China's EV Expansion Overflow!

2025 Export Market Share Revealed

中国电动车大外溢！2025外销市占实况解密

Over the past five years, especially between 2022 and 2024, the number of Chinese new energy vehicle (NEV) manufacturers and their production and sales volumes have consistently broken historical records (see **Table 1**). In 2022, benefiting from policy subsidies and supply chain advantages, China's NEVs captured a global market share of 60%, ranking first worldwide for the first time, surpassing Europe and the U.S., and have since maintained a leading position.

According to a report by China Passenger Car Association, from January to October 2025, global sales of NEVs reached 17.36 million units, a 30% year-on-year increase, with China accounting for 68%. In October alone, China's market share rose to 75%. The U.S. sold 1.4 million NEVs from January to October 2025, a 10% increase year-on-year, but only 93,000 units in October, down 32% year-on-year and 51% month-on-month, impacted by high tariffs and subsidy cancellations.

Although China's market share continues to rise, approaching 70%, fierce domestic competition (involution) and overcapacity have caused many Chinese NEV manufacturers to fail, with at least 35 companies either ceasing operations or exiting the market. Therefore, despite rapid growth in overall NEV sales and vehicle ownership in China over the past two years, the number of Chinese NEV companies has significantly decreased due to consolidation, elimination, and closures.

Table 1. Peak Sales and Market Share of Chinese NEVs (Data Compiled from Global News Releases)

Year	Global Sales (Million Units)	China's Sales (Million Units) / Global Share	Notes
2020	3.1	1.3 (41%)	---
2021	6.5	3.2 (50%)	---
2022	10.1	5.9 (60%)	China became the largest single NEV market in the world
2023	13.7–14.2	7.6–8.4 (55%–59%)	Despite global NEV growth, China remained the largest single market
2024	17.5	9.1 (52%)	China remained the largest NEV market, but share dropped due to faster growth in Europe, North America, and others
2025 (Jan-Oct)	17.3	11.7 (68%)	In October alone, China accounted for 75% of global sales

Against a backdrop of overcapacity and overseas expansion, how are Chinese NEVs distributed in foreign markets? This article analyzes China's top ten NEV export destinations and market shares in the U.S., the EU, Brazil (representing Latin America), and the ten ASEAN countries, using available trade statistics to reveal the actual situation of Chinese NEVs abroad.

The data sources include the UN Comtrade database, ASEANstats, EU's Access2Markets, Brazil's comexstat, and China's General Administration of Customs. At the time of writing, except for Brazils and China's customs data which provided January to October 2025 figures, all the other data were updated through 2024. All sources reveal trade values only, without sales volume by unit.

This article refers to NEVs classified under the following customs codes in **Table 2**:

Table 2. Customs Codes for New Energy Vehicles

Codes	
870340	Other vehicles, with both spark-ignition internal combustion reciprocating piston engine and electric motor as motors for propulsion, other than those capable of being charged by plugging to external source of electric power
870350	Other vehicles, with both compression-ignition internal combustion piston engine (diesel or semi-diesel) and electric motor as motors for propulsion, other than those capable of being charged by plugging to external source of electric power
870360	Other vehicles, with both spark-ignition internal combustion piston engine and electric motor as motors for propulsion, capable of being charged by plugging to external source of electric power
870380	Motor cars with only electric motor principally designed for the transport of persons

China's Export Market Distribution

Figure 1 (Source: China Customs) shows that China's NEV exports to the world have leapfrogged over the past five years: over 3.8 times in 2021, 2.2 times in 2022, 1.7 times in 2023, and 1.1 times in the first ten months of 2025, reaching USD 51.75 billion. Although the growth multiples have declined due to competition from Europe, North America, and other markets, ***the total growth over the five-year***

