Global Exports from China

Volume of New Vehicle Exports from China

H1 2026

Part 1: Volume

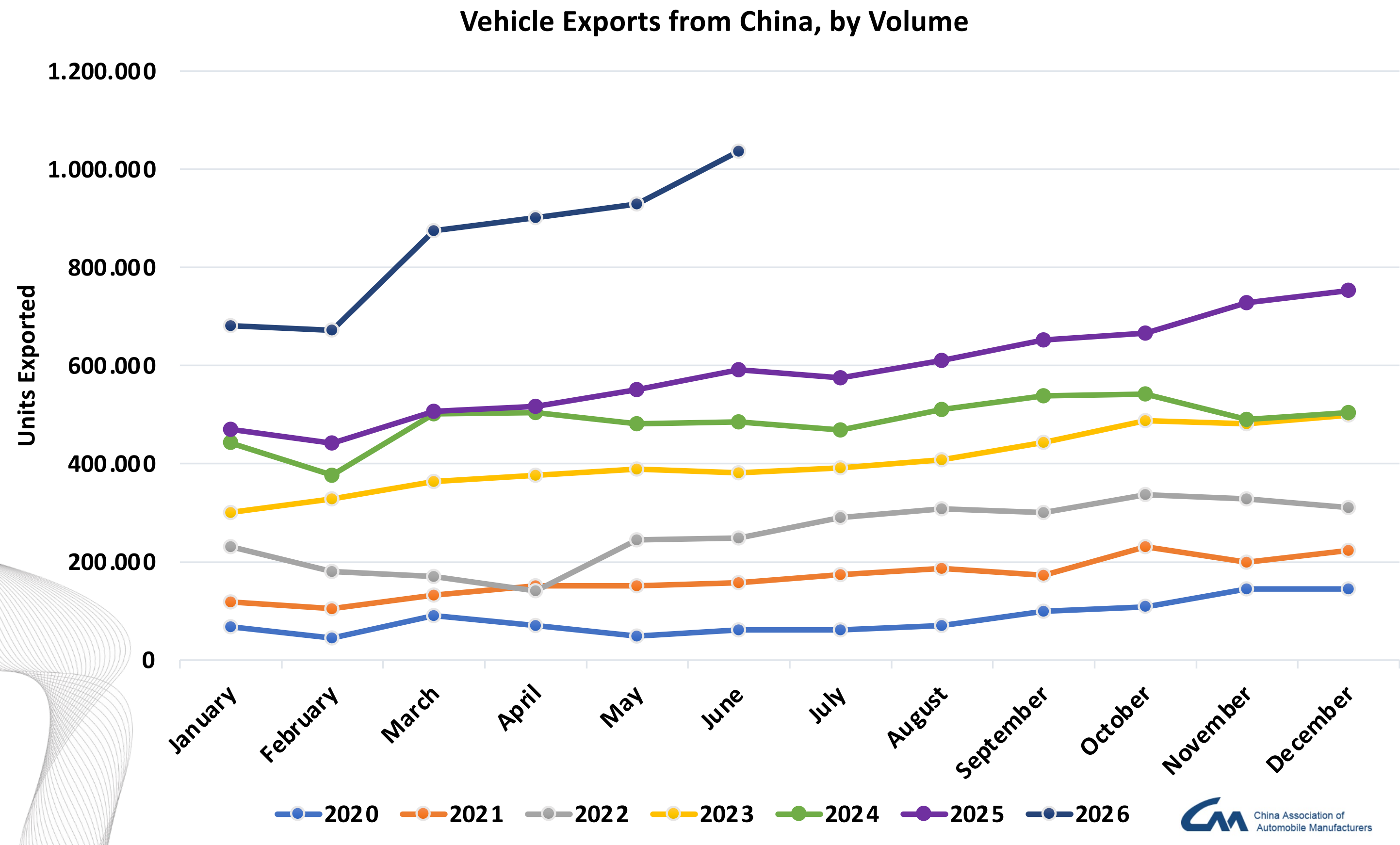
Part 2: Destinations

Numbers in Context

ECG Business Intelligence

Part 1: Volume

Global Finished Vehicle Exports from China



H1 2026 Vehicle Exports 5,096,000 units

Full Year 2025 Vehicle Exports 7,064,000 units

Full Year 2024 Vehicle Exports 5,847,000 units

Full Year 2023 Vehicle Exports: 4,910,000* units

Full Year 2022 Vehicle Exports: 3,110,000 units

Full Year 2021 Vehicle Exports: 2,015,000 units

Full Year 2020 Vehicle Exports: 995,000 units

H1 exports from China hit 5.09 million units, up 65% year on year.

