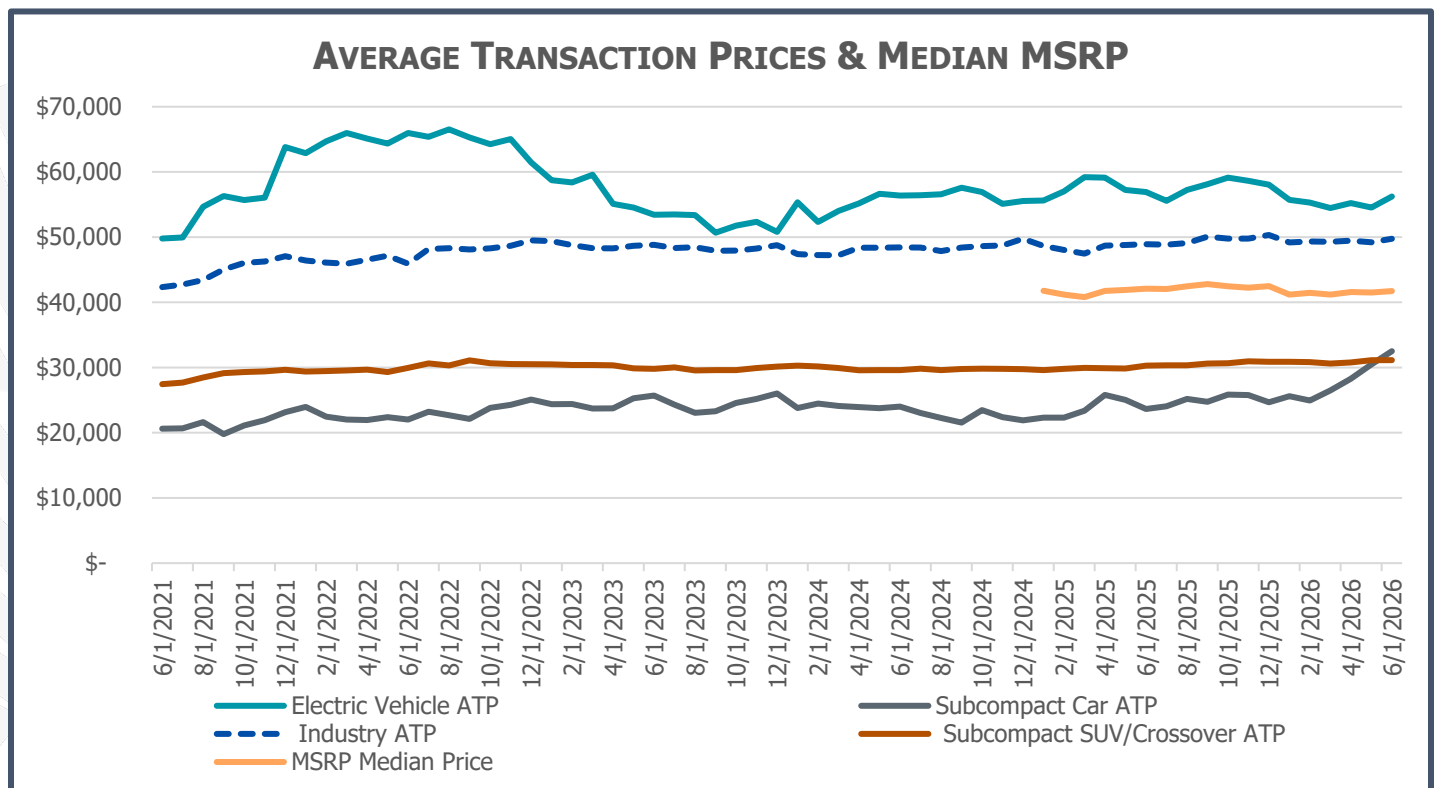


Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1, 2020 – June 30, 2026

ELECTRIC VEHICLE TRANSACTION PRICES

New EV affordability continued to improve in the second quarter of 2026. The average transaction price (ATP) for a new EV was \$56,238 in June, down 4.5 percent from a year earlier¹ and more than \$10,200 below the peak reached in 2022. Manufacturer incentives remained elevated, averaging nearly \$7,300 per vehicle and accounting for 13 percent of the average transaction price.

The affordability trend was less favorable in the used EV market. The average used EV listing price increased to \$38,342 in June, up 3.5 percent from May and 7 percent year over year. The increase was broad-based across several high-volume brands and also reflected a shift toward higher-priced vehicles in the used EV mix. As used EV prices increased faster than comparable ICE+ vehicles, the used EV price premium widened to \$3,382 in June, up from \$2,193 in May.²



Average transaction price compiled from Kelley Blue Book Press Releases, June 2021 – June 2026; Median MSRP from S&P Global Mobility New Vehicle Registrations January 2025 – June 2026.

ELECTRIC VEHICLE SALES BY STATE

FOR THE SECOND QUARTER OF 2026

California continued to lead the nation in EV adoption during the second quarter of 2026, with BEVs, PHEVs, and FCEVs accounting for 21.2 percent of new light-duty vehicle registrations. Washington ranked second at 17.5 percent, while Nevada (15.4 percent) was the only other state above 15 percent market share. The District of

¹ Cox Automotive, "EV Market Monitor – June 2026," 7/15/2026

² Cox Automotive, "EV Market Monitor – June 2026," 7/15/2026

Columbia (11.7 percent), Oregon (11.6 percent), and Colorado (10.6 percent) were the only states with a market share over 10 percent.

EV market share remains highly concentrated geographically. In the second quarter of 2026, only nine states and the District of Columbia exceeded the national average EV market share of 7.9 percent, while EV share remained below 5 percent in 26 states.

2026 EV Market Share by State (Q2)														
1	CA	21.21%	11	IN	7.87%	21	NY	6.16%	31	RI	4.45%	41	IA	3.24%
2	WA	17.49%	12	MA	7.72%	22	TX	5.98%	32	OH	4.31%	42	MO	3.23%
3	NV	15.35%	13	HI	7.71%	23	ID	5.84%	33	SC	4.30%	43	LA	2.84%
4	DC	11.68%	14	VA	7.70%	24	VT	5.55%	34	NH	4.24%	44	AR	2.81%
5	OR	11.64%	15	UT	7.57%	25	MN	5.21%	35	KS	3.93%	45	WY	2.43%
6	CO	10.59%	16	CT	7.50%	26	TN	4.95%	36	AL	3.65%	46	MS	2.28%
7	FL	9.28%	17	NC	7.04%	27	PA	4.94%	37	NE	3.53%	47	AK	2.27%
8	MD	9.16%	18	DE	7.01%	28	MI	4.93%	38	ME	3.39%	48	WV	1.96%
9	AZ	9.02%	19	GA	6.83%	29	NM	4.62%	39	MT	3.31%	49	SD	1.78%
10	NJ	7.92%	20	IL	6.63%	30	WI	4.55%	40	KY	3.25%	50	ND	1.45%
												51	OK	0.76%

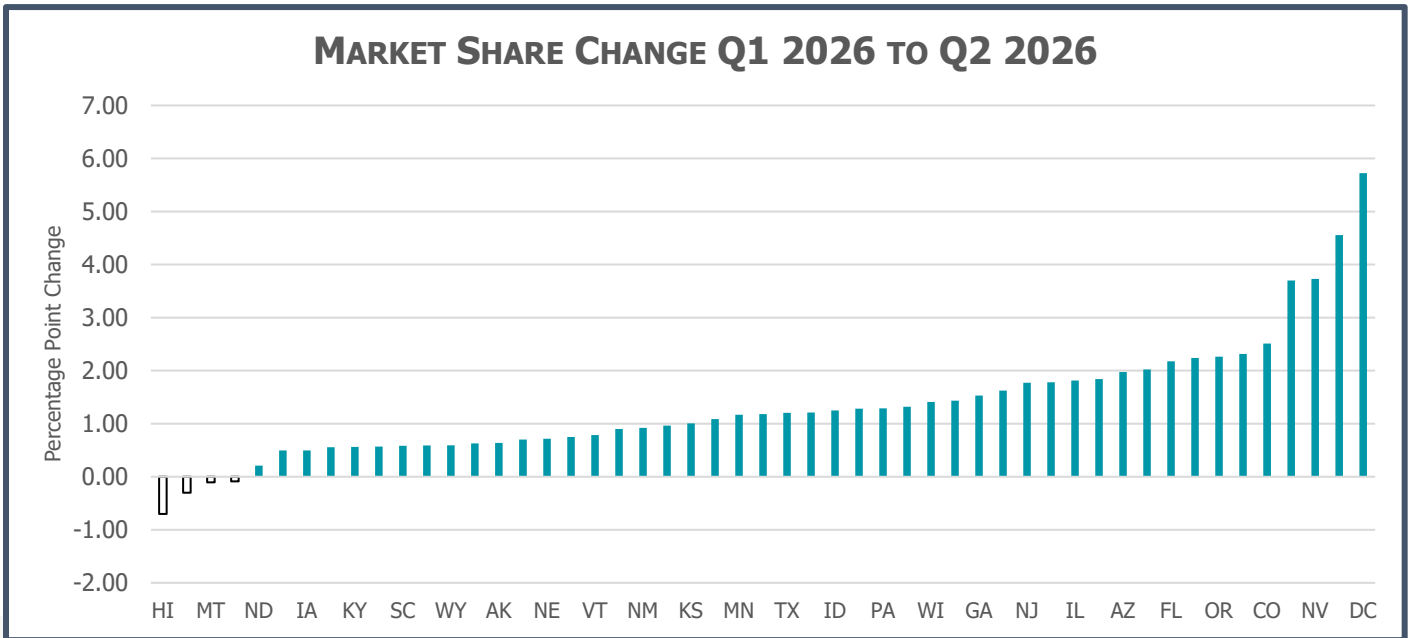
Compared with the first quarter of 2026, EV market share increased in 46 states and the District of Columbia, declining in only four states: Hawaii, South Dakota, Montana, and Oklahoma. Nationally, EV market share increased 1.6 percentage points from Q1 to Q2.

