

Editor comments

The reviewer is happy with the edits that have been made. I would like to offer the authors the chance to edit the manuscript now (also given the delay in review) to update with any new references or figures as suggested by the reviewer.

We thank the editor for giving us the opportunity to respond to the comments below. We have updated with new reference to IEA (2024) and associated data.

Reviewer comments

I am satisfied with the revisions provided by the authors, although I find the queries posed by the other reviewer as valid.

We thank the reviewer for rereviewing our manuscript and for their suggestions below.

A minor point is that including the analyses carried out in the other paper submitted to Nature would have obviously made this paper stronger. But of course a publication in Nature obliges. If the paper does happen to be published in Nature, though, the originality of the present paper is obviously reduced. I would urge the authors to mention the findings from the other paper. The best place would probably be in the discussion. Something like "Results from the present paper are strengthened by findings in a companion paper...".

The preprint of the other paper is already cited and the content mentioned in line 260. We have strengthen this link by stating that it is a companion paper and providing more detail: "In other work in a companion paper, we have searched for EOS in EV sales data in major markets (China & Europe), by successfully searching for critical slowing down signals in ICEV market share time series (Mercure et al., 2024)." This other paper is about to be resubmitted and as such the reference for it may change depending on the timeline of the publication of the final version of this paper – but the reference to the preprint will remain accurate and accessible.

Another point the authors may wish to discuss is the graph from Our World in Data showing the diffusion of EV in many markets around the world: <https://ourworldindata.org/electric-car-sales> . The graph for the UK shows a clear plateau at a relatively low level of EV market share. This made me somehow question whether we have actually reached a tipping point in the UK. The same is true for the EU, while in China the evolution of EV market share seems compatible with convergence to a steady state dominated by EVs. I leave it to the authors whether they want to mention this graph in their discussion or not and discuss how they relate to their data.

2023 proved an unusual year in several key car markets, including the UK, where the whole market grew rapidly in a delayed recovery from the pandemic. While EV sales continued to grow, the rapid recovery of ICEV sales has caused what looks like a stalling in the market share of EVs. However, having recovered, the overall market and ICEV sales are unlikely to keep growing in these developed economies. Thus, one should not

over-interpret the temporary stalling of EV market share as signalling a more persistent stall. It is more informative to look at the actual sales of EVs, which as the OWID source shows have continued to grow markedly through 2023.

To the end of the discussion, we have added: “There appears to have been a plateau in the market share of new EVs in the UK in 2023 (IEA, 2024). However, when viewing the raw number of EVs that are currently in use in the country, there was a marked increase from 950,000 (3% of the total fleet) in 2022, to 1.58 million (5% of the fleet) in 2023. The total new car market exhibited unusual ~17% growth in 2023, in a delayed recovery from the turbulence of the COVID pandemic and supply chain issues. This is unlikely to persist. Indeed, in 2024 thus far the total market has only grown ~2% whereas EV sales have grown 14% and their market share has increased to over 18% (Auto Trader, UK, personal communication, 28th November 2024).”