* Rounding may occur

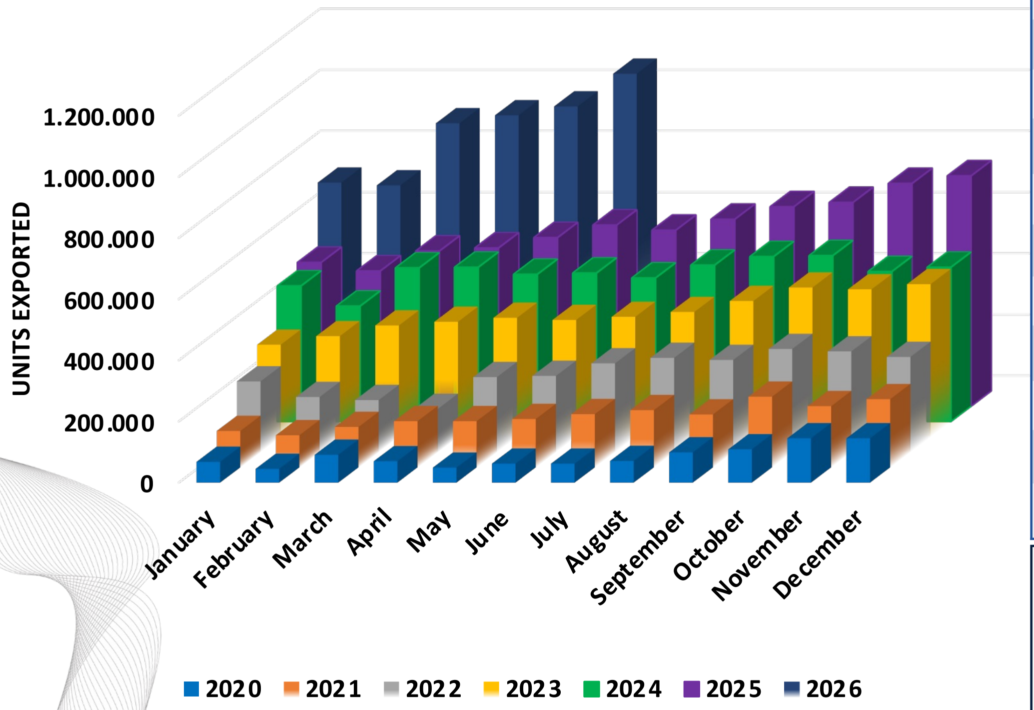
Source: ECG Business Intelligence, CAAM data

ECG Business Intelligence

Part 1: Volume

Global Finished Vehicle Exports from China – H1 2026

H1 Exports from China up 65% year-on-year.



Source: ECG Business Intelligence, CAAM data

	2020	2021	2022	2023	2024	2025	2026
Jan	68,000	119,000	231,000	301,000	443,000	470,000	681,000
Feb	45,000	105,000	180,000	329,000	377,000	442,000	672,000
Mar	91,000	132,000	170,000	364,000	502,000	507,000	875,000
Apr	70,000	151,000	141,000	376,000	504,000	517,000	910,000
May	49,000	151,000	245,000	389,000	481,000	551,000	930,000
Jun	62,000	158,000	249,000	382,000	485,000	592,000	1,037,000
Jul	62,000	174,000	290,000	392,000	469,000	575,000	
Aug	71,000	187,000	308,000	408,000	511,000	611,000	
Sep	99,000	173,000	301,000	444,000	539,000	652,000	
Oct	109,000	231,000	337,000	488,000	542,000	666,000	
Nov	145,000	200,000	329,000	482,000	490,000	728,000	
Dec	145,000	223,000	311,100	499,000	504,000	753,000	

January exports from China increased **44 % y/y**.
February exports from China increased **52% y/y**.
March exports from China increased **72% y/y**.
April exports from China increased **74% y/y**
May exports from China increased **68% y/y**.
June exports from China increase 75% y/y.

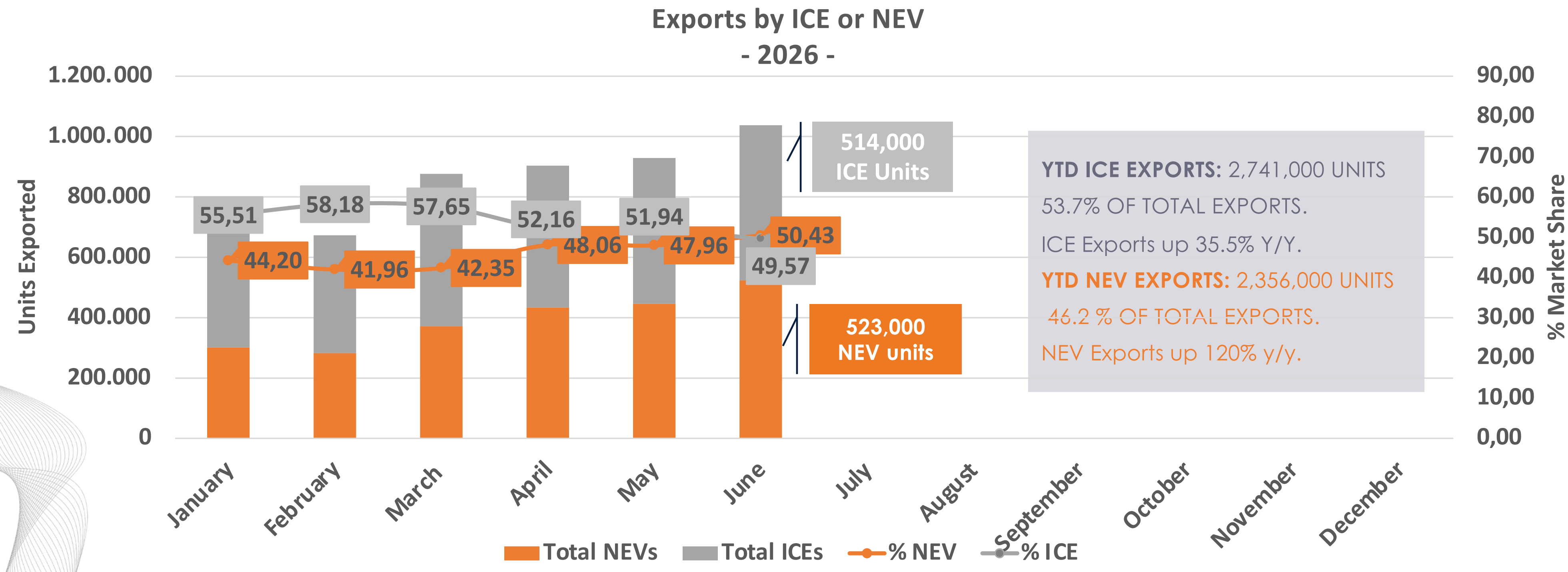
ECG Business Intelligence

Monthly exports hit over 1 million units – first time ever.