Several leading EV markets posted particularly strong gains during the quarter. Nevada and California each increased by roughly 3.7 percentage points, while Colorado, Washington, Oregon, Maryland, Florida, and Delaware all gained more than 2 percentage points. The District of Columbia (+5.7 percentage points) and Indiana (+4.6 percentage points) recorded larger increases, although registration patterns in both markets were influenced by unusual fleet activity.

- *Note: Indiana's Q2 increase was influenced by unusually high EV fleet registrations, which rose from 128 vehicles in Q1 to 3,080 vehicles in Q2.*

The breadth of the quarter-over-quarter gains reinforces the broader national rebound seen in Q2. Unlike the first quarter, when EV market share gains and losses were roughly evenly divided across states, Q2 gains were widespread, with EV market share increasing in more than 90 percent of states. While EV market share remains below year-ago levels nationally, the geographic breadth of the Q2 improvement suggests the rebound was not limited to a small number of large EV markets.

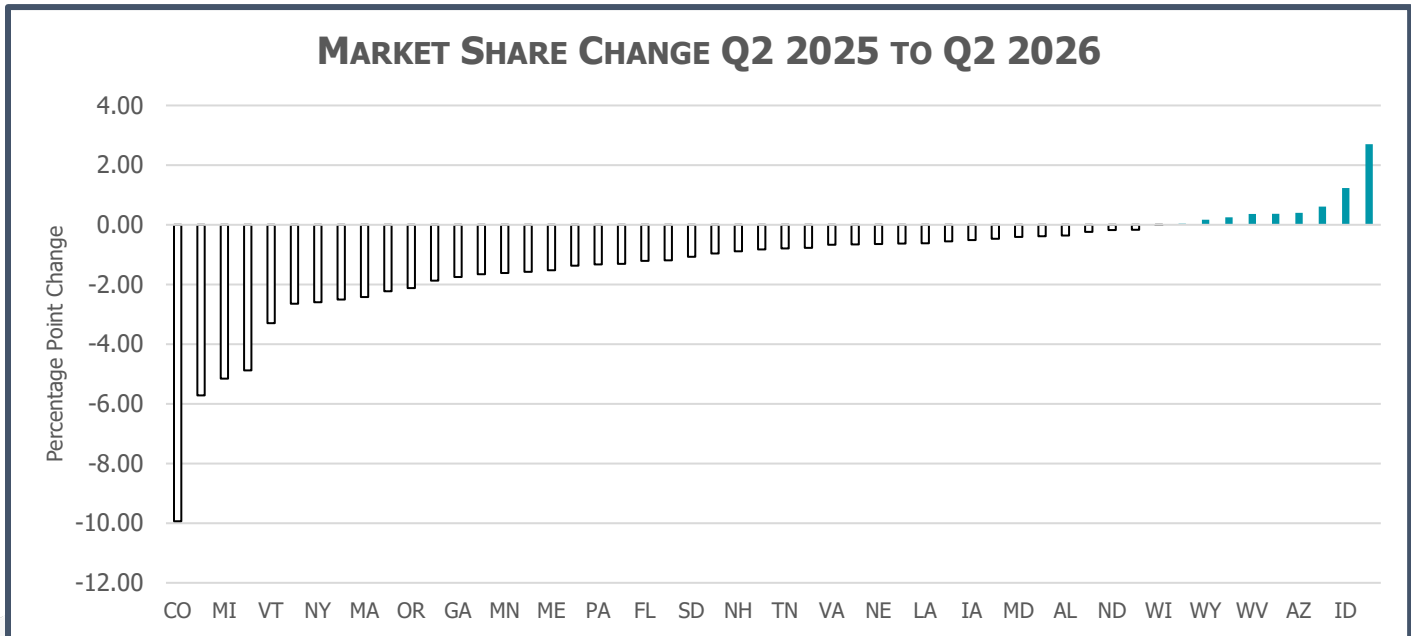
³ Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering April 1, 2026 – June 30, 2026



YEAR-OVER-YEAR (Q2 2026 vs Q2 2025)

Compared with the second quarter of 2025, EV market share declined in 41 states and the District of Columbia. Nationally, EV market share fell 1.6 percentage points to 7.9 percent of new light-duty vehicle registrations. The largest declines occurred in Colorado (-9.9 percentage points), the District of Columbia (-5.7 percentage points), Michigan (-5.2 percentage points), and New Jersey (-4.9 percentage points).

Although year-over-year comparisons remained negative across most states, nine states posted gains in Q2, compared with none in the first quarter. Most of these increases were modest; outside of Indiana, where unusually high fleet registrations influenced the result, Idaho recorded the largest gain at 1.2 percentage points. Combined with quarter-over-quarter gains across nearly the entire country, the results point to broad improvement in EV market share during Q2, even as adoption remained below year-ago levels across much of the country.



FOR THE FIRST HALF OF 2026

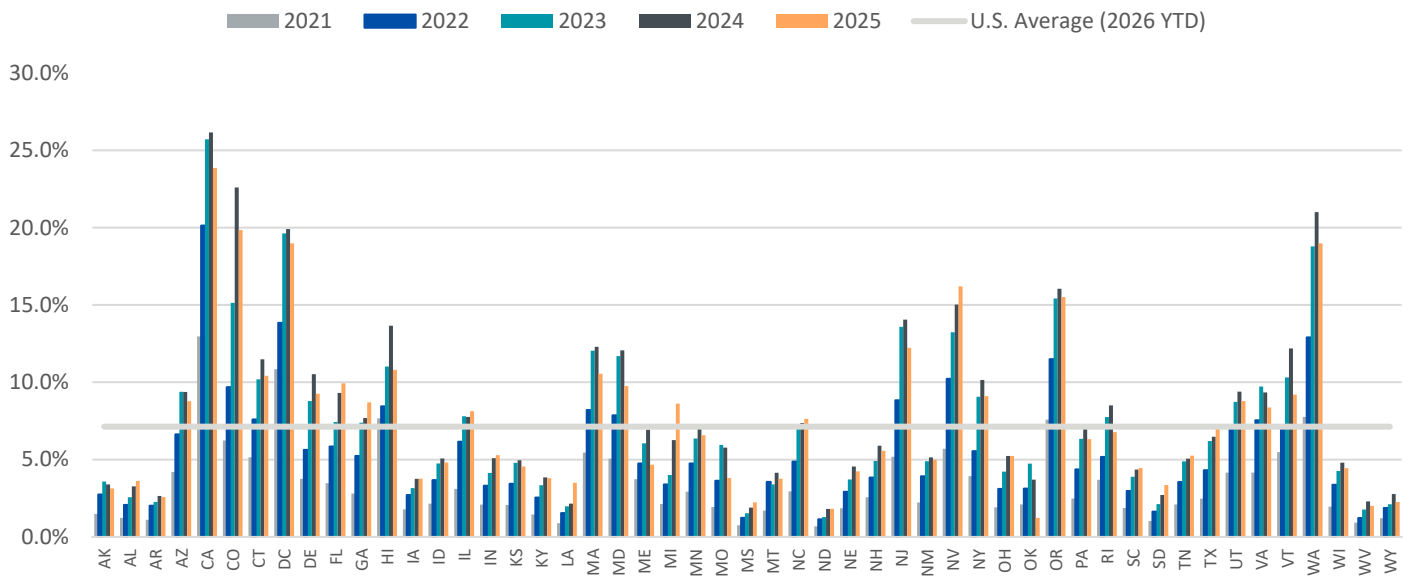
Through the first half of 2026, EVs represented 7.1 percent of new light-duty vehicle registrations nationwide, down 2.4 percentage points from the same period in 2025. California continued to lead the nation with EVs accounting for 19.5 percent of new registrations, followed by Washington (16.5 percent) and Nevada (13.5 percent). Oregon (10.6 percent) was the only other state with EV market share above 10 percent.

Year-over-year declines were widespread. EV market share decreased in 48 states and the District of Columbia, with only Idaho (+0.6 percentage points) and Indiana (+0.7 percentage points) recording increases; Indiana's result was influenced by unusually high EV fleet registrations in the second quarter. The largest declines occurred in the District of Columbia (-10.6 percentage points), Colorado (-10.5 percentage points), New Jersey (-5.9 percentage points), Vermont (-4.7 percentage points), Michigan (-4.4 percentage points), and Oregon (-4.2 percentage points).

EV adoption also remained highly uneven across states. Eleven states recorded first-half EV market share below 3 percent, including five below 2 percent. Oklahoma had the lowest EV share at 0.8 percent and was the only state below 1 percent.

