Brazil's electric and hybrid vehicle imports

US$7.81bn in the first ten months of 2026, up 121% on the same period of 2025. China supplies 85% of it. The four codes that carry the category first appear in 2017.

US$ 7.81 bn
Jan to Oct 2026

+121%
against 2025

85%
from China

2017
first year in data

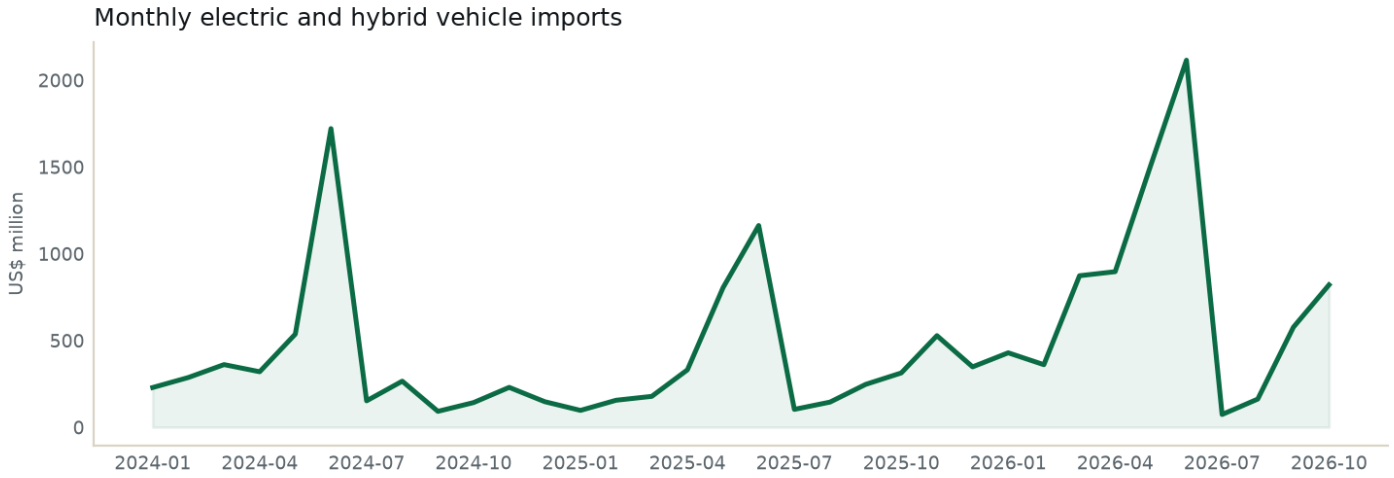
The codes behind it

NCM	Product	2026	Growth	China
8703.40.00	Outros veículos, equipados para propulsão, simultaneamente, co	US$ 1.39 bn	+88%	54%
8703.60.00	Outros veículos, equipados para propulsão, simultaneamente, co	US$ 3.50 bn	+79%	92%
8703.80.00	Outros veículos, equipados unicamente com motor elétrico para	US$ 2.82 bn	+280%	94%
8703.50.00	Outros veículos, equipados para propulsão, simultaneamente, co	US$ 93 m	+9%	0%

Origins, 2026

China	US$ 6.63 bn	84.9%
Alemanha	US$ 269 m	3.4%
Japão	US$ 164 m	2.1%
Estados Unidos	US$ 155 m	2.0%
Eslováquia	US$ 150 m	1.9%
Hong Kong	US$ 60 m	0.8%
África do Sul	US$ 53 m	0.7%
Bélgica	US$ 52 m	0.7%

Monthly flow



Shipments arrive in waves. June peaks in 2024, 2025 and 2026, then July drops sharply. An average month is the wrong planning unit for this category.

What it means

One supplier holds 85% of a category that grew 121% in ten months. That is a single point of failure for an entire vehicle segment, and one tariff decision away from repricing.

Cumulative port data puts Espirito Santo far ahead of Sao Paulo, which suggests state tax treatment is steering the flow rather than geography alone. Verify against current ICMS benefits before planning a route.

The category is new: the four codes first appear in 2017 and only reached scale after 2023. Long-run averages hide that.

Source: Comex Stat, MDIC. Imports by NCM and origin country, monthly. Values are declared FOB in US dollars. 2026 covers January to October. Port and state totals cover 2015 to 2026. Full data at brazilimportdata.com.