Fig. 1. China's Global Export Value of New Energy Vehicles

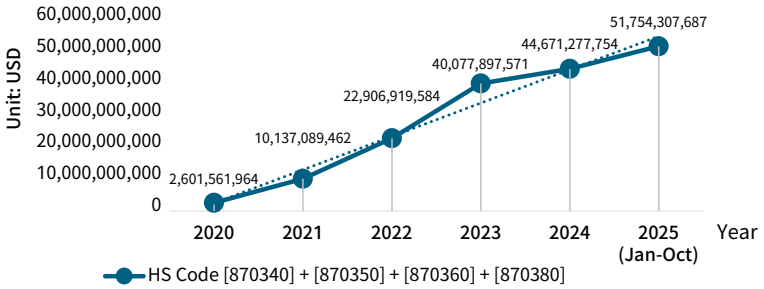
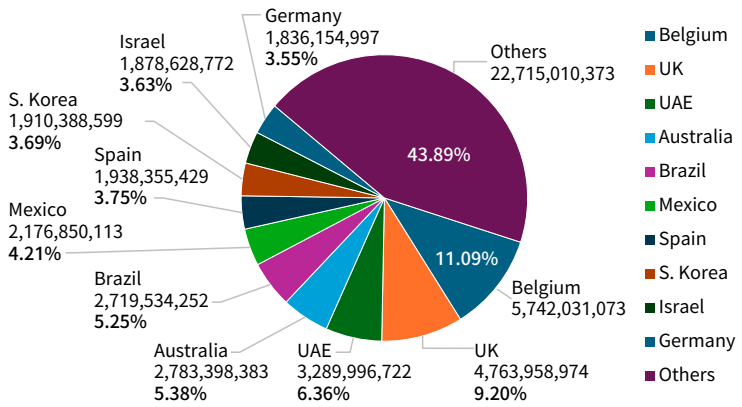


Fig. 2. China's Top 10 New Energy Vehicle Export Destinations in Jan to Oct 2025 (Unit: USD)



period has reached an astonishing nearly 20 times, appearing almost as a perfect "bottom-left to top-right" beeline in the line chart. Since the export value for the first ten months of 2025 has already far surpassed the full year of 2024, it can be concluded that ***China will confirm another leaping growth in the twelve months of 2025.***

Figure 2 (Source: China Customs) ranks China's top ten NEV export destinations, revealing a noteworthy phenomenon. As of the first ten months of 2025, excluding the top ten destinations, China's exports to other countries (including 186 nations) accounted for a high 43%. Apart from Belgium and the UK, each at about 10%, the remaining top eight destinations each hold roughly 5%. This indicates that China is highly fragmenting its NEV exports, dispersing them across the world.

From another perspective, among the top ten export destinations, European countries accounted for 27.5%, and Middle Eastern countries 9.7%, showing that Europe and the Middle East were the top export target regions for Chinese NEVs during this period, with the remaining share (about two-thirds) distributed to other countries.

After learning China's export market distribution, we move on to analyze import values from China to the U.S., EU, Brazil, ASEAN and the corresponding proportions to grasp the actual overseas expansion of Chinese NEVs.

U.S. Import Market Distribution

Overall, ***the U.S. import proportion from China remains very low.*** From China Customs data (**Figure 1**), in the first ten months of 2025, China's exports to the U.S. (USD 438 million) accounted for only 0.08% of China's global exports (USD 44.67 billion), ranking only 29th among China's export partners, thus the U.S is excluded from the top ten in Figure 1.

From UN data, **Figure 3** (Source: Comtrade) shows value changes in U.S. imports of Chinese NEVs from 2020 to 2024. U.S. imports peaked in 2023 at USD 1.29 billion, then plummeted 60.8% in 2024 to USD 507 million, accounting for only 1.1% of China's global exports in the first ten months of 2025 (USD 51.75 billion). In other words, the U.S. share of imports from China continued to decline over the past year, ***eliminating the need to analyze Chinese NEV market share in the U.S.***

EU Import Market Distribution

Figure 4 (Source: Access2Markets) shows that ***EU imports of Chinese NEVs surged 9.8 times between***