2026 EV Market Share by State (YTD Q2)											
1	CA	19.45%	11	NJ	7.11%	21	NY	5.55%	31	SC	4.03%
2	WA	16.45%	12	MA	6.98%	22	TX	5.40%	32	NH	3.92%
3	NV	13.51%	13	UT	6.96%	23	ID	5.28%	33	WI	3.91%
4	OR	10.58%	14	CT	6.92%	24	VT	5.21%	34	OH	3.76%
5	CO	9.45%	15	VA	6.85%	25	MN	4.68%	35	KS	3.45%
6	FL	8.25%	16	NC	6.20%	26	MI	4.48%	36	MT	3.35%
7	DC	8.22%	17	GA	6.12%	27	TN	4.44%	37	NE	3.20%
8	MD	8.16%	18	DE	5.89%	28	PA	4.36%	38	AL	3.19%
9	AZ	8.09%	19	IN	5.88%	29	RI	4.21%	39	ME	3.17%
10	HI	8.05%	20	IL	5.82%	30	NM	4.19%	40	IA	3.01%
									50	ND	1.35%
									51	OK	0.80%

EV MARKET SHARE BY STATE: 2021 - 2026



Second Quarter 2026, New Light-Duty Vehicle Registrations By Powertrain					Change In Market Share (2026 Q2 vs 2025 Q2), New Light-Duty Vehicle Registrations Powertrain				
State	Advanced Powertrain Market Share				Advanced Powertrain Market Share, Percentage Point Change				
	PHEV	BEV	FCEV	EV Total	PHEV	BEV	FCEV	EV Total	
AK	0.55%	172%	0.00%	2.27%	-0.18	-0.38	0.00	-0.56	
AL	0.55%	3.10%	0.00%	3.65%	-0.10	-0.26	0.00	-0.36	
AR	0.50%	2.31%	0.00%	2.81%	-0.11	0.48	0.00	0.37	
AZ	137%	7.65%	0.00%	9.02%	0.28	0.12	0.00	0.40	
CA	2.97%	18.22%	0.02%	21.21%	-0.70	-0.97	0.00	-1.66	
CO	2.13%	8.46%	0.00%	10.59%	-3.07	-6.86	0.00	-9.94	
CT	176%	5.73%	0.00%	7.50%	-132	-133	0.00	-2.65	
DC	2.54%	9.14%	0.00%	11.68%	-2.04	-3.68	0.00	-5.72	
DE	143%	5.58%	0.00%	7.01%	-0.83	-140	0.00	-2.23	
FL	121%	8.07%	0.00%	9.28%	-0.27	-0.94	0.00	-1.21	
GA	0.93%	5.91%	0.00%	6.83%	-0.38	-137	0.00	-1.75	
HI	0.88%	6.82%	0.00%	7.71%	-111	-139	0.00	-2.51	
IA	0.77%	2.46%	0.00%	3.24%	-0.24	-0.27	0.00	-0.51	
ID	129%	4.56%	0.00%	5.84%	-0.01	124	0.00	1.23	
IL	110%	5.53%	0.00%	6.63%	-0.91	-0.46	0.00	-1.37	
IN	0.67%	7.20%	0.00%	7.87%	-0.48	3.18	0.00	2.70	
KS	0.83%	3.10%	0.00%	3.93%	-0.14	-0.49	0.00	-0.63	
KY	0.72%	2.53%	0.00%	3.25%	-0.31	0.07	0.00	-0.24	
LA	0.35%	2.49%	0.00%	2.84%	-0.19	-0.43	0.00	-0.62	
MA	156%	6.16%	0.00%	7.72%	-142	-100	0.00	-2.42	
MD	142%	7.75%	0.00%	9.16%	-0.87	0.47	0.00	-0.41	
ME	102%	2.37%	0.00%	3.39%	-118	-0.34	0.00	-1.52	
MI	0.90%	4.04%	0.00%	4.93%	-2.91	-2.24	0.00	-5.16	
MN	109%	4.12%	0.00%	5.21%	-107	-0.55	0.00	-1.62	
MO	0.51%	2.72%	0.00%	3.23%	-0.44	-0.34	0.00	-0.77	
MS	0.32%	1.96%	0.00%	2.28%	-0.05	0.30	0.00	0.25	
MT	1.16%	2.15%	0.00%	3.31%	-0.15	0.19	0.00	0.04	
NC	124%	5.80%	0.00%	7.04%	-0.51	-0.68	0.00	-1.19	
ND	0.26%	118%	0.00%	1.45%	-0.12	-0.05	0.00	-0.18	
NE	0.78%	2.76%	0.00%	3.53%	-0.33	-0.32	0.00	-0.64	
NH	103%	3.21%	0.00%	4.24%	-0.70	-0.18	0.00	-0.89	
NJ	129%	6.63%	0.00%	7.92%	-154	-3.34	0.00	-4.88	
NM	100%	3.61%	0.00%	4.62%	-0.28	-0.11	0.00	-0.38	
NV	167%	13.68%	0.00%	15.35%	-0.44	-0.38	0.00	-0.83	
NY	140%	4.76%	0.00%	6.16%	-129	-131	0.00	-2.60	
OH	0.68%	3.63%	0.00%	4.31%	-0.77	-0.19	0.00	-0.96	
OK	0.11%	0.65%	0.00%	0.76%	-0.58	-0.08	0.00	-0.66	
OR	2.25%	9.38%	0.00%	11.64%	-160	-0.52	0.00	-2.12	
PA	107%	3.88%	0.00%	4.94%	-0.89	-0.44	0.00	-1.33	
RI	109%	3.37%	0.00%	4.45%	-0.71	-116	0.00	-1.87	
SC	0.80%	3.50%	0.00%	4.30%	-0.22	0.06	0.00	-0.17	
SD	0.45%	133%	0.00%	1.78%	-0.85	-0.22	0.00	-1.07	
TN	0.67%	4.28%	0.00%	4.95%	-0.58	-0.21	0.00	-0.79	
TX	0.67%	5.31%	0.00%	5.98%	-0.32	-0.15	0.00	-0.47	
UT	118%	6.39%	0.00%	7.57%	-122	-0.09	0.00	-1.31	
VA	122%	6.48%	0.00%	7.70%	-106	0.40	0.00	-0.67	
VT	163%	3.91%	0.00%	5.55%	-164	-166	0.00	-3.30	
WA	2.34%	15.15%	0.00%	17.49%	-0.84	145	0.00	0.61	
WI	0.91%	3.65%	0.00%	4.55%	-0.33	0.33	0.00	-0.01	
WV	0.49%	146%	0.00%	1.96%	0.04	0.32	0.00	0.36	
WY	0.73%	170%	0.00%	2.43%	-0.07	0.23	0.00	0.17	
U.S.	1.22%	6.66%	0.00%	7.88%	-0.78	-0.79	0.00	-1.58	

Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering April 1 – June 30, 2025, and April 1 – June 30, 2026

2026 (YTD Q2) New Light-Duty Vehicle Registrations By Powertrain					Change In Market Share (YTD Q2 2026 vs 2025), New Light-Duty Vehicle Registrations Powertrain				
State	Advanced Powertrain Market Share				Advanced Powertrain Market Share (Percentage Point Change)				
	PHEV	BEV	FCEV	EV Total	PHEV	BEV	FCEV	EV Total	
AK	0.42%	155%	0.00%	1.97%	-0.27	-0.90	0.00	-1.17	
AL	0.45%	2.74%	0.00%	3.19%	0.25	0.30	0.00	-0.55	
AR	0.40%	2.07%	0.00%	2.48%	0.20	-0.09	0.00	-0.10	
AZ	1.15%	6.94%	0.00%	8.09%	0.08	0.56	0.00	-0.64	
CA	2.54%	16.89%	0.02%	19.45%	1.17	2.65	0.00	-3.82	
CO	1.78%	7.67%	0.00%	9.45%	3.18	7.27	0.00	-10.45	
CT	1.55%	5.37%	0.00%	6.92%	1.73	1.94	0.00	-3.67	
DC	1.84%	6.38%	0.00%	8.22%	2.73	7.88	0.00	-10.61	
DE	1.22%	4.66%	0.00%	5.89%	1.17	2.69	0.00	-3.87	
FL	1.04%	7.21%	0.00%	8.25%	0.48	1.54	0.00	-2.02	
GA	0.79%	5.32%	0.00%	6.12%	0.44	2.12	0.00	-2.56	
HI	0.87%	7.18%	0.00%	8.05%	0.77	1.89	0.00	-2.66	
IA	0.67%	2.34%	0.00%	3.01%	0.42	0.37	0.00	-0.80	
ID	1.10%	4.18%	0.00%	5.28%	0.28	-0.91	0.00	0.62	
IL	1.01%	4.82%	0.00%	5.82%	0.82	1.48	0.00	-2.31	
IN	0.59%	5.30%	0.00%	5.88%	0.58	-1.25	0.00	0.67	
KS	0.69%	2.76%	0.00%	3.45%	0.40	0.91	0.00	-1.31	
KY	0.58%	2.41%	0.00%	2.99%	0.46	0.19	0.00	-0.65	
LA	0.29%	2.11%	0.00%	2.40%	0.23	0.46	0.00	-0.69	
MA	1.40%	5.58%	0.00%	6.98%	1.81	1.68	0.00	-3.49	
MD	1.29%	6.87%	0.00%	8.16%	1.10	0.44	0.00	-1.54	
ME	0.95%	2.22%	0.00%	3.17%	1.10	0.78	0.00	-1.88	
MI	0.75%	3.73%	0.00%	4.48%	2.21	2.16	0.00	-4.37	
MN	0.91%	3.77%	0.00%	4.68%	1.02	0.83	0.00	-1.85	
MO	0.49%	2.48%	0.00%	2.97%	0.37	0.51	0.00	-0.88	
MS	0.29%	1.71%	0.00%	2.01%	0.10	-0.01	0.00	-0.08	
MT	1.11%	2.24%	0.00%	3.35%	0.29	-0.11	0.00	-0.18	
NC	1.04%	5.16%	0.00%	6.20%	0.64	1.00	0.00	-1.64	
ND	0.23%	1.13%	0.00%	1.35%	0.22	0.19	0.00	-0.41	
NE	0.70%	2.50%	0.00%	3.20%	0.40	0.57	0.00	-0.97	
NH	0.92%	3.00%	0.00%	3.92%	1.01	0.56	0.00	-1.57	
NJ	1.14%	5.96%	0.00%	7.11%	1.72	4.13	0.00	-5.85	
NM	0.90%	3.30%	0.00%	4.19%	0.24	0.55	0.00	-0.79	
NV	1.40%	12.11%	0.00%	13.51%	0.56	1.72	0.00	-2.28	
NY	1.27%	4.28%	0.00%	5.55%	1.72	1.73	0.00	-3.45	
OH	0.60%	3.16%	0.00%	3.76%	0.80	0.67	0.00	-1.47	
OK	0.21%	0.59%	0.00%	0.80%	0.22	0.20	0.00	-0.41	
OR	1.91%	8.66%	0.00%	10.58%	1.94	2.30	0.00	-4.24	
PA	0.92%	3.44%	0.00%	4.36%	1.14	1.01	0.00	-2.15	
RI	1.03%	3.18%	0.00%	4.21%	1.00	1.40	0.00	-2.41	
SC	0.69%	3.34%	0.00%	4.03%	0.42	0.12	0.00	-0.54	
SD	0.62%	1.30%	0.00%	1.92%	0.85	0.39	0.00	-1.24	
TN	0.61%	3.83%	0.00%	4.44%	0.53	0.32	0.00	-0.85	
TX	0.61%	4.78%	0.00%	5.40%	0.37	0.94	0.00	-1.31	
UT	1.03%	5.93%	0.00%	6.96%	1.11	0.92	0.00	-2.03	
VA	1.06%	5.79%	0.00%	6.85%	1.07	0.30	0.00	-1.37	
VT	1.44%	3.77%	0.00%	5.21%	1.84	2.81	0.00	-4.65	
WA	1.99%	14.45%	0.00%	16.45%	1.34	0.48	0.00	-1.82	
WI	0.75%	3.16%	0.00%	3.91%	0.46	0.13	0.00	-0.60	
WV	0.42%	1.23%	0.00%	1.66%	0.19	0.18	0.00	-0.37	
WY	0.62%	1.54%	0.00%	2.15%	0.16	0.00	0.00	-0.16	
U.S.	1.07%	6.06%	0.00%	7.13%	0.91	1.50	0.00	-2.41	

