US Car Export Statistics

Where America's used cars go overseas, how many, what they are worth and how they ship. January to September 2026.

Latest update: November 2026, with US Census Bureau data through September 2026. Used cars shipped overseas from the US fell 7% in the first nine months of 2026, to 849,565. The whole drop is in the Gulf, where shipments fell by more than half. Every other overseas market combined grew 14%.

> **Why Canada and Mexico are left out:** about 156,000 used cars went to Canada and Mexico this year, almost all by road and rail rather than by sea. This report covers overseas shipping, so every figure leaves them out unless it says otherwise.

> **A note on declared values:** every value here is the value declared at export. For years, many shippers treated that figure loosely, because the importing country checks the value and charges its duty on it, and the two sides did not always show the same value for the same car. Since 2025, CBP has required an accurate value for every vehicle exported: the price actually paid, or fair market value, checked against market data before the car is cleared. We expect declared values to become more realistic, and higher rather than lower, so part of this year's rise in value per car may come from more accurate declarations rather than more expensive cars.

By the numbers: January to September 2026

Measure	2026	2025	Change
Used cars shipped overseas (units)	849,565	909,471	-6.6%
Used cars shipped overseas (value)	$7.87 billion	$8.07 billion	-2.5%
Of which to the Gulf (units)	117,864	266,797	-55.8%
Used cars to Canada and Mexico, by road and rail (excluded)	155,644	98,014	+58.8%
All US passenger vehicle exports, new and used, all countries	$35.49 billion	$41.56 billion	-14.6%

Top 15 overseas destinations

Country	Used cars	vs 2025	Avg per car	Main way they ship
Georgia	112,279	-4%	$9,209	Container 95%
Lithuania	88,239	+17%	$8,641	Container 100%
United Arab Emirates	61,020	-64%	$8,633	Container 90%
Nigeria	59,739	+24%	$7,911	RoRo 58%
Netherlands	53,584	+11%	$13,197	Container 92%
Guatemala	48,611	+32%	$3,982	Road 58%
Libya	34,952	-12%	$4,259	Container 99%
Honduras	34,472	+38%	$5,270	Container 87%
Oman	31,953	-23%	$8,062	Container 98%
Turkey	31,308	+210%	$10,388	Container 99%
Dominican Republic	30,720	+16%	$13,148	RoRo 98%
Cuba	26,293	-23%	$3,149	Container 82%
El Salvador	25,612	+28%	$5,490	Container 88%
Ukraine	22,062	+21%	$7,623	Container 100%
Jordan	21,379	-38%	$11,136	Container 95%

Key takeaways: top 10 destinations

> **How the trade works.** volume shippers consolidate cars in containers and deliver them to a few main hub ports, such as Rotterdam, Jebel Ali in the UAE, Poti in Georgia and the Turkish ports. From there, the cars are cleared and moved on to neighbouring countries. That is why hub countries take more cars than their own markets buy, and why trouble at one hub sends volume to another, as the shift from the UAE to Turkey shows this year.

1. **Georgia** · 112,279 cars, -4%. Down because of Georgia's new import laws in 2026. Still the biggest hub by sea: cars arrive in containers at Poti and are re-sold across the Caucasus and Central Asia.
2. **Lithuania** · 88,239 cars, +17%. Up as the entry port for most of the Baltic countries. Cars land at Klaipeda and move on to Latvia, Estonia and further east.
3. **United Arab Emirates** · 61,020 cars, -64%. Down sharply since March, as the conflicts in the Middle East disrupted shipping into the Gulf. Jebel Ali was the region's main re-export hub, and much of that volume has moved elsewhere.
4. **Nigeria** · 59,739 cars, +24%. Up on strong demand for used cars in West Africa. Most cars arrive by RoRo in Lagos, and neighbouring Benin and Togo grew too.
5. **Netherlands** · 53,584 cars, +11%. Up as Rotterdam stays the main entry port for Europe. Volume shippers deliver containers there, and the cars are cleared and distributed across the EU.

