

Statement of Purpose

The deployment of publicly available chargers for electric vehicles typically lags behind the growth of electric vehicles (IEA, 2022). That is, in today's electrification of transportation, people sometimes buy electric vehicles (EVs) first, and then find out that publicly available charging facilities are insufficient. The deployment of EV charging facilities is the policy issue I want to examine in my paper.

The purpose of this graph is to show the level of EV charging deployment in different countries. The horizontal axis depicts the share of publicly available fast-charging posts, and the publicly available charging posts consist of both "slow" and "fast" charging posts. Fast charging posts can reduce charging time per vehicle and serve more vehicle owners in a given time frame, i.e., provide more charging capacity. The larger this number is, the fewer public charging posts are available for each EV, and the closer to 0, the more charging posts are available for each vehicle. Finally, the size of the bubbles shows the current number of registered electric vehicles in a country and represents the demand for electric vehicle charging in that country.

China (26.8%) is far ahead of all other countries (less than 2%) on the horizontal axis, while also being close to zero on the vertical axis. At the same time, China has the largest bubble, indicating that it has the most electric vehicles. All this reflects the booming development of electric vehicles in China.