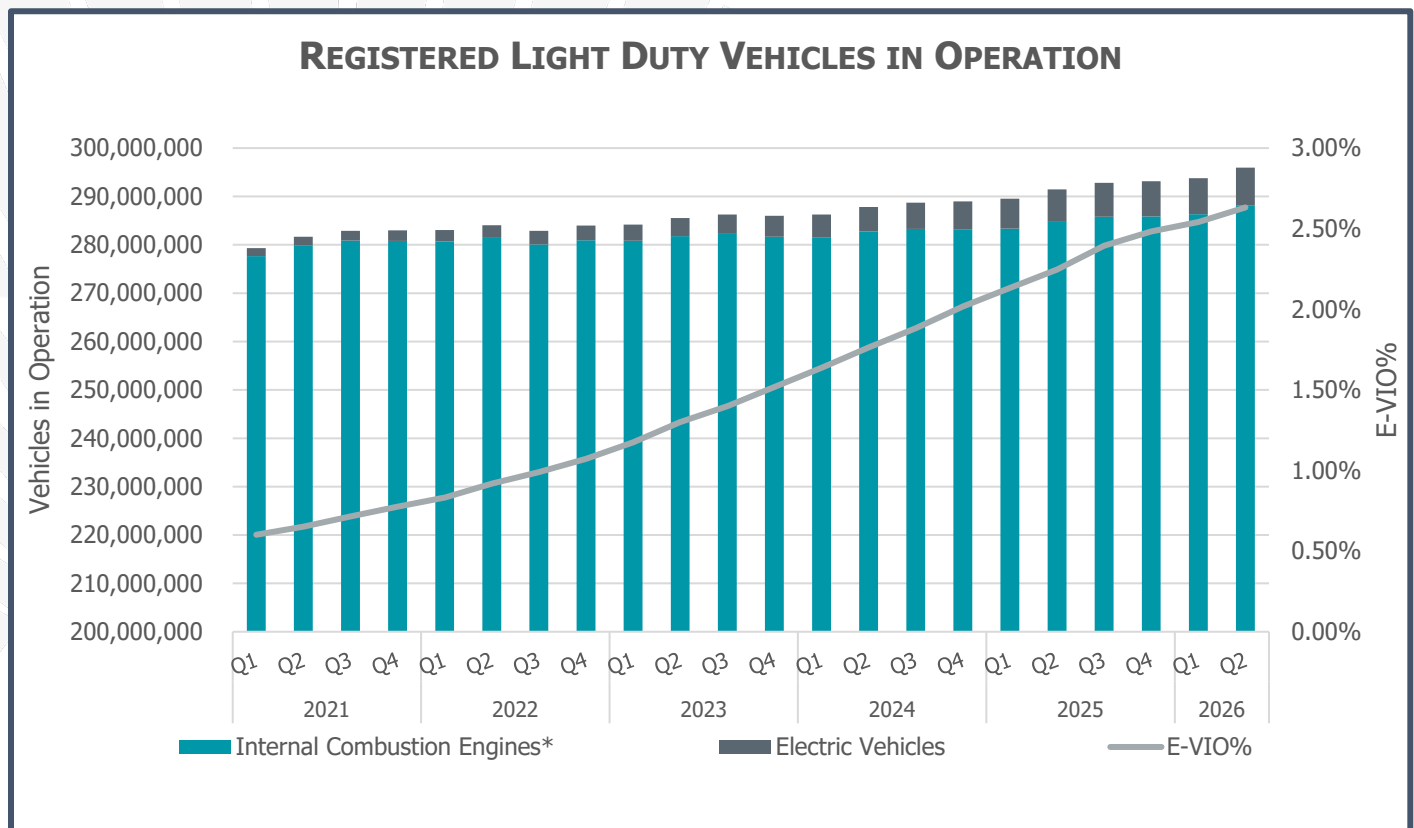
Source: Figures compiled by Alliance for Automotive Innovation with new registrations for retail and fleet data provided by S&P Global Mobility covering January 1 – June 30, 2025, and January 1 – June 30, 2026

REGISTRATIONS AND CHARGING/REFUELING

Share of Registered EVs in U.S. Light-Duty Fleet Continues to Increase. Although new EV sales declined following the expiration of federal purchase incentives, the existing EV fleet continued to grow. At the end of the second quarter of 2026, approximately 7.8 million EVs were in operation in the United States, representing 2.6 percent of all light-duty vehicles in operation (VIO), up from 2.48 percent at the end of 2025 and 2.54 percent at the end of the first quarter.

EVs accounted for more than 1 percent of the U.S. light-duty fleet for the first time at the end of 2022 and surpassed 2 percent at the end of 2024. Since the first quarter of 2021, the number of EVs in operation has increased more than fourfold, from approximately 1.7 million vehicles to 7.8 million.

While the pace of growth has moderated alongside recent EV sales trends, the U.S. EV fleet expanded by nearly 1.2 million vehicles over the past year. EVs now account for more than one out of every 40 light-duty vehicles on U.S. roads, underscoring the continued need for charging infrastructure to support a growing installed base of EVs.



Dig Deeper with the Charging & Registration Dashboard

While this report highlights national charging and registration trends, the interactive Charging & Registration Dashboard allows users to explore the data in greater detail. Analyze EV registrations and public charging infrastructure by state and county, compare urban, suburban, and rural communities, track charging deployment over time, and identify where EV adoption is outpacing charging growth. The dashboard is updated quarterly with the latest available data.

U.S. PUBLIC CHARGING INFRASTRUCTURE: OVERVIEW

Here is a snapshot of publicly available EV charging and refueling infrastructure⁴ available across the United States at the end of Q2 2026⁵:

Stations and Charging Ports Through Q2 2026

Level 2: 67,225 Stations, 177,139 EVSE Ports

DC Fast: 15,103 Stations, 73,019 EVSE Ports

Hydrogen Refueling: 45 Stations (43 are in California)

U.S. Total: 80,883⁶ EVSE Stations, 250,158 EVSE Ports

[See Recommended Attributes for EV Charging Stations](#)

Charging Infrastructure by Unique⁷ Location

State	Locations	L2 Ports	DC Fast Ports	State	Locations	L2 Ports	DC Fast Ports
AK	72	110	97	MT	141	224	254
AL	420	861	902	NC	1,484	3,938	1,807
AR	314	839	269	ND	88	129	145
AZ	1,029	3,229	1,447	NE	263	488	250
CA	10,278	46,369	18,051	NH	230	483	343
CO	1,925	5,850	1,585	NJ	1,335	3,912	2,044
CT	1,273	4,047	756	NM	352	619	606
DC	251	1,051	61	NV	459	1,548	1,152
DE	181	428	302	NY	4,151	17,672	3,267
FL	3,338	10,083	4,805	OH	1,481	3,800	1,486
GA	1,615	5,274	2,158	OK	344	676	932
HI	308	828	183	OR	1,275	2,999	1,246
IA	389	703	576	PA	1,473	3,872	1,903
ID	212	415	281	RI	214	705	126
IL	1,399	3,129	2,690	SC	562	1,139	888
IN	588	1,196	968	SD	109	184	158

⁴ "Stations" denotes stations as counted and identified by U.S. Department of Energy Alternative Fuels Data Center. Stations differ from the number of locations as many stations can be at a singular location. Locations denote unique addresses.

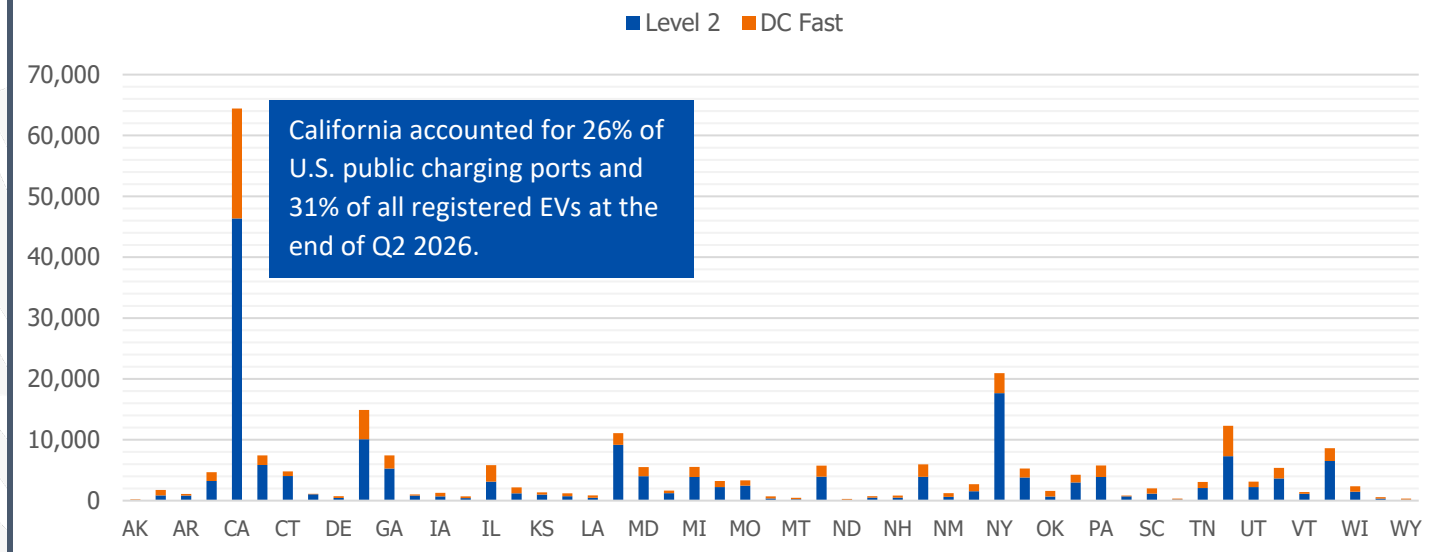
⁵ Charging information from U.S. Department of Energy Alternative Fuels Data Center, stations in operation as of June 30, 2026

⁶ Some station locations have both Level 2 and DC Fast installed.