6. **Guatemala** · 48,611 cars, +32%. Up as Central America's biggest buyer of older, lower-value American cars, with much of the volume trucked through Mexico.
7. **Libya** · 34,952 cars, -12%. Slightly down, but still a steady market for older cars, almost all shipped in containers.
8. **Honduras** · 34,472 cars, +38%. Up, part of a broad rise across Central America for older, lower-value cars.
9. **Oman** · 31,953 cars, -23%. Down with the rest of the Gulf, though less than the UAE, as Oman's ports sit outside the Strait of Hormuz.
10. **Turkey** · 31,308 cars, +210%. Tripled as Turkey became another pass-through port for neighbouring countries while the UAE slowed down. The jump started in April, right after the Gulf disruption.

What we see on our own lanes

- **Our bookings follow the national trend.** The shifts in the Census figures, with the Gulf down and Europe, Turkey, the Baltics and West Africa up, show up in our own bookings too.
- **We are shipping more cars.** The number of shipments we handle has grown this year.
- **Europe picked up after the summer break.** European bookings slow every summer and pick up again from September. This autumn the rebound has been strong, and it has carried into November. The Census figures show the same rhythm: European volume dips in June and July and rises again from August, in 2025 and in 2026.

Our outlook for the next six months

- **Europe stays strong through the winter.** We expect the October and November figures to show the Netherlands, Lithuania and Germany holding or growing. The dollar has regained most of its ground against the euro since October, which takes a little off the price advantage, but demand for American SUVs, pickups and Teslas is not about price alone.
- **The Gulf stays well below 2025 while shipping there is disrupted.** More of the trade will keep moving through Turkey and on to neighbouring countries.
- **Georgia and Central Asia shift to newer cars.** Volume looks set to stay soft, but value per car to Georgia is up about 25% since April as the new rules push out older cars.
- **West Africa and Central America keep growing.** Nigeria (+24%), Benin, Togo, Costa Rica (+84%), Honduras and Guatemala are growing fast, mostly by RoRo.
- **Declared values keep rising.** Value per used car shipped overseas reached $9,956 in September, the highest in 21 months. More accurate declarations and markets that favour newer cars both push it up.
- **Collector cars keep flying.** Air will keep growing for high-value cars with a show or auction date. For Europe's spring show and auction season, collectors should buy over the winter and book early in the new year.

What to buy, and where it sells

The cars each market is taking now, from recent shipping records and the Census figures. Our read of the data, not a promise of what any car will sell for. Check the destination’s current rules before you buy.