Part 1: Volume

Global China Exports by Fuel Type Jan-June 2026

NEV exports in June higher than ICE exports.

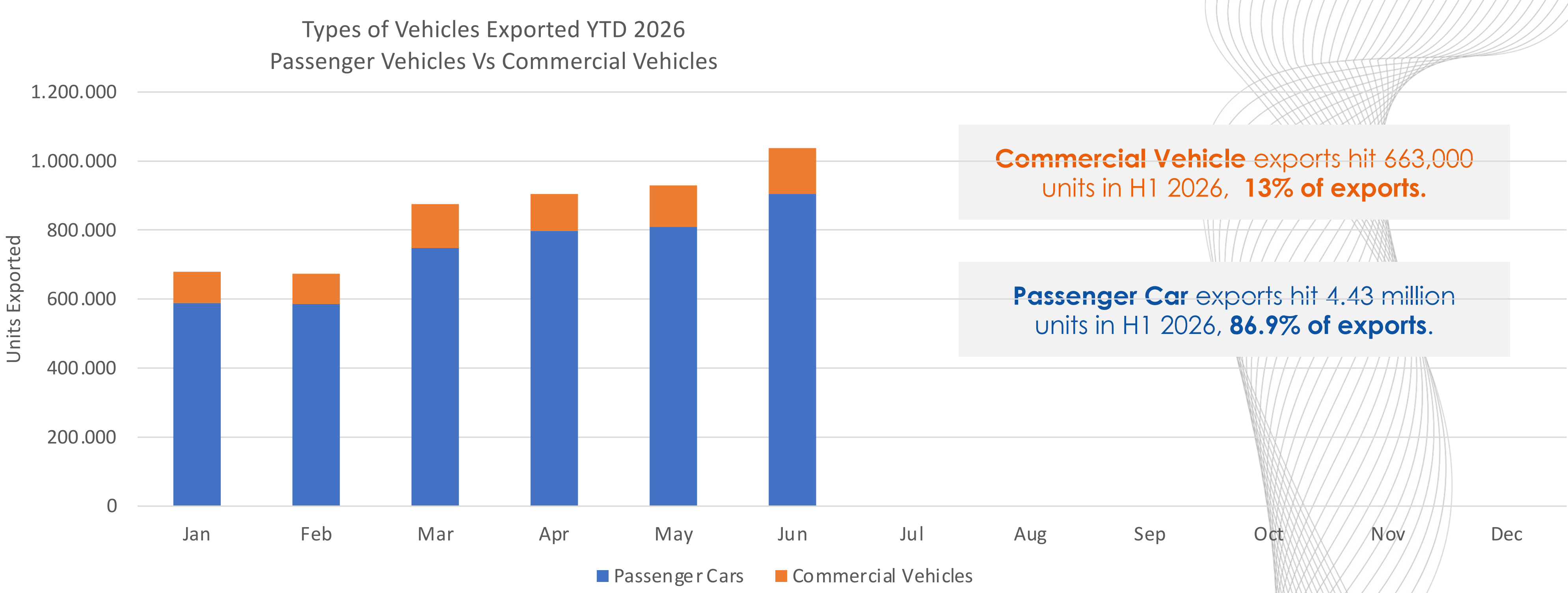


ICE: Internal Combustion Engine vehicles powered by gasoline or diesel
NEV: New Energy Vehicles include battery electric vehicles & plug in hybrid electric vehicles, and fuel cell electric vehicles.

Please note 'Mild Hybrids' are ICE vehicles with additional assistance from an electric motor are globally counted within the ICE volumes, as they cannot be driven without gasoline or diesel.