Fig. 3. United States' New Energy Vehicle Import from China by Value

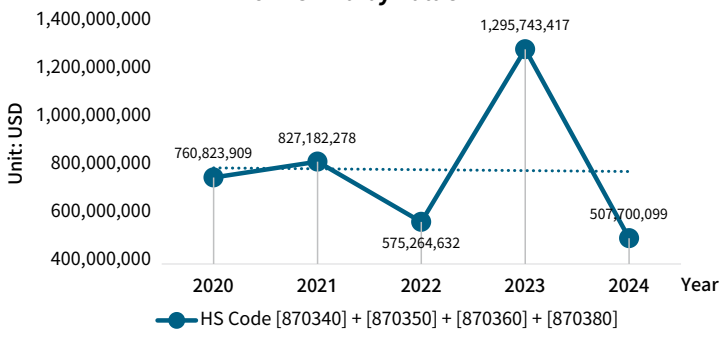


Fig. 4. EU's New Energy Vehicle Import from China by Value

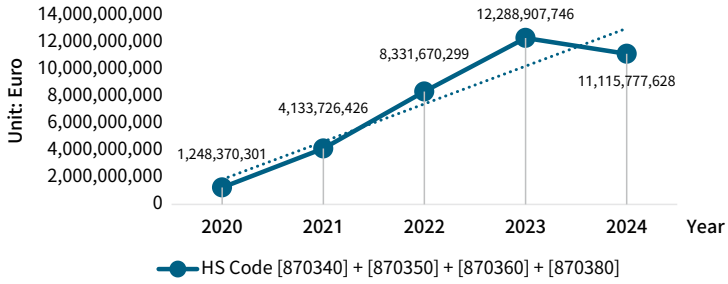


Fig. 5. EU's Top 10 New Energy Vehicle Import Sources in 2024

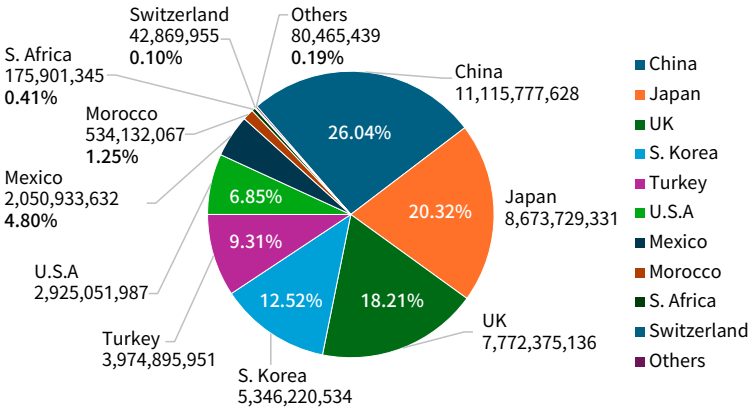
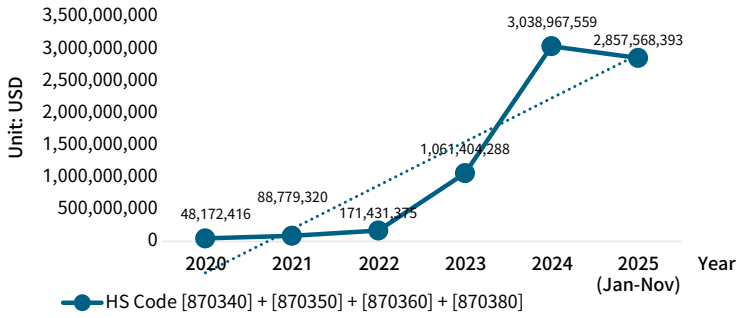


Fig. 6. Brazil's New Energy Vehicle Import from China by Value



2020 and 2023, peaking at €12.28 billion in 2023, then falling 9.5% in 2024 to €11.11 billion. Although 2025 data had not been released at the time of writing, reports indicate that the EU's increased tariffs and anti-subsidy duties may indirectly impact NEV exports to Europe.

Figure 5 (Source: Access2Markets) shows that in 2024, the EU's top five import sources were China (26.0%), Japan (20.3%), the UK (18.2%), South Korea (12.5%), and Turkey (9.3%). ***Chinese automakers hold the largest share of the EU import market but face fierce three-way competition from Japanese and UK manufacturers.***

Among these, Asian countries accounted for 58.8%, and European countries 27.6%, indicating that the ***EU primarily relies on Asian and European automakers for NEV supplies.***

Brazil Import Market Distribution

Figure 6 (Source: Comtrade and comexstat) shows that ***Brazil's import value of Chinese NEVs surged 63.0 times between 2020 and 2024***, and declined 5.9% in the first 11 months of 2025, yet remained at very high levels compared to previous years. Combined with **Figure 2** showing Brazil as China's sixth-largest export partner, it is evident that ***the demand for Chinese NEVs in Brazil remains strong.***

Figure 7 (Source: Comtrade and comexstat) shows that ***China held an astonishing 70.4% market share in Brazil***, nearly dominating it. European countries accounted for 14.4%. ***Besides China as the dominant source, Brazil's other NEV imports mainly came from Europe.***

Fig. 7. Brazil's Top 10 New Energy Vehicle Import Sources in Jan to Nov 2025 (Unit: USD)

