

The japan as of
march 2017 was

[Design](#)



The maximum support amount per HRS for the capacity of 50 to 100 Nm³/h is 0.16 million USD²⁰. The current number of hydrogen refueling stations in Japan as of March 2017 is 111. Japan targets to increase this number to 260 and 320 by 2020 and 2025, respectively²¹.

Table 2 shows the number of charging points in Japan. Table 2. Number of charging points in Japan (2014-2016)

Year	2014	2015	2016	Publicly accessible
slow chargers ¹	8640	16120	17260	Publicly accessible
fast chargers ²	2877	5990	5990	Total
				11517
				22110

23250 The number of FCVs in Japan as of March 2017 was 1,800.

Table 3 shows the BEV and PHEV stock in Japan from 2012 to 2016. Table 3. BEV and PHEV stock in Japan (2012-2016)

Year	Number of BEVs and PHEVs (thousands)	Composition
2012	40.58	(73% BEV, 27% PHEV)
2013	69.64	(64% BEV, 36% PHEV)
2014	101.74	(60% BEV, 40% PHEV)
2015	126.4	(56% BEV, 44% PHEV)
2016	151.25	(57% BEV, 43% PHEV)

Japan's EV cumulative sales target by 2020 and 2030 is 0.6 million and 1 million vehicles, respectively²². Government is targeting to reach to 40,000, 200,000, and 800,000 number of sold FCVs by 2020, 2025, and 2030 respectively²¹. South Korea The South Korean government provides purchase subsidy up to 50% of price differential of an ICEV and a FCV for FCV purchases. For instance, in 2015, 27.

5 million KRW³ was paid in purchase subsidy by the government considering the price of a FCV as 85 million KRW and the price of an ICEV as 30 million KRW²³. South Korea provides a purchase subsidy of KRW14 million for BEVs and KRW 5 million for PHEVs¹⁹. Additionally, in Korea, there is also

alocal purchase subsidy of KRW 3 million to KRW 12 million and tax reduction of around KRW 4 million for BEVs, KRW 2.7 million for PHEVs 19. The government of South Korea also supports the construction of HRS with a subsidy of KRW 1.5 billion per station. The government provides a support of 6 million KRW for stand and wall type slow chargers and 1 million KRW for mobile type chargers 24.

In 2013, 2015 and 2017 there were 8, 10, and 11 HRSs in Korea 23 25. The reason for the low number of FCVs and HRSs in South Korea is the low profitability of the stations, lack of HRS infrastructure in the early stages of development and weak financial support 23. Table 4 shows the number of charging points in South Korea from 2012 to 2016. Table 4.

Number of charging points in South Korea (2012-2016) 19

Year	2012	2013	2014	2015	2016
Publicly accessible slow chargers	59	115	151	449	1075
Publicly accessible fast chargers	118	177	237	489	750
Total	177	292	388	938	1825

As of 2016, there were 100 FCVs in Korea 25. The number of FCVs was 5 and 42 in 2013 and 2015, respectively 23. Table 5 shows the BEV and PHEV stock in South Korea from 2012 to 2016. Table 5. BEV and PHEV

stock in South Korea (2012-2016) 19

Year	Number of BEVs and PHEVs (thousands)
2012	0.85 (100% BEV)
2013	1.45 (100% BEV)
2014	2.76 (100% BEV)
2015	5.95 (95% BEV, 5% PHEV)
2016	11.21 (96% BEV, 4% PHEV)

1 Slow chargers include AC Level 2 chargers (> 3.7 kW and ? 22 kW)

192 Fast chargers include AC 43 kW chargers, DC chargers, Tesla

Superchargers and inductive chargers 193 Exchange rate for South Korean

Won in December 6th, 2017 is 1 KRW ~ 0.00091 USD