⁷ Locations denote unique addresses.

KS	367	984	384	TN	775	2,072	1,008
KY	356	732	465	TX	2,856	7,295	5,004
LA	240	470	401	UT	686	2,224	885
MA	2,420	9,168	1,919	VA	1,233	3,646	1,737
MD	1,388	4,020	1,481	VT	426	1,113	298
ME	493	1,220	420	WA	1,869	6,505	2,113
MI	1,525	3,873	1,668	WI	712	1,465	885
MN	927	2,215	1,014	WV	168	345	218
MO	801	2,476	869	WY	109	162	167
MS	190	354	345	US. Total	55,094	177,139	73,019

NUMBER OF CHARGING PORTS, BY TYPE AND STATE (2026 YTD Q2)



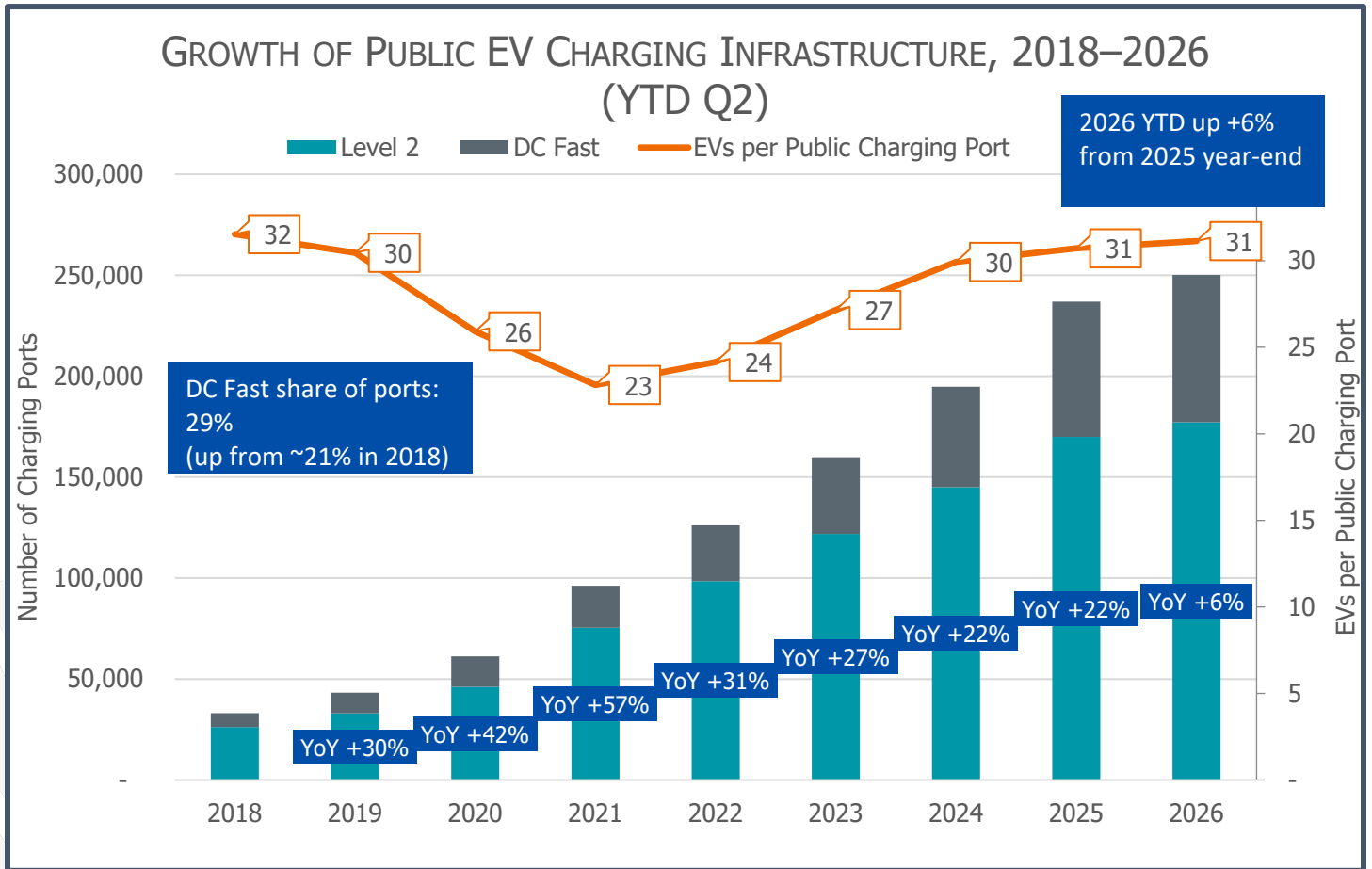
U.S. PUBLIC CHARGING: RECENT PROGRESS

Public charging infrastructure continued to expand during the first half of 2026. Compared with the end of 2025, the number of public Level 2 charging ports increased 4 percent, while DC fast charging ports grew 9 percent. In total, public charging ports increased nearly 6 percent, reaching more than 250,000 ports nationwide.

Over the same period, the number of electric vehicles in operation (E-VIO) increased by 7 percent. As a result, the ratio of EVs to public charging ports remained unchanged at 31 EVs per port, suggesting charging infrastructure growth is largely keeping pace with the expanding EV fleet.

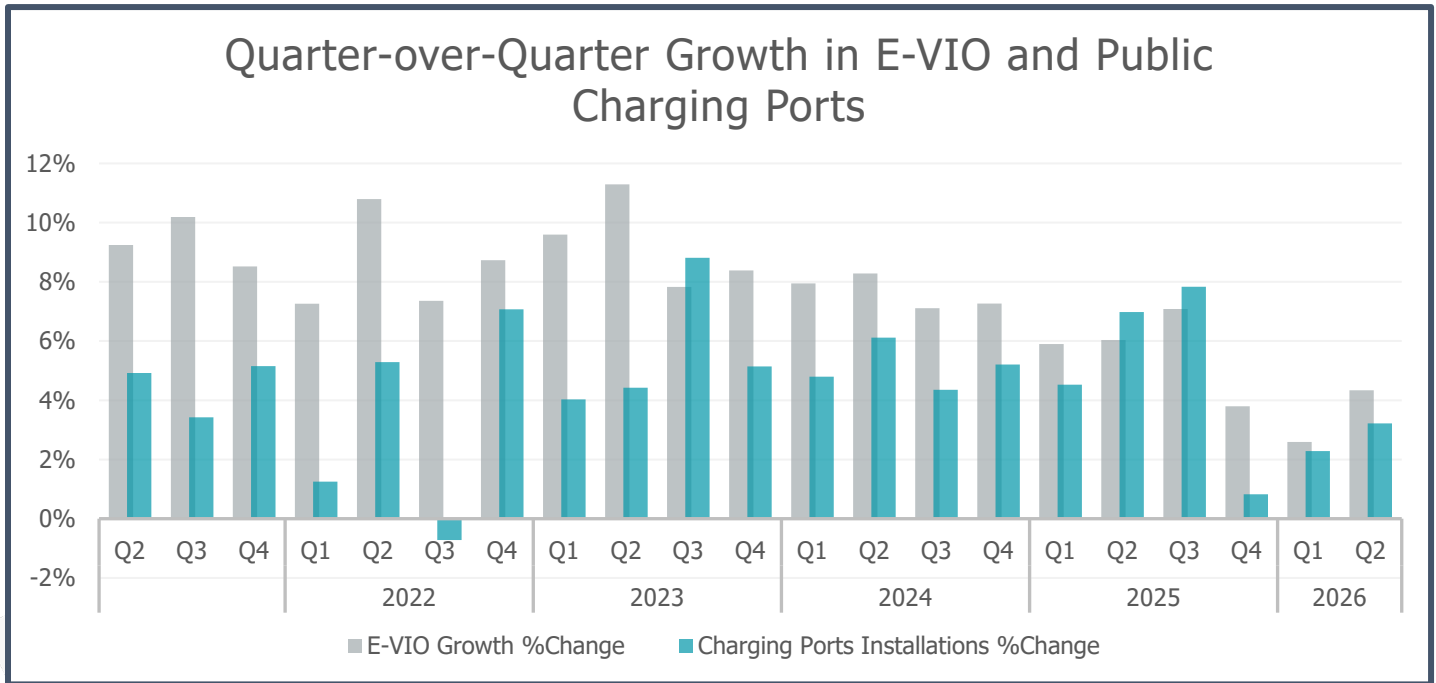
The composition of the charging network also continues to evolve. DC fast charging ports accounted for 29 percent of all public charging ports in Q2 2026, up from 22 percent in 2021, reflecting the growing role of higher-powered fast charging as the network expands.

⁸ Charging information from U.S. Department of Energy Alternative Fuels Data Center, stations in operation as of June 30, 2026



Quarter-over-quarter growth in public charging infrastructure and the EV fleet remained closely aligned in Q2 2026. E-VIO increased 4.3 percent during the quarter, while public charging ports grew 3.2 percent.

