

Production, Export and Import of Cars in the Republic of Uzbekistan



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ANNOTATION: Exports play a significant role in the national economy and contribute to the growth of GDP. Given that Uzbekistan is involved in the production of vehicles, this industry also has the potential to enhance the state's economic performance. This is the focus of this paper. Additionally, it discusses strategies for increasing exports of domestically manufactured vehicles and entering the global market.

KEYWORDS: automobile export, import, national economic development, domestic manufacturing, automotive sector, exportation, global market.

INTRODUCTION: Uzbek cars have been the cheapest in major export markets for many years. In the summer of 2018, Spark and Nexia were considered the cheapest foreign cars in Russia at \$6,900 and \$7,100, respectively. At the same time, these same models cost thousands of dollars more in the country.

The structure of car imports has changed in Uzbekistan. If previously gasoline cars were the most imported, then in 2024, the number of imported electric and hybrid cars exceeded their number for the first time. The average price of imported electric cars has almost tripled.

In June of the same year, President Shakhkat Mirziyoyev criticized the auto industry. In particular, he noted that the management system at all levels is full of corruption, bribery and nepotism, and cars have been sold abroad below cost for several years.

In the first 10 months of last year, Uzbekistan produced 338,000 cars. The country has also achieved notable success in domestic production. To date, 1,400 components have been developed, which is an important step towards reducing dependence on imports.

MATERIALS AND METHODS

The research methods used in this study include content analysis, structure analysis, and comparisons. In addition, the theoretical information was written by the author, and literary sources and websites were used.

ANALYSIS AND RESULTS

By the end of 2024, more than 400,000 new cars were sold in Uzbekistan.

From January to December last year, 402,391 domestic cars were sold. The best-selling company was UzAuto Motors, which accounted for almost 88 percent of all sales. State-owned companies sold 353,730 Chevrolet cars, followed by ADM Jizzakh (7.5%) and BYD Uzbekistan (4.3%), which opened a plant in Jizzakh in June.

Last year, ADM Jizzakh sold more than 30,300 cars, the majority (19,400) under the Kia brand; BYD sold just over 17,000 electric vehicles; Chery (7.5 thousand units) and Haval (3.3 thousand units) are also among the top five brands.

The share of other automakers was 0.1%, and Asaka Motors, Jizzakh Auto and SamAuto sold 489, 394 and 317 units, respectively. By vehicle type, Chevrolet topped the list, with Cobalt in first place with 127.2 thousand units. Damas is slightly behind with 106 thousand units sold. It is followed by Tracker (37.9 thousand units), Onyx (33.6 thousand units), Labo (25.3 thousand units) and Lacetti (18.3 thousand units). The top 10 also included the Kia Sonnet (7.7 thousand units), two BYD models, Song Plus Champion DM-i (6.4 thousand units) and Chazol (4.5 thousand units), as well as Chery Tigo 7 Pro (3.5 thousand units).

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In addition, more than 80,000 passenger cars were imported in 2024 (worth \$1.27 billion), which is 33.2% less in value terms and 7% less in kind compared to 2023. For the first time, imports of electric and hybrid cars exceeded imports of cars with an internal combustion engine (55.7% versus 44.2%).

If we include imported cars in the sales of domestic automakers, the volume of the Uzbek car market last year exceeded 482,000 units (+ 5.6%).

In 2023, the volume of the country's car market will amount to 4.5634 million units. In particular, UzAuto Motors accounted for 81% of the market with a production volume of 369.9 thousand units, while ADM Jizzakh took second place with 5.5% of the market. The remaining 59,380 cars were imported, including 8,948 BYD electric vehicles; car sales in Uzbekistan and abroad were suspended in August. By the end of the same month, sales resumed only on the domestic market.

Exports resumed only in November, when it became clear that cars were becoming more expensive in Uzbekistan. In Kazakhstan, prices for Nexia and Ravon increased by about \$5,000 after their return.