Part 1: Volume

Global Passenger Car & Commercial Vehicle



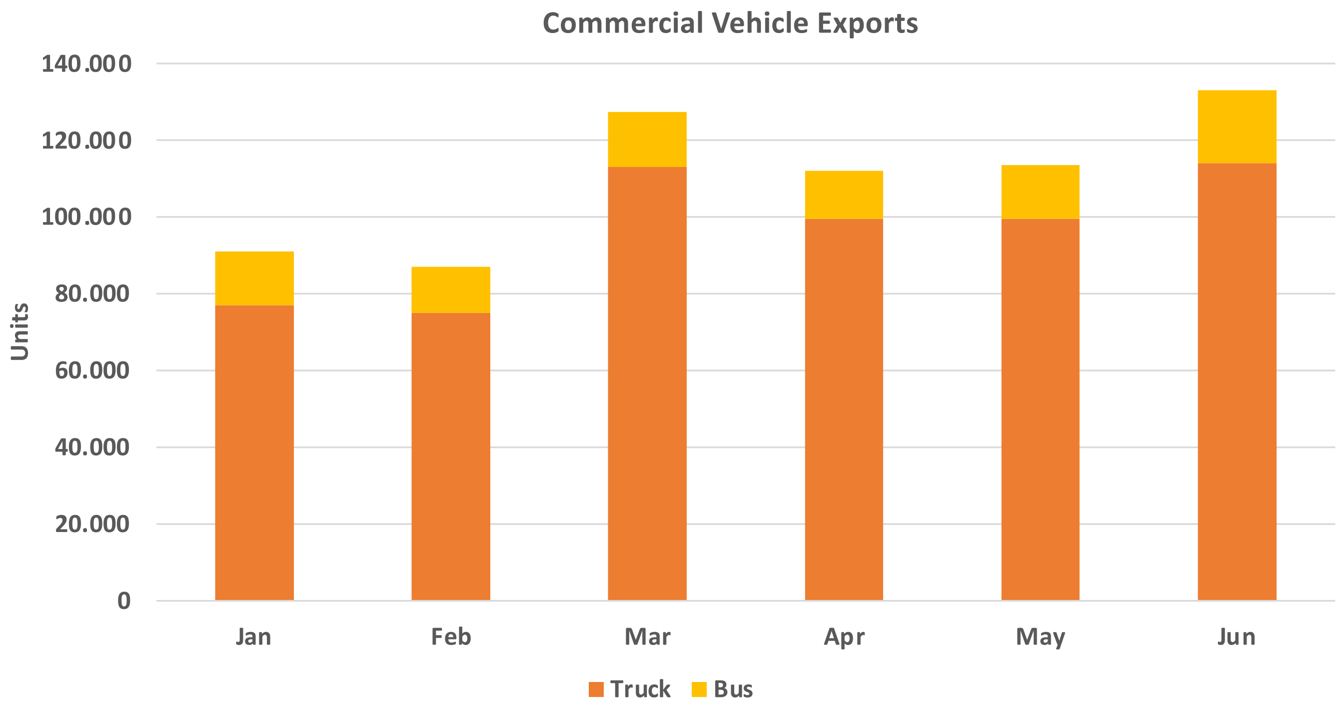
Commercial Vehicle exports hit 663,000 units in H1 2026, **13% of exports.**

Passenger Car exports hit 4.43 million units in H1 2026, **86.9% of exports.**

ECG Business Intelligence

Commercial Vehicle Exports from China

Commercial Vehicle Exports hit 664,000 units in H1,Up 32.5% year on year.

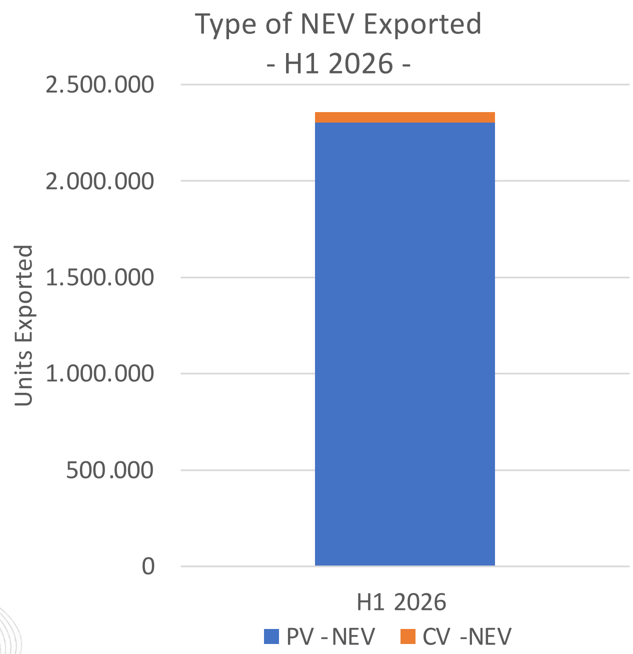


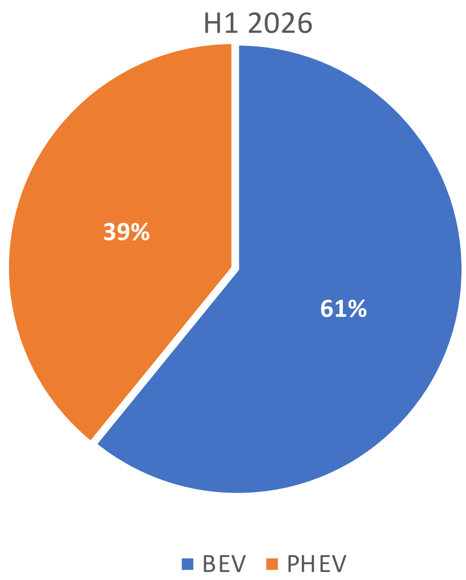
Bus exports hit **86,000** units in H1

Truck exports hit **578,000** units in H1

Part 1: Volume

New Energy Vehicle (NEV) Exports from China





Passenger Vehicle NEVs account for 97.7% of the volume of exports with 2,302,000 units exported in the H1 2026. Commercial Vehicle NEVs account for 2.3% with 54,000 units exported in H1 2026..

BEV exports account for 61% of the total volume of NEVs exported in H1 2026, with 1,433,000 units exported –UP 114% y/y. PHEV exports account for 39% of the total volume of NEVs exported in H1 2026, with 922,000 units exported – UP 136% y/y.