The gap between growth in the EV fleet and public charging infrastructure narrowed considerably during 2025. After E-VIO growth consistently outpaced charging-port growth throughout 2024, charging deployment accelerated during Q2 and Q3 2025, outpacing E-VIO growth in both quarters. More recently, E-VIO has again grown faster than public charging infrastructure, although the difference remains relatively modest.



U.S. PUBLIC CHARGING: CHARGING PORTS PER CAPITA

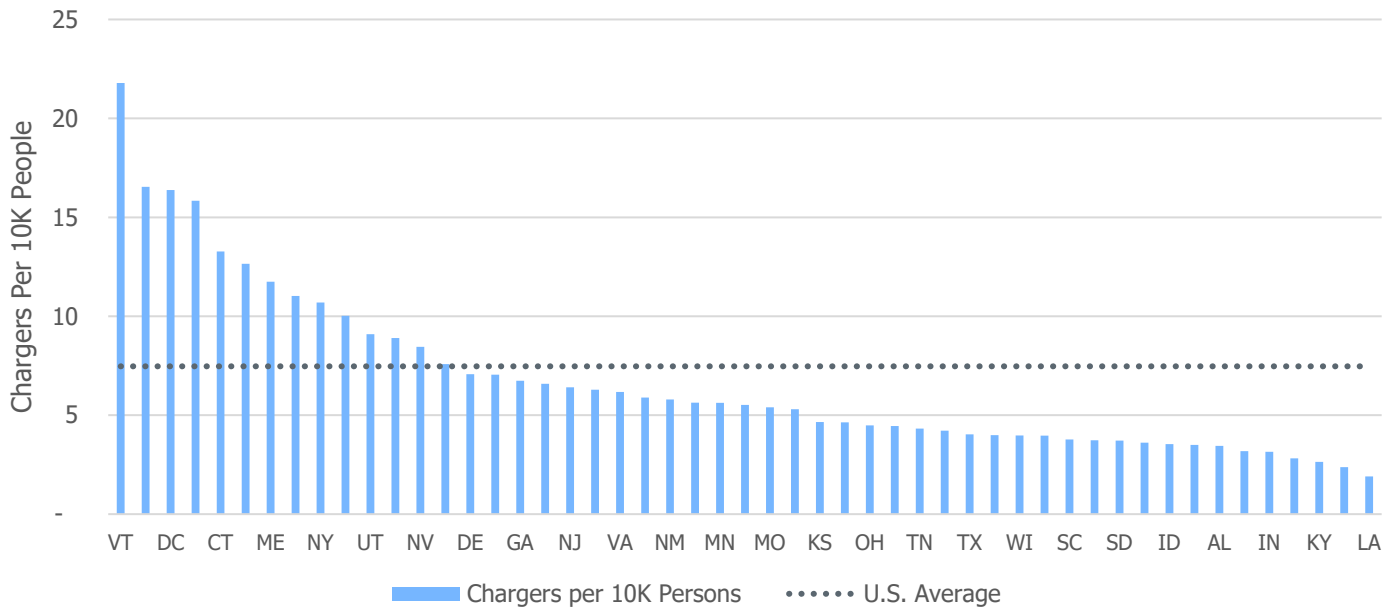
While the total number of public charging ports provides one measure of infrastructure deployment, per-capita comparisons offer additional context by accounting for differences in state population. States with the largest charging networks do not necessarily have the highest concentration of charging infrastructure relative to the number of residents.

California has by far the largest public charging network in the nation but ranks second on a per-capita basis, with approximately 16 charging ports per 10,000 residents. Nationally, there were approximately 7 public charging ports per 10,000 people in the second quarter of 2026.

Vermont led the nation with nearly 22 public charging ports per 10,000 residents. Thirteen states and the District of Columbia exceeded the national average, while rates varied considerably across the country, ranging from nearly 22 ports per 10,000 residents in Vermont to approximately 2 in Louisiana.⁹

⁹ Charging information from U.S. Department of Energy Alternative Fuels Data Center, stations in operation as of June 30, 2026

PUBLIC CHARGING PORTS PER 10,000 PEOPLE (2026 YTD Q2)



LEVEL 2 CHARGERS AND DC FAST CHARGERS

Both Level 2 and DC Fast charging play important roles in electrifying the light-duty vehicle fleet. However, the key difference between Level 2 and DC Fast chargers is how quickly each will charge an EV's battery. Level 2 equipment is common for home, workplace, and public charging with longer dwell times. Level 2 chargers can fully charge a BEV from empty in 4-10 hours and a PHEV from empty in 1-2 hours. DC Fast charging equipment enables rapid charging of BEVs in 20 minutes to 1 hour along heavy-traffic corridors, in city centers, at transportation hubs, and fleet depots. Wider installation of Level 2 chargers, DC Fast chargers, and hydrogen fueling will be necessary to support current and future EV sales.

Alliance for Automotive Innovation is proactively engaging to address EV policy needs through development of a [lithium-ion battery recycling policy framework](#), [recommendations for attributes of EV charging stations](#).

VEHICLES IN OPERATION AND CHARGING INFRASTRUCTURE BY STATE

	EV Level 2	EV DC Fast	H2* Fueling	Total	Percent EVs of Total VIO**	Share of Registered EVs U.S.***	EVs Per Charger	EVs Per 10 K Residents
AK	110	97		207	0.88%	0.07%	27	75
AL	861	902		1,763	0.67%	0.45%	20	69
AR	839	269		1,108	0.61%	0.23%	16	58
AZ	3,229	1,447		4,676	2.66%	2.42%	40	254
CA	46,369	18,051	43	64,463	7.57%	30.70%	37	614
CO	5,850	1,585		7,435	3.95%	2.86%	30	379
CT	4,047	756		4,803	2.53%	1.02%	17	220
DC	1,051	61		1,112	5.29%	0.23%	16	263
DE	428	302		730	2.42%	0.29%	31	220
FL	10,083	4,805		14,888	2.98%	7.69%	40	265
GA	5,274	2,158		7,432	2.04%	2.56%	27	181
HI	828	183	1	1,012	4.05%	0.60%	46	324
IA	703	576		1,279	0.77%	0.33%	20	80
ID	415	281		696	1.17%	0.32%	36	126
IL	3,129	2,690		5,819	2.19%	2.93%	39	182
IN	1,196	968		2,164	1.13%	0.93%	34	106
KS	984	384		1,368	0.96%	0.37%	21	98
KY	732	465		1,197	0.76%	0.41%	27	70
LA	470	401		871	0.67%	0.33%	30	56
MA	9,168	1,919		11,087	3.19%	2.31%	16	257
MD	4,020	1,481		5,501	3.16%	2.23%	32	281
ME	1,220	420		1,640	1.72%	0.30%	14	169
MI	3,873	1,668		5,541	1.67%	1.88%	26	146
MN	2,215	1,014		3,229	1.67%	1.15%	28	156
MO	2,476	869		3,345	1.07%	0.81%	19	102
MS	354	345		699	0.36%	0.15%	17	39
MT	224	254		478	0.62%	0.16%	26	111
NC	3,938	1,807		5,745	1.70%	2.19%	30	158
ND	129	145		274	0.38%	0.04%	12	41
NE	488	250		738	0.85%	0.24%	25	93
NH	483	343		826	1.80%	0.32%	30	176
NJ	3,912	2,044		5,956	3.50%	3.45%	45	290
NM	619	606		1,225	1.24%	0.34%	21	124
NV	1,548	1,152		2,700	4.22%	1.40%	40	342
NY	17,672	3,267		20,939	2.96%	4.33%	16	172
OH	3,800	1,486		5,286	1.28%	1.80%	27	119
OK	676	932		1,608	1.21%	0.74%	36	142
OR	2,999	1,246		4,245	3.64%	1.84%	34	339
PA	3,872	1,903		5,775	1.65%	2.36%	32	142
RI	705	126		831	1.98%	0.22%	21	159
SC	1,139	888		2,027	0.96%	0.69%	26	100
SD	184	158		342	0.59%	0.07%	17	62
TN	2,072	1,008		3,080	1.13%	1.04%	26	113
TX	7,295	5,004	1	12,300	1.95%	6.53%	41	167
UT	2,224	885		3,109	2.92%	1.20%	30	274
VA	3,646	1,737		5,383	2.21%	2.24%	32	201
VT	113	298		1,411	3.54%	0.26%	14	308
WA	6,505	2,113		8,618	4.41%	4.00%	36	399
WI	1,465	885		2,350	1.15%	0.82%	27	108
WV	345	218		563	0.52%	0.11%	15	47
WY	162	167		329	0.50%	0.04%	10	58
U.S.	177,139	73,019	45	250,203	2.63%	100.00%	31	233

*Hydrogen count denotes stations

** VIO is vehicles in operation;

*** State share of U.S. Total

Source: Figures compiled by Alliance for Automotive Innovation with registered vehicle data provided by S&P Global Mobility as of June 30, 2026; Charging information from U.S. Department of Energy Alternative Fuels Data Center, as of June 30, 2026

REGISTRATIONS

EV registrations as a share of all registered light-duty vehicles are 2.63 percent (as of June 30, 2026). There are nearly 296 million registered light-duty vehicles in the U.S.

At the end of Q2 2026, California accounted for 31 percent of all registered light-duty EVs in the U.S.

States with highest EV share of light-duty vehicles in operation:

1. CA (2,391,641, 7.57%)
2. DC (17,852, 5.29%)
3. WA (311,558, 4.41%)
4. NV (109,287, 4.22%)
5. HI (46,427, 4.05%)
6. CO (222,486, 3.95%)
7. OR (143,357, 3.64%)
8. VT (19,913, 3.54%)
9. NJ (269,071, 3.5%)
10. MA (180,109, 3.19%)

States with highest ratio of registered EVs per public charging ports:

1. HI
2. NJ
3. TX
4. NV
5. AZ
6. FL
7. IL
8. CA
9. WA
10. OK

Read more about automakers plans for
[ELECTRIC VEHICLES HERE](#)

SPOTLIGHT: HOW CHINA BUILT AN EV COMPETITIVE ADVANTAGE

FEATURING RESEARCH AND ANALYSIS FROM THE [CENTER FOR AUTOMOTIVE RESEARCH](#)

China has become the center of gravity for the global electric vehicle industry.