Market	What sells	Why, and how it ships
The Netherlands and its neighbours via Rotterdam and Bremerhaven, about 8 years	Jeep Grand Cherokee, Chrysler Pacifica, Ram 1500 and other full-size pickups, Ford Mustang and Chevrolet Corvette, Classics over 25 years old	Buyers want the American cars Europe doesn't sell: big SUVs, pickups, V8s and muscle cars. The Netherlands takes the most classics of the markets we sampled, about 1 in 30 cars, and its used EV imports more than doubled. *Shared container to Rotterdam from $1,100, 17 to 20 days.*
Lithuania and the Baltics via Klaipeda, about 6 years	Tesla Model 3 and Model Y, Audi Q5, Volkswagen Tiguan, Chevrolet Equinox, Nissan Rogue	Klaipeda is the entry port for most of the Baltics. Repairable late-model cars, Teslas and German premium SUVs sell best, and Lithuania grew 17% this year. *Shared container to Klaipeda from $900, about 35 days.*
Georgia, the Caucasus and Central Asia via Poti, often through Gioia Tauro, about 5 years	Chevrolet Equinox, Toyota Camry, Ford Explorer, Hyundai Sonata, BMW X5	The new Georgian import rules favour newer cars. Buy younger and cleaner than before: value per car is up about 25% since April even as volume slows. *Container to Poti; price your route in our calculator.*
Turkey and its neighbours via Turkish ports	Hybrids, Late-model SUVs	Turkey tripled this year as a pass-through port while the Gulf slowed, and its hybrid imports rose about six times. Much of the volume moves on to neighbouring countries, so check Turkey's own rules before buying for Turkish registration. *Shared container to Istanbul from $2,450, about 25 days.*
Nigeria and West Africa via Lagos and Cotonou, about 12 years	Toyota Camry, Toyota Highlander, Lexus RX, Toyota Corolla, Toyota Sienna	Three in four cars to Nigeria are Toyotas or a Lexus, prized for parts and resale. Age and duty rules weigh heavily, so check the year before you buy. *Mostly RoRo from Baltimore and Jacksonville.*
Dominican Republic and Central America via Rio Haina and Central American ports, about 4 years	Honda CR-V, Toyota RAV4, Hyundai Tucson, Hyundai Santa Fe, Kia Sportage	The youngest cars of any big market: compact SUVs a few years old. The Dominican Republic is the busiest single lane from Florida, and Costa Rica is up 84%. *Mostly RoRo from Miami and Port Everglades.*
United Kingdom via Southampton	Classics over 30 years old, American muscle and pickups, Rare European cars sold new in the US	A classic over 30 years old pays only 5% VAT, against 10% duty and 20% VAT for a newer car. On a $50,000 car that is about $2,500 instead of about $16,000. *Shared container to Southampton from $1,200, 14 to 16 days.*
Italy, Japan, France and Australia via Collector markets	American classics and muscle cars, Rust-free cars from dry states, Cars with documented histories	These markets pay the most per car: about $110,900 in a typical month for Italy and $35,500 for Japan. In Australia, cars over 25 years old have an easier import path. *Dedicated container or two on the floor; California to Melbourne from $2,250.*

Before you buy a car for export

1. **Check the destination's rules first.** Age limits, steering side, emissions, EV registration and duty by engine size decide what you can sell. Rules change: Georgia's changed this year.
2. **Buy with a clean title in hand.** No liens, and the original title ready. US Customs needs the title at least 72 hours before the car is loaded.
3. **Declare the real price.** Keep the bill of sale. CBP now checks export values car by car, and cars whose values don't line up are held.
4. **Match the car to the method.** A shared container is the best value for everyday cars. High-end cars go in a dedicated container or two on the floor of one. RoRo suits running cars to West Africa and the Caribbean. Air is for deadlines.
5. **Time it.** Europe is busiest from September to November. Book early in the autumn, and before the year-end holidays.
6. **Price the landed cost, not just the freight.** Destination port charges, duty and VAT come on top of shipping. Our calculator lists them per country, and our quotes are valid for 30 days.

Behind the numbers

A weaker dollar helped Europe, Australia and Israel. Against the dollar, January to September 2026 compared with 2025: euro +4%, pound +2%, Australian dollar +10%, Israeli shekel +16%, Swiss franc +6%, yen -6%, Turkish lira -15%. A stronger local currency makes American cars cheaper there. Turkey still tripled despite the weaker lira, because most of its cars move on to neighbouring countries. Since October the dollar has regained most of its ground against the euro.

Chinese cars are rising; American cars are still in demand. Chinese brands are gaining fast in the Middle East, Africa, Central Asia and parts of Europe, with analysts expecting about a third of the Middle East and Africa market by 2030 (AlixPartners). American cars keep their place on value (the world's deepest used car market, with steep depreciation), on what is available (full-size SUVs, pickups, V8s, left-hand drive), on repairable auction cars for rebuild trades, on parts and resale, and on classics, where the US has the world's largest pool of collector cars.

The rebuild trade is still growing. Trade data does not separate salvage cars, but the rebuild markets of Eastern Europe and the Caucasus took 237,500 used American cars this year, up 6%, at about $9,000 a car. Lithuania (+17%), Ukraine (+21%) and Armenia (+57%) grew, while Georgia slowed with its new import laws and Jordan has banned damaged car imports.