ECG Business Intelligence

Top Exporters

By OEM Group – YTD

Top Exporters
H1 2026

Automaker	H1 2026 Exports	y/y
Chery	939,000	+71.3%
BYD	729,000	+54.4%
SAIC	677,000	+54.5%
Geely	585,000	+147.8%
Changan	455,000	+52.1%
Great Wall	291,000	+46.9%
Tesla	229,000	+126.7%
Dongfeng	190,000	+65.2%
BAIC	184,000	+30.5%

ECG Business Intelligence

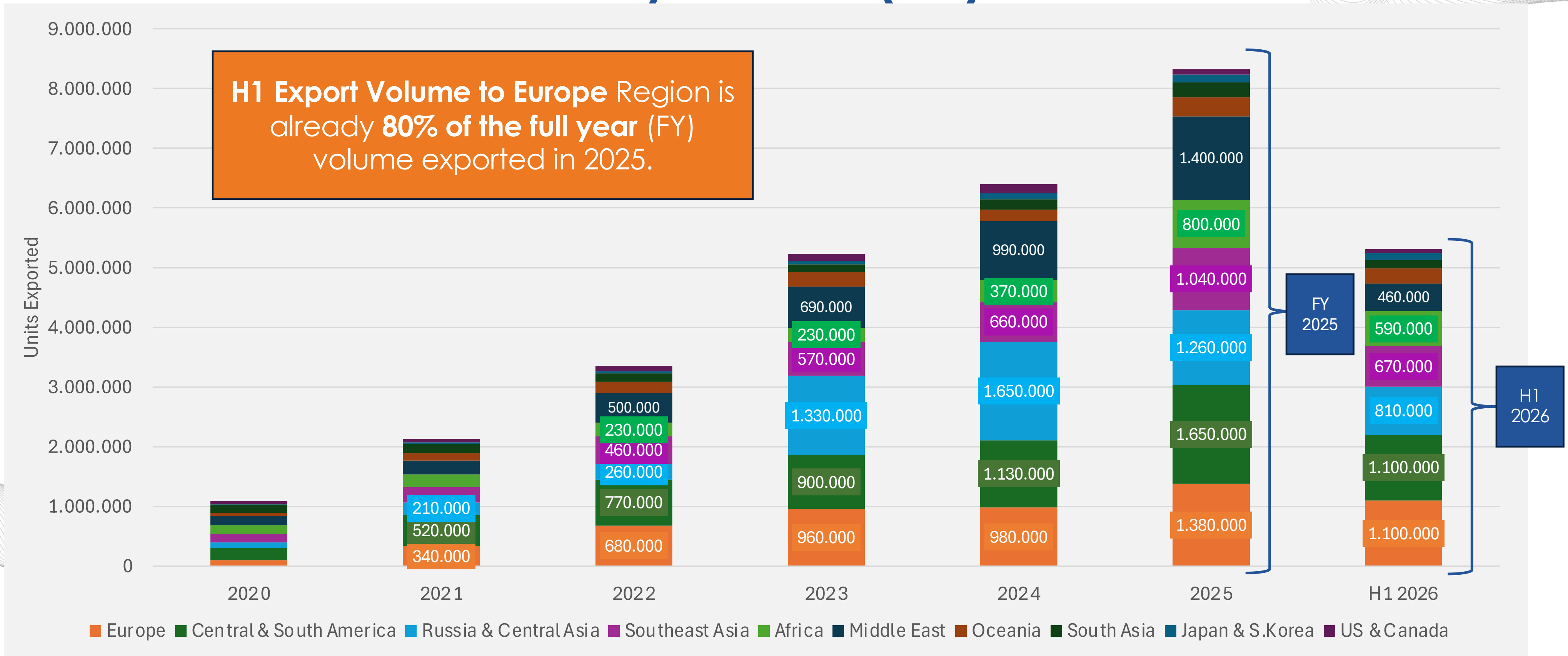
Global Exports from China

Volume of New Vehicle Exports from China

H1 2026

Part 1: Volume | Part 2: Destinations | Numbers in Context

Regional Export Analysis
– January to June (H1) 2026 –



H1 2026, exports to **Europe hit 1.1 million units** while exports to **Central & South America also hit 1.1 million** units. These two regions are now the largest destination regions for vehicles made in China.

ECG Business Intelligence

Destination Analysis by Region – Vehicle Exports from China –

Export Region	2020	2021	2022	2023	2024	2025	H1 2026
Europe	100,000	340,000	680,000	960,000	980,000	1,380,000	**1,100,000**
Central & South America	210,000	520,000	770,000	900,000	1,130,000	1,650,000	**1,100,000**
Russia & Central Asia	90,000	210,000	260,000	1,330,000	1,650,000	1,260,000	**810,000**
Southeast Asia	140,000	250,000	460,000	570,000	660,000	1,040,000	**670,000**
Africa	150,000	220,000	230,000	230,000	370,000	800,000	**590,000**
Middle East	150,000	230,000	500,000	690,000	990,000	1,400,000	**460,000**
Oceania	50,000	120,000	190,000	240,000	190,000	320,000	**260,000**
South Asia	140,000	160,000	140,000	130,000	170,000	250,000	**140,000**
Japan & S.Korea	10,000	20,000	30,000	60,000	100,000	130,000	**110,000**
US & Canada	50,000	60,000	90,000	120,000	160,000	90,000	**70,000**
Total	**1,080,000**	**2,150,000**	**3,350,000**	**5,230,000**	**6,410,000**	**8,330,000**	**5,320,000**

Chinese exports of finished vehicles have performed strongly, with exports to Europe, Central & South America and Africa growing strongly in H1 2026, while Russia and Central Asia are also seeing growth in recent months. Middle East volume has been significantly affected by tensions in the region.