In 2025, China accounted for roughly 70 percent of global electric car production and more than 80 percent of battery cell production. Its position extends further upstream, including approximately 85 percent of global cathode active material production and more than 90 percent of anode active material production.

But China's position in the EV market is not simply the result of scale. It is the product of an automotive ecosystem built over decades.

New research from the [Center for Automotive Research \(CAR\)](#) provides a framework for understanding how China reached this position. CAR identifies six reinforcing factors behind China's broader automotive competitiveness: Set Up, Supply Chain, Speed, Saturation, Subsidies and Sales. Together, CAR argues, these "Six S's" have enabled China to build and scale an automotive ecosystem that increasingly competes in markets around the world.¹⁰

Viewed specifically through an EV lens, CAR's framework helps explain not only how China established its current position, but why its EV capabilities are increasingly being directed beyond its domestic market.

SET UP: ELECTRIFICATION AS AN INDUSTRIAL STRATEGY

China's EV advantage has roots that extend well beyond the modern electric vehicle market.

CAR traces China's automotive development from the establishment of state-owned automakers in the 1950s through the arrival of international manufacturers under joint-venture agreements beginning in the 1980s. Those partnerships helped build China's domestic manufacturing expertise, workforce and supplier base.

As China's automotive industry expanded, electrification offered a new opportunity. CAR finds that China identified EVs as a way to leapfrog established global automakers while reducing dependence on imported oil. Beginning in 2009, New Energy Vehicle programs expanded from public transportation to passenger vehicles, supported by producer incentives, consumer subsidies and broader industrial policies.

More than 15 years later, the scale of that transition is evident. Electric vehicles accounted for nearly 55 percent of new-car sales in China in 2025, making China both the world's largest EV market and one of its most highly electrified.¹¹

CHINA BY THE NUMBERS

~70%

of global electric car production

>80%

of global battery cell production

~85%

of cathode active material production

>90%

of anode active material production

(International Energy Agency, Global EV Outlook 2026)

¹⁰ Center for Automotive Research, "China's Automotive Surge: The Six 'S' Framework Underpinning China's Global Competitiveness," August 2026

¹¹ International Energy Agency, Global EV Outlook 2026, Executive Summary, 2026

Perhaps more significantly, China's EV market has increasingly moved beyond dependence on purchase incentives to compete on price. According to the International Energy Agency, nearly 70 percent of BEVs sold in China in 2025 were less expensive than comparable conventional vehicles even before government incentives, up from roughly half in 2021. In the SUV segment, BEVs reached price parity with ICE vehicles for the first time in 2025.¹²

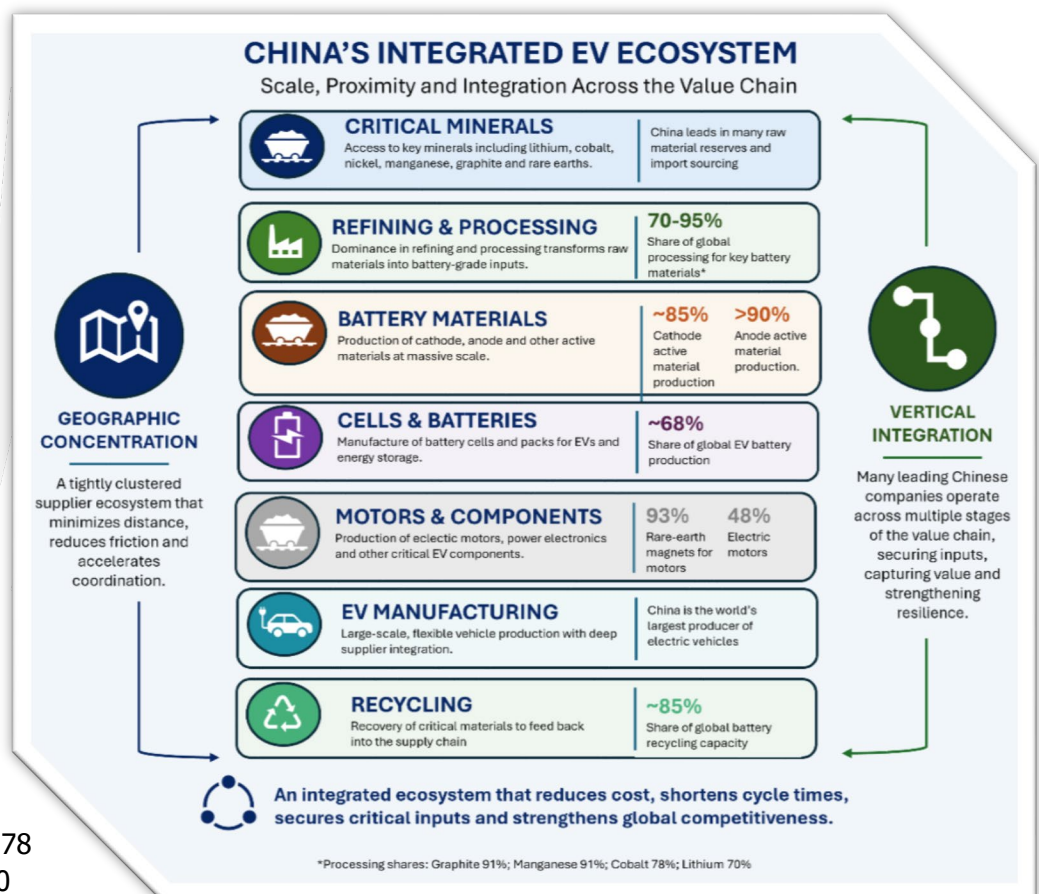
What began as an industrial strategy to establish a foothold in a new automotive technology has therefore evolved into something much larger: a highly competitive domestic EV market capable of supporting enormous production scale.

SUPPLY CHAIN: CHINA'S EV ADVANTAGE EXTENDS FAR BEYOND THE VEHICLE

One of the clearest examples of China's EV advantage can be found before a vehicle ever reaches an assembly line.

CAR describes China as possessing a near-complete domestic supply chain for electric propulsion, providing its automotive industry with scale while creating dependencies on Chinese components elsewhere in the global EV ecosystem.

China does not dominate the mining of every critical mineral. Its position becomes considerably stronger, however, during processing. CAR's research finds that China accounts for 95 percent of graphite processing, 91 percent of rare-earth processing, 91 percent of manganese processing, 78 percent of cobalt processing and 70 percent of lithium processing.



Those upstream capabilities extend through the rest of the EV supply chain. According to CAR's analysis, China produced 68 percent of EV batteries globally in 2025, along with 48 percent of electric motors and 93 percent of the rare-earth magnets used in electric motors. China also possesses approximately 85 percent of global battery recycling capacity.

But China's advantage is not only how much of the supply chain it controls. It is also how closely connected that supply chain has become.

¹² International Energy Agency, Global EV Outlook 2026, [Trends in Electric Cars](#), 2026

The International Energy Agency describes the concentration of EV and battery demand and production in China as creating a tightly clustered supply chain, stretching from critical-mineral refining and component production through battery and vehicle manufacturing.

Geographic concentration means automakers, battery producers, component manufacturers and material processors can operate within a dense domestic supplier ecosystem. At the same time, some of China's largest EV and battery manufacturers have pursued vertical integration, extending their reach into additional stages of the value chain. Research from CSIS, for example, points to CATL, BYD and other Chinese EV companies making upstream investments to secure access to critical minerals and battery inputs.¹³

The integration can extend in the other direction as well. The IEA notes that CATL-affiliated battery recycler Brupn benefits from direct links to its battery-manufacturing parent, providing access to production scrap and a steady stream of recycling feedstock.¹⁴

Together, scale, proximity and integration can reduce supply-chain friction, strengthen access to critical inputs and make it easier to move technology and components from one stage of the EV value chain to the next.

SPEED: COMPETING AT "CHINA SPEED"

China's tightly integrated EV ecosystem does more than provide access to batteries, components and critical inputs. It can also help manufacturers move faster.

CAR identifies speed as a defining characteristic of China's automotive industry, enabled by shorter development cycles, faster decision-making, extensive platform and component reuse, and close coordination between automakers and suppliers. Chinese manufacturers frequently build upon existing EV architectures, software stacks and battery systems, while suppliers are brought into the development process early. Parallel development and simulation can further compress timelines.

The result is a product-development model that can bring new vehicles and technologies to market faster. While many of these practices are also used by established global automakers, CAR finds that Chinese manufacturers combine them with expedited decision-making and a greater tolerance for launch risk. China's intensely competitive domestic market adds another incentive for automakers to move quickly and continuously improve their products.

Speed is also intertwined with cost. The International Energy Agency estimates that battery electric vehicle production costs are more than 30 percent lower in China than in advanced economies. IEA points to large-scale manufacturing and vertical integration as key contributors to China's cost advantage, with lower powertrain costs accounting for nearly 40 percent of the manufacturing-cost gap for EVs.¹⁵

That cost structure provides Chinese manufacturers with an additional competitive advantage at home and increasingly abroad. At the same time, shorter development cycles allow automakers to respond more quickly to changing consumer preferences, introduce new technologies and refresh products in a market where competition is intense.

In other words, "China Speed" is not simply about designing a vehicle faster. It reflects an ecosystem in which suppliers, manufacturing, technology development and decision-making operate in close coordination, allowing automakers to move from concept to market, learn from customers and iterate quickly.

¹³ Center for Strategic & International Studies, Congressional Testimony by Ilaria Mazzocco, "[China's Electric Vehicle Industry's Internationalization](#)," 8/21/2023

¹⁴ International Energy Agency, Global EV Outlook 2026, [Electric Vehicle Batteries](#), 2026

¹⁵ International Energy Agency, [What Next for the Global Car Industry](#), 2025

SATURATION: WHEN DOMESTIC DEMAND CAN'T ABSORB THE SCALE

China's success in building enormous automotive manufacturing scale has created a new challenge: its domestic market cannot absorb all of the vehicles its factories are capable of producing.