How the cars travel

Mode, share of value	2026	2025	Change
In containers	$6.27 billion (80%)	$6.65 billion (82%)	-5.7%
By RoRo and other non-container vessels	$1.10 billion (14%)	$1.01 billion (13%)	+8.9%
By air	$332.4 million (4%)	$256.6 million (3%)	+29.6%
By road, through Mexico to Central America	$172.8 million (2%)	$159.0 million (2%)	+8.7%

We would still send most high-end cars by sea, in a dedicated container or two to a container with both cars on the floor. Air pays off when a show date or an auction deadline sets the clock. For everyday cars, a shared container is the best value.

What each country buys

Most common models in the latest 400 shipping records to each country, late August 2026 (a snapshot, not a full count).

Country	Average age	Most common models
Nigeria	11.9 years	Toyota Camry, Toyota Highlander, Lexus RX, Toyota Corolla, Toyota Sienna
Georgia	4.7 years	Chevrolet Equinox, Toyota Camry, Ford Explorer, Hyundai Sonata, BMW X5
Lithuania	6.1 years	Tesla Model 3/Y, Chevrolet Equinox, Audi Q5, Volkswagen Tiguan, Nissan Rogue
Netherlands	8.2 years	Jeep Grand Cherokee, Chrysler Pacifica, BMW X3, Volvo XC60, Ram 1500
Dominican Republic	3.6 years	Honda CR-V, Toyota RAV4, Hyundai Tucson, Hyundai Santa Fe, Kia Sportage

The busiest export lanes

Share of car export shipment records, January to August 2026, and the main destination countries from each port. Records are not cars: a container record can hold two to four cars. Shipments to Puerto Rico are domestic and left out.

US port	Share	Main destinations
Newark, New Jersey	20%	Georgia, Lithuania, Netherlands, Libya
Savannah, Georgia	14%	Georgia, Lithuania, Libya, Netherlands
Port Everglades, Florida	11%	Dominican Republic, Guatemala, El Salvador, Honduras
Houston, Texas	11%	Georgia, Honduras, Lithuania, Libya
Miami, Florida	8%	Dominican Republic, Colombia, Lithuania, Costa Rica
Baltimore, Maryland	6%	Nigeria, Benin, Ghana, Togo
Long Beach, California	6%	Lithuania, Guatemala, El Salvador, Georgia
Jacksonville, Florida	5%	Nigeria, Benin, Honduras, Jamaica
Los Angeles, California	4%	Georgia, Cambodia, Netherlands, Lithuania
Philadelphia, Pennsylvania	2%	El Salvador, Honduras, Guatemala

Many cars change ships on the way. Gioia Tauro in southern Italy is one of the busiest first ports of call, a transshipment hub for the Mediterranean, the Black Sea and Georgia.

EVs and hybrids

New and used, shipped overseas.

Hybrids and plug-in hybrids: 105,040 shipped overseas (-20%). Biggest buyers: Germany 18,335 (-35%), Georgia 10,102 (-10%), Nigeria 9,314 (+23%), United Arab Emirates 9,297 (-38%), Lithuania 7,171 (+29%). Growing: Turkey 2,425 (+494%), Nigeria 9,314 (+23%), Lithuania 7,171 (+29%), Benin 4,655 (+19%). Slowing: Germany 18,335 (-35%), United Arab Emirates 9,297 (-38%), Jordan 2,577 (-62%), Australia 2,551 (-58%).

Battery electric cars: 33,219 shipped overseas (-13%). Biggest buyers: Lithuania 4,625 (-30%), Germany 4,074 (-41%), Georgia 2,976 (+99%), Netherlands 2,919 (+122%), Taiwan 2,606 (+16%). Growing: Netherlands 2,919 (+122%), Georgia 2,976 (+99%), South Korea 1,401 (+322%), Austria 942 (+432%). Slowing: Belgium 2,073 (-60%), Germany 4,074 (-41%), Lithuania 4,625 (-30%), Norway 730 (-57%).