ECG Business Intelligence

ECG Business Intelligence

Top Destinations for Vehicle Exports from China

	Country	2020	2021	2022	2023	2024	2025	H1 2026
	Total	**1,080,000**	**2,150,000**	**3,350,000**	**5,230,000**	**6,410,000**	**8,330,000**	**5,320,000**
1	Russia	40,000	120,000	160,000	910,000	1,160,000	580,000	**450,000**
2	Brazil	30,000	50,000	40,000	110,000	240,000	320,000	**410,000**
3	UK	30,000	80,000	150,000	210,000	190,000	340,000	**260,000**
4	Australia	40,000	100,000	160,000	210,000	180,000	300,000	**240,000**
5	Belgium	20,000	110,000	210,000	220,000	280,000	300,000	**220,000**
6	Mexico	40,000	90,000	260,000	420,000	440,000	630,000	**210,000**
7	Philippines	30,000	60,000	150,000	170,000	170,000	260,000	**150,000**
8	Italy	10,000	30,000	70,000	100,000	110,000	160,000	**150,000**
9	UAE	10,000	20,000	90,000	160,000	330,000	570,000	**150,000**
10	Algeria	0	0	0	20,000	30,000	180,000	**140,000**
11	Thailand	0	50,000	90,000	170,000	120,000	170,000	**130,000**
12	Spain	0	0	60,000	140,000	120,000	160,000	**120,000**
13	Malaysia	40,000	40,000	100,000	80,000	120,000	180,000	**110,000**
14	Saudi Arabia	100,000	130,000	220,000	210,000	280,000	300,000	**110,000**
15	Germany	10,000	40,000	40,000	60,000	80,000	110,000	**100,000**

In H1 2026, Russia has regained its top position as the largest destination market for vehicles made in China (while Mexico has moved to 6th position). Brazil has zoomed in to 2nd place, just ahead of the UK. Australia follows in 4th while Belgium comes in 5th.

Italy has seen significant growth with volume already amounting to over 90% of full year 2025 volume, bringing it to 8th largest global market for vehicles from China while direct exports to Spain have hit 120K in H1 making it the 12th largest global market for Chinese made vehicles.

ECG Business Intelligence

Top Destinations for Vehicle Exports from China

	Country	2020	2021	2022	2023	2024	2025	H1 2026
16	Peru	30,000	60,000	80,000	70,000	70,000	110,000	**90,000**
17	Kyrgyzstan	0	0	0	80,000	100,000	140,000	**90,000**
18	Belarus	20,000	30,000	20,000	90,000	120,000	120,000	**90,000**
19	S. Korea	10,000	10,000	20,000	40,000	70,000	100,000	**90,000**
20	S. Africa	10,000	30,000	60,000	50,000	70,000	130,000	**90,000**
21	Kazakhstan	10,000	10,000	30,000	100,000	120,000	210,000	**90,000**
22	Chile	60,000	190,000	210,000	100,000	120,000	140,000	**80,000**
23	Egypt	60,000	60,000	50,000	30,000	60,000	110,000	**80,000**
24	Indonesia	0	10,000	20,000	30,000	80,000	160,000	**70,000**
25	Vietnam	40,000	60,000	70,000	50,000	80,000	110,000	**70,000**
26	Uzbekistan	10,000	20,000	20,000	120,000	90,000	100,000	**50,000**
27	USA	40,000	50,000	70,000	70,000	110,000	70,000	**40,000**
28	Oman	0	10,000	10,000	10,000	20,000	20,000	**20,000**

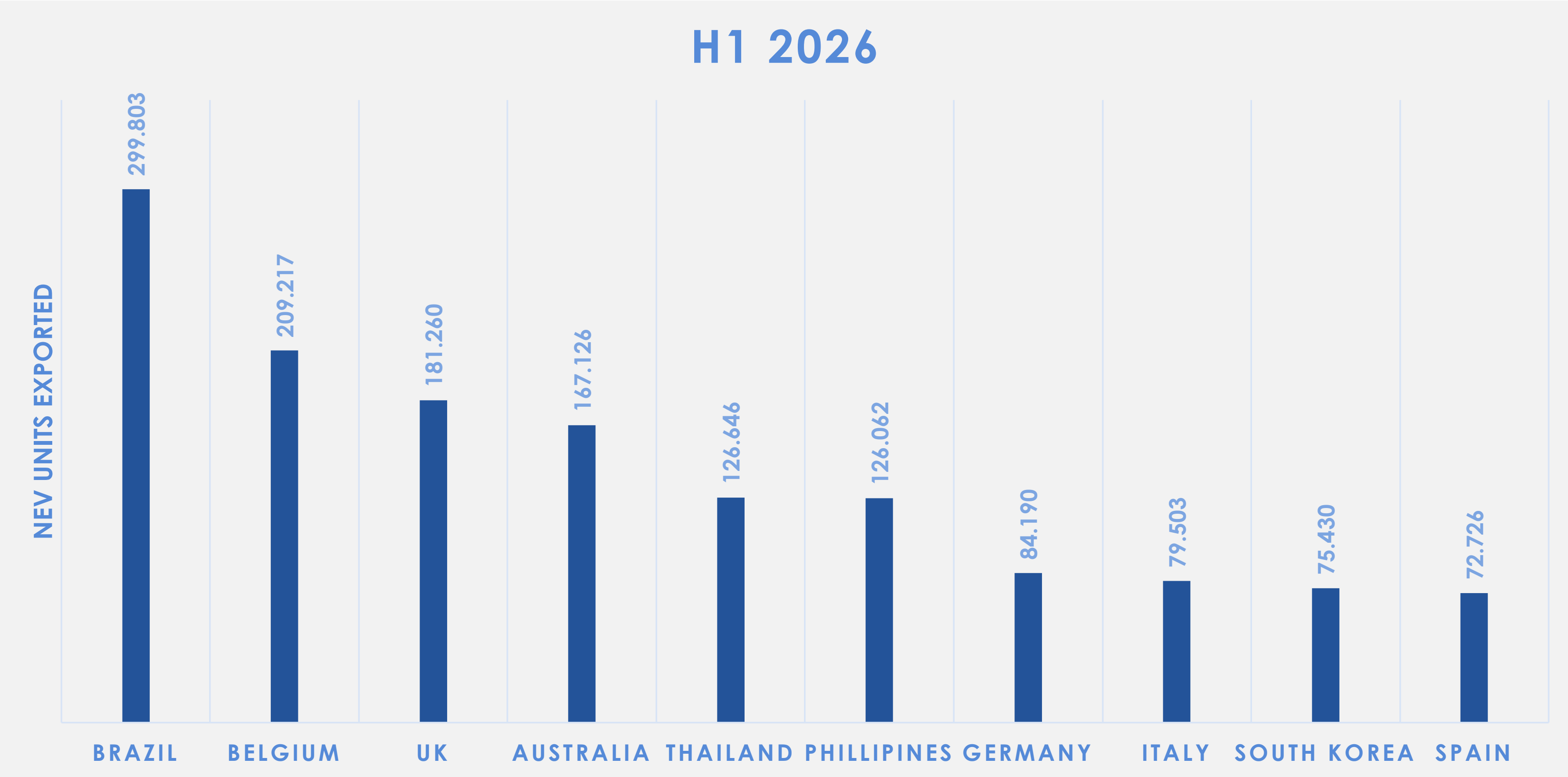
Countries in the Middle East have seen the biggest drop in volumes, bringing their rankings down.