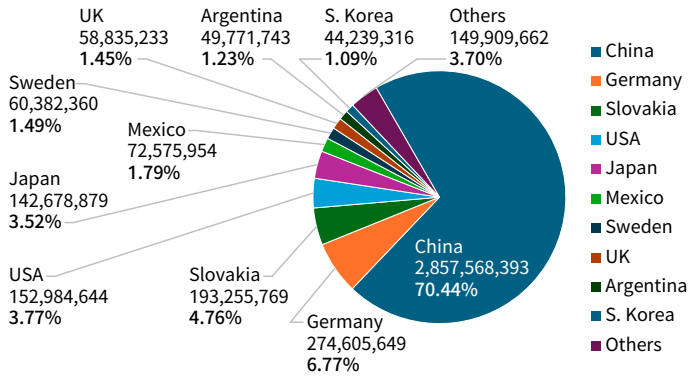


Fig. 8. ASEAN's New Energy Vehicle Import from China by Value

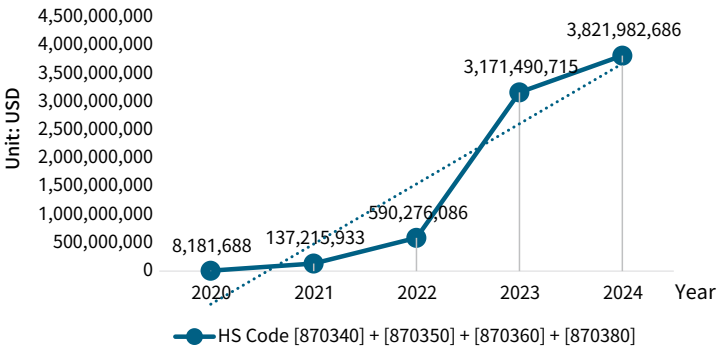
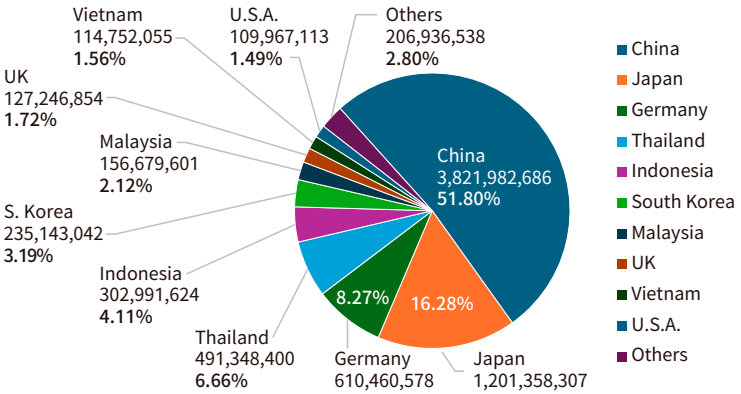


Fig. 9. ASEAN's Top 10 New Energy Vehicle Import Sources in 2024 (Unit: USD)



ASEAN Import Market Distribution

Figure 8 (Source: ASEANstats) shows that ASEAN's import value of Chinese NEVs grew for five consecutive years between 2020 and 2024, reaching USD 3.821 billion in 2024, with a ***total growth of an even more astonishing 467.1%, demonstrating explosive demand for Chinese NEVs in ASEAN.***

Figure 9 (Source: ASEANstats) shows that ***China held a 51.8% market share in ASEAN***, capturing half of the local import market. ***ASEAN's import market primarily relied on China, Japan (16.2%), Southeast Asia (14.4%), and Europe (9.9%).***

Chinese NEVs: Domestic "Involution" Drives Sharp Overseas Overflow

This article reveals the astonishing global diffusion and influence of Chinese NEVs. Leveraging policy support and strong supply chain advantages, China not only maintains its leading position in the global NEV market but has also achieved nearly 20-fold explosive growth in exports over the past five years. Although the number of domestic Chinese automakers has shrunk due to fierce competition and overcapacity, ***Chinese NEVs have successfully penetrated diverse international markets including Europe, ASEAN, and Brazil—particularly holding over 50% market share in Brazil and ASEAN—demonstrating a highly fragmented and diversified global layout.*** Meanwhile, the U.S. market shows low penetration due to high tariffs and policy restrictions, reflecting regional differences in the global market. Overall, China's aggressive overseas export model and rapidly rising market share underscore its core role and future potential in the global automotive industry transformation.