All US passenger vehicle exports by powertrain, new and used, including Canada and Mexico:

Powertrain	2026	2025	Change
Combustion only	$26.61 billion	$30.65 billion	-13.2%
Hybrid and plug-in hybrid	$4.54 billion	$6.27 billion	-27.6%
Battery electric	$2.57 billion	$3.08 billion	-16.5%
Of which used battery electric	$863.0 million	$1.24 billion	-30.3%
Used gasoline cars	$7.97 billion	$7.72 billion	+3.2%

Classic and collector cars

Trade data has no separate category for classic cars, so we look for the markets that pay the most per car in a typical month (the median of the nine monthly averages, so one-off bulk shipments of cheaper cars do not drag it down). Among overseas markets with more than 500 cars: Italy (about $110,900 per car, 88% of value by air), Japan ($35,500, 40%), the United Kingdom ($34,300, 58%), Australia ($29,400, 4%), France ($26,100, 34%) and Germany ($20,100, 27%). Most high-end cars still go by sea, in a dedicated container or two to a container on the floor.

The most valuable cars to leave the US in 2026. When a country takes only one used car in a month, that figure is one car. The highest declared values, January to September: $3,500,000 to Hong Kong in February (gasoline, 1.5 to 3 litre, by air); $700,000 to Switzerland in March (gasoline, 1.5 to 3 litre, in a container); $600,000 to Philippines in April (gasoline, over 3 litre, in a container); $385,000 to Slovakia in August (gasoline, over 3 litre, in a container); $366,000 to Uzbekistan in August (gasoline, 1.5 to 3 litre, by air); $350,000 to Italy in March (plug-in hybrid, in a container). In September, three cars worth about $10 million together were also flown to Hong Kong.

Why collectors buy in the US. The biggest supply of American classics, and many European ones sold new in the US; better-preserved, rust-free cars from dry states such as California, Arizona and Texas; titles and factory records that help confirm originality; an open auction market with published results, from Mecum, Barrett-Jackson, RM Sotheby's, Gooding Christie's, Bonhams and Broad Arrow to Bring a Trailer and Cars & Bids; the largest network of restorers and parts makers; and prices that are often lower than abroad, helped this year by the weaker dollar. Import tax is lower on classics in many countries: in the UK, a car under 30 years old pays 10% duty and 20% VAT, while a classic over 30 years old pays only 5% VAT.

Collector pieces

This category covers collectors' pieces of historical interest, including cars that qualify as collectors' items alongside other historical objects, so it is not a car count.

Exports, top overseas destinations	2026	2025	Change
All countries	$172.7 million	$121.3 million	+42.4%
Of which by air	$145.1 million	$100.1 million	+45.0%
France	$40.0 million	$18.9 million	+111.6%
Hong Kong	$23.6 million	$20.1 million	+17.1%
United Kingdom	$21.0 million	$18.6 million	+13.1%
Germany	$14.8 million	$4.0 million	+271.1%
Switzerland	$13.9 million	$3.8 million	+268.6%
Japan	$6.3 million	$4.6 million	+35.8%

Our rates on the busiest lanes

A car in a shared container, from our calculator as of November 2026. Destination charges, duty and VAT come on top.

- New Jersey to Klaipeda: $900, 35 days
- New Jersey to Rotterdam: $1,100, 17 to 20 days
- New Jersey to Bremerhaven: $1,100, 30 to 33 days
- New Jersey to Southampton: $1,200, 14 to 16 days
- New Jersey to Jebel Ali: $1,350, 65 to 70 days
- New Jersey to Istanbul: $2,450, 25 days
- California to Melbourne: $2,250, 33 to 36 days, asbestos testing included

Source: US Census Bureau trade data, January to September 2026 and 2025, compiled by West Coast Shipping. Values are declared export values in US dollars. Shipping-mode splits are by value. Country notes are our own reading of the numbers and of public reporting. Our lane trends are based on West Coast Shipping bookings.

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