UAE which was sent over 570K in full year 2025, has only had 150K exported to the country in H1 2026, just 26% of full year 2025 volume.

Please note these volumes are 'destination' export volumes, with destination data from the Chinese Customs.

ECG Business Intelligence

Top NEV Destinations



Brazil has become the largest imported of new energy vehicles from China in H1 2026.

Brazil is now ahead of Belgium and the UK as the largest volume importer of NEVs.

This now puts Brazil as the top value importer of vehicles from China.

Conclusion

Brazil is now the top destination for Chinese made vehicles from an economic point of view. While Russia is the top volume destination, the surge of NEV exports to Brazil has meant the value of the cars being exported to Brazil, surpass those to other global destinations.

In the first 5 months of the year, auto imports to Brazil have surged 147% in value to USD 5.2 billion, ahead of Russia which saw volume imports but value at USD 5 billion while Belgium imported worth USD 3.8 billion.

Why this surge to Brazil? Tariffs on vehicle imports set to come into to play in July, with limited competition from European brands in Central and Southern America has witnessed a surge in Chinese brand penetration.

Meanwhile direct exports from China to countries within Europe mean that new gateways are seeing greater traction.

While domestic demand in China remains sluggish, Chinese OEMs are pushing volume exports to global markets at an unprecedented pace.

Global Exports from China

Volume of New Vehicle Exports from China

H1 2026

Part 1: Volume

Part 2: Destinations

Numbers in Context

ECG Business Intelligence

China Market Overview

Putting numbers in context

Jan –June 2026

ECG
Business Intelligence

Domestic Demand Falling Fast in China

Domestic demand for new cars faces significant pressure, with double digit drops in sales within China.

Exports meanwhile grow faster than and beyond expectations, providing a ‘stable’ source of support, as per a statement from CAAM.

2 new policies to be introduced in the second half of the year to boost demand. Automotive aftermarket to be a growth area…

External environment is complex and volatile, increasing uncertainties, plus the problem of insufficient domestic demand remains prominent –with significant pressure on the industry. Therefore necessary to stabilize policy expectations, strengthen support, effectively respond to risks and challenges --- **and <u>steadily expand into international markets.</u>**


中国汽车工业协会信息发布会

2026-07-09

中汽协：2026年6月汽车工业产销情况

2026-07-09 15:26:04 来源：中国汽车工业协会

据中国汽车工业协会分析，上半年，我国汽车行业运行总体平稳，产销累计降幅逐月收窄。市场流向主要呈现出三个分化：一是内需承压明显，销量两位数下降；出口超预期增长，形成稳定支撑。二是乘用车市场表现欠佳，出现小幅下滑；商用车市场延续向好态势，销量保持增长。三是产业新旧动能持续转换，传统燃油车市场进一步萎缩，新能源汽车稳定增长。

中国汽车工业协会

综述

上半年，我国汽车行业运行总体平稳，产销累计降幅逐月收窄。市场流向主要呈现出三个分化：一是内需承压明显，销量两位数下降；出口超预期增长，形成稳定支撑。二是乘用车市场表现欠佳，出现小幅下滑；商用车市场延续向好态势，销量保持增长。三是产业新旧动能持续转换，传统燃油车市场进一步萎缩，新能源汽车稳定增长。

展望下半年，“两新”政策将继续有序实施，汽车后市场消费有望迎来新的增量机遇，企业新品供给持续丰富，市场价格相对稳定，行业整体经济运行将进一步好转。同时也要看到，外部形势复杂多变、不确定性持续增加，内需不足问题依然突出，行业运行仍面临较大压力。需要稳定政策预期，强化引导监管，密切关注国际形势变化，有效应对风险挑战，稳步开拓国际市场。

2

ECG Business Intelligence

China Market
SALES & PRODUCTION

SALES

14,993,000 units

- DOWN 4%

- Domestic 9.9 million
  - DOWN 21%
- Exports 5.0 million
  - UP 65%

China reports sales of 14.9 million units in H1, but this volume includes exports.