CAR finds that Chinese vehicle production and domestic sales were roughly aligned at approximately 23 million vehicles in 2020. By 2025, production exceeded domestic sales by approximately 6.2 million vehicles, while total vehicle manufacturing capacity had climbed to 48.5 million units. Even as capacity utilization improved, CAR estimates China had approximately 15 million units of excess vehicle production capacity in 2025.

The imbalance is particularly important for electric vehicles. China produced approximately 16 million electric cars in 2025, about 20 percent more than its domestic market absorbed, according to the International Energy Agency.¹⁶ With intense domestic competition squeezing profit margins, manufacturers have increasingly looked overseas both to pursue higher returns and to sustain production volumes. Chinese electric car exports doubled in 2025 to a record more than 2.5 million vehicles, while exports of conventional vehicles remained relatively flat. EVs were the primary driver of growth in China's automotive exports.¹⁷

That outward pressure has continued to build in 2026. Benchmark Mineral Intelligence reports that Chinese EV sales remained 12 percent below year-ago levels through July, despite signs of recovery in recent months. At the same time, Chinese NEV exports reached another monthly record in July, with more than 500,000 vehicles shipped overseas. Benchmark notes that Chinese automakers are increasingly turning to overseas markets for growth against the backdrop of a subdued domestic market.¹⁸

China's excess automotive capacity is therefore not simply a domestic manufacturing issue. As domestic demand struggles to absorb available production and manufacturers increasingly seek customers abroad, China's enormous EV manufacturing base is becoming a source of growing competitive pressure in global automotive markets.

SUBSIDIES: GOVERNMENT SUPPORT HELPED BUILD SCALE

Government support has been another important component of China's automotive strategy, spanning support for manufacturers, consumers and the broader industrial ecosystem.



¹⁶ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

¹⁷ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

¹⁸ George Whitcombe, ["Global EV sales reach 1.85 million units in July 2026,"](#) Benchmark Minerals, 8/13/2026

CAR's analysis of OECD data finds that subsidies received by Chinese automakers averaged 2.72 percent of annual revenue in 2024, compared with 0.93 percent for North American automakers, 0.39 percent for automakers elsewhere in Asia and 0.34 percent for European automakers. These measures include government grants, tax concessions and below-market credit.

EVs have been a particular focus of support. CAR cites nearly \$130 billion in consumer support for NEV purchases between 2020 and 2025, alongside non-monetary measures such as preferential access to vehicle license plates.

China's consumer support is evolving as its EV market matures. China's national direct EV purchase subsidy program ended in December 2022, although other forms of consumer support continued, most notably the exemption from the vehicle purchase tax. In 2025, purchase-tax exemptions accounted for more than 90 percent of Chinese government financial support for EV buyers. Beginning in 2026, however, the full purchase-tax exemption was replaced with a 50 percent reduction and tighter eligibility requirements.¹⁹

Government support helped China develop EV production, supply chains and domestic demand at enormous scale. As some consumer incentives are reduced, Chinese manufacturers are increasingly competing in a market shaped not only by ongoing policy support, but by the scale, integration and cost advantages that earlier investment helped establish.

SALES: CHINA'S EV INDUSTRY GOES GLOBAL

China's automotive expansion is increasingly playing out beyond its borders.

CAR finds that Chinese automakers' share of global light-vehicle sales across all powertrains increased from 14 percent in 2020 to 25 percent in 2025, placing Chinese manufacturers just one percentage point behind Japanese automakers. Chinese automaker sales tripled in Western Europe between 2020 and 2025 and increased sevenfold across other global markets.

Electric vehicles are becoming an increasingly important part of that expansion. In 2025, sales of Chinese-made EVs in Europe increased nearly 50 percent over 2024 to approximately 940,000 vehicles. Growth was even faster in several emerging markets: sales increased 130 percent in Southeast Asia, 60 percent in the Middle East and 55 percent in Latin America.²⁰

Increasingly, those vehicles are coming from Chinese brands rather than foreign automakers manufacturing in China. In 2025, four out of every five Chinese-made EVs sold overseas were produced by Chinese-headquartered automakers, up from fewer than two in five in 2021.²¹ China's growing presence is particularly pronounced in emerging markets, where Chinese imports accounted for 55 percent of EV sales outside the United States and Europe in 2025. In many markets across Latin America, the Middle East and Africa, more than 80 percent of EV imports came from China.²²

That global expansion may have much further to run. China's ten largest automakers have announced combined overseas sales targets exceeding 7 million vehicles in 2026, nearly double their announced targets for 2025 and approaching China's total vehicle exports last year.²³

¹⁹ International Energy Agency, Global EV Outlook 2026, [Trends in Electric Cars](#), 2026

²⁰ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

²¹ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

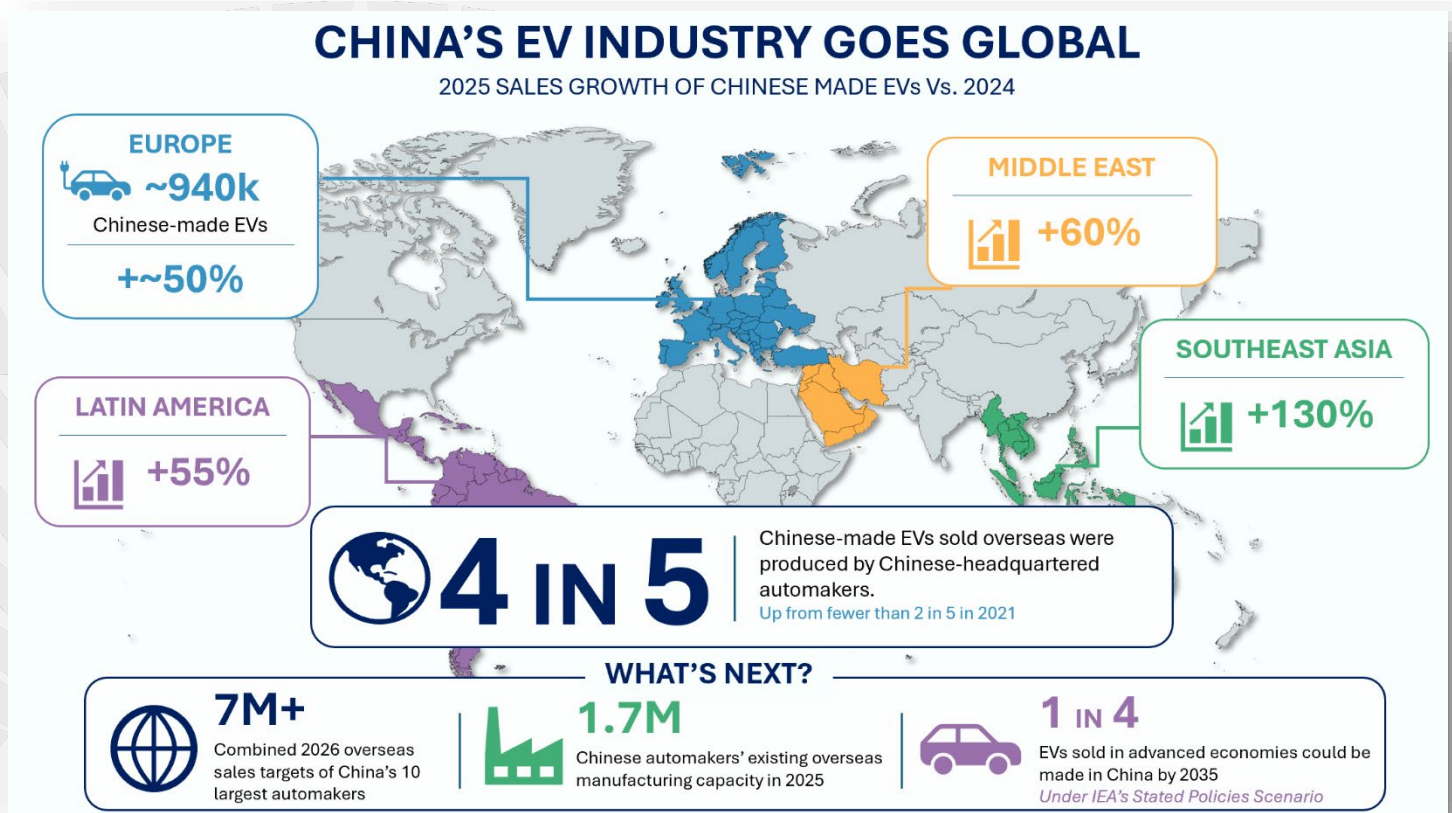
²² International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

²³ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

The next stage of China's global expansion may increasingly involve building vehicles abroad rather than simply exporting them. Chinese automakers already had approximately 1.7 million units of overseas vehicle manufacturing capacity in 2025, with more than half located in Southeast Asia. Countries including Thailand, Indonesia, Brazil, Mexico and Turkey have introduced policies designed to encourage local EV manufacturing, creating incentives for Chinese automakers to establish production closer to the markets they serve.²⁴

Even with greater localization, however, the International Energy Agency expects China to remain the dominant force in global EV trade. Under IEA's Stated Policies Scenario, Chinese exports continue growing through 2035, when more than one in four electric cars sold in advanced economies could be made in China, representing approximately 6 million vehicles annually.²⁵

China's automotive expansion is therefore evolving from an export story into a broader globalization story. Chinese manufacturers are gaining share in overseas markets, expanding local production and establishing a growing presence across the global EV ecosystem. Combined with the scale, supply-chain integration, speed and cost



advantages explored throughout this Spotlight, that expansion means the competitive impact of China's EV ecosystem will increasingly be felt far beyond China's borders.

²⁴ International Energy Agency, Global EV Outlook 2026, [Trends in Manufacturing and Trade](#), 2026

²⁵ International Energy Agency, Global EV Outlook 2026, [Special Focus: Manufacturing And Trade Outlook For Electric Cars And Batteries](#), 2026