PRODUCTION

15,017,000 units

- DOWN 4%

Total production capacity in China is estimated at 55 million per annum.

ECG Business Intelligence

China's housing market free-falls as buyers wait for floor prices

Property investment, new construction and completions all fall sharply as developers face sluggish sales

China's home prices continued to fall in the first half of 2026 as buyers held back, betting that values would drop farther. With sales volumes and prices both in decline, analysts see little sign of a near-term recovery.

The secondary market slide was broad-based across city tiers. In June, first-tier city secondary home prices fell 6.95% year-on-year. Second-tier cities fared worse, dropping 8.21% on the year, while smaller third- and fourth-tier cities fell 7.48% year-on-year.

Among the 10 largest cities, Nanjing and Wuhan posted the steepest year-on-year declines in June, with secondary market prices dropping 11.45% and 10.89%, respectively. Beijing, Tianjin, Guangzhou and Chongqing all saw falls of between 8% and 10%. Hangzhou, Shanghai, Chengdu and Shenzhen recorded year-on-year declines of between 5% and 8% in June. Shenzhen performed best among the ten cities, with a 5.27% drop compared with a year earlier.

Chinese commentators widely read the first-half data as confirmation that the downward trend in home prices has yet to run its course, with further declines expected through the remainder of 2026.

ASIA TIMES JULY 3, 2026

Why do we care about house sales?

A **new car** is the **second biggest purchase** item a consumer will make after the purchase of a **new home.**

Therefore; if new home sales crash, a crash in new car sales is imminent too.

China aims to reemploy 25m workers during 2026-30

2026-07-09 CHINADAILY

Authorities pledged on Thursday to reemploy 25 million laid-off workers over the 2026-30 period and help another 6.5 million people facing employment difficulties find jobs, as part of a broader blueprint to stabilize the labor market.

On employment, it set a target for the urban surveyed unemployment rate to stay below 5.5 percent, and called for subsidized vocational training sessions to cover more than 50 million people, including 17.5 million rural migrant workers.

Why do we care about unemployment?

To **buy a new car, a consumer needs employment** and **regular income**. If **unemployment increases** across the population, the GDP and **disposable income declines.**

China announces measures to expand automotive after-market

June 23, 2026

- Measures aim to remove unreasonable restrictions, and better meet diversified needs of the masses.
- China will standardise and improve the automobile modification industry.
- Authorities also aim to improve automobile maintenance policy standards and capacity for maintenance services.
- The government is also looking into actively developing a motor racing industry and cultivating it as a sport.
- Measures also include integrating and upgrading the car rental industry.

Reuters

New policies will boost automotive supply chain, develop new auto sub-sector aim to boosting domestic demand.

ECG Business Intelligence

Measures to boost automotive sector

China unveils measures to boost auto consumption

June 23, 2026 CHINADAILY

BEIJING – China on Tuesday rolled out a package of new measures aimed at expanding automobile consumption across the industrial chain, with a particular focus on reforms in auto circulation and steps to boost the auto aftermarket.

According to a circular jointly issued by eight departments, including the Ministry of Commerce, 40 cities nationwide have been designated as pilot areas for auto circulation reforms, each with priorities tailored to their local conditions.

1. China will promote consumption in **40 pilot cities** - incl. Tianjin, Shenyang, Yangzhou - by removing bottlenecks which are countering new car sales.

Separately, another circular jointly issued by nine departments rolled out multiple measures to boost the auto aftermarket, covering areas such as the orderly regulation of vehicle modification, support for the recreational vehicle (RV) camping sector, new business models for classic cars, and the promotion of motorsports.

The country will promote vehicle modification through graded and category-based management, the circular said, adding that it will support the RV camping sector by optimizing road access policies and streamlining land-use approvals for campsites.

2. China will now push auto aftermarket sector, boosting motorsports, car modification

ECG Business Intelligence

Exports new driver of China's auto growth

Manufacturers look to overseas markets as competition stays tough domestically

China's auto exports are growing faster than domestic retail sales, according to June sales figures released by major automakers, underscoring a trend analysts say turns overseas expansion from a strategic option into a competitive necessity.

Exports made up 79.4 percent of Chery's total June sales of 240,585 units, which rose 9.5 percent year-on-year. The automaker's first-half cumulative sales reached 1,275,076 units, growing 7.8 percent from the same period of 2025.

BYD, meanwhile, is narrowing the gap with the industry's export leader. The company's June export volume hit 175,000 units, nearly doubling year-on-year and accounting for 43 percent of its total monthly sales. Its cumulative exports in the first half reached approximately 791,000 units, meeting 52.7 percent of its full-year target of 1.5 million units.

Exports accounted for 42.7 percent of Geely's June sales of 240,799 units, which rose 2 percent year-on-year. In the first half, Geely's exports reached approximately 474,200 units, surpassing its full-year 2025 export volume, of which 277,200 were NEVs, representing an eye-popping 585 percent year-on-year jump.

CHINADAILY.COM.CN 2026-07-06

Exports are now increasingly important to Chinese OEMs, with all units exported counted as 'sales' to the markets.

While this may be a method of accounting, for imports these cars are not sold to final customers at the import destination.

ECG Business Intelligence

Thank You