Since then, UzAuto Motors cars have not become cheaper abroad. For example, the price of Cobalt in Kazakhstan ranges from 4.7 to 5 million tenge, depending on the configuration. In Uzbekistan, it ranges from 97 to 116 million.

Exports of passenger cars to Kazakhstan amounted to \$82.6 million (8,468 cars).

Uzbekistan supplied cars worth US\$1.3 million to Afghanistan, US\$963,300 to Kyrgyzstan, US\$444,700 to Azerbaijan, US\$313,000 to Russia and US\$134,400 to Tajikistan. By the end of 2024, the volume of imports of electric and hybrid cars will exceed the volume of imports of conventional gasoline cars for the first time.

Last year, Uzbekistan imported a total of 80,235 passenger cars (worth \$1.9 billion), down 7 percent in volume (5,710 units) and 33.1 percent in value (\$632.6 million) compared to 2023. Of these, 32,928 were gasoline cars, down 36.3 percent in volume (51,699 units) and 40 percent in value (from \$1.18 billion to \$707.2 million). The share of traditional cars in imports decreased from 64.4 percent to 44.2 percent. On the other hand, imports of environmentally friendly cars increased.

In particular, imports of hybrid cars with gasoline-electric drive increased by 42% - from 12,300 to 17,480 units. In value terms, it increased by 17% to 339.3 million US dollars. Their share in imports increased from 15.3 to 23.4 percent. Electric cars increased by 1.5 times - from 16,084 to 24,095 units. At the same time, their cost decreased by 48.2 percent to 224.8 million US dollars.

The share of electric cars in imports increased from 20 to 32.3 percent. The average price of imported electric vehicles decreased almost threefold - from 26,972 to 9,330 US dollars (excluding VAT and customs duties), hybrid vehicles - from 23,570 to 19,410 US dollars (-17.6%), vehicles with internal combustion engines - from 22,858 to 21,476 US dollars (-6%). The share of hybrid and electric vehicles (55.8%) exceeds the share of gasoline vehicles (44.2%) (33,564 versus 32,928 in absolute terms).

Table 1. Imported cars to Uzbekistan in 2023-2024

Product	2023		2024	
	Quantity	Amount (thousands of dollars)	Quantity	Amount (thousands of dollars)
Passenger cars		1 908 943,1		1 276 357,4
Gasoline cars	51 699,0	1 181 722,6	32 928,0	707 163,6
Hybrid cars	12 300,0	289 914,0	17 480,0	339 285,2
Electric cars	16 084,0	433 823,0	24 095,0	224 824,1
Diesel cars	152,0	3 483,4	22,0	5 084,4

Imports of electric vehicles are exempt from special consumption tax, customs duty and vehicle tax. Taxi drivers transporting passengers in electric or hybrid vehicles are exempt from licensing fees until 2030; from the beginning of 2023, they are also exempt from installing charging stations. In addition, the registration fee for electric and hybrid cars (BRV 1.5, UZS 562,500) is cheaper than for gasoline cars (BRV 6.84, UZS 256,000).

Thus, from January to September 2024, Uzbekistan imported 10,255 gasoline cars, which is 28% less than in the previous year. In contrast, imports of hybrid cars increased by 49% and amounted to 3,755 units.

The most significant growth was recorded in the electric vehicle sector. In the first nine months of this year, 5,292 electric vehicles were imported to Uzbekistan, which is 48% more than last year.

These statistics indicate the growing popularity of environmentally friendly cars among Uzbek citizens and the government's desire to develop electric vehicles and reduce harmful emissions into the atmosphere.

Problems with gas stations and high fuel prices also encourage drivers to switch to electric vehicles.

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CONCLUSIONS

Currently, the share of the automotive industry in the total industrial output of Uzbekistan is 10 percent. Thanks to the economic reforms, the following results were achieved:

- a 4% reduction in car prices
- an increase in exports (455 million US dollars)

One of the main areas of development of the automotive industry is the production of electric vehicles. A plant was created in Jizzakh together with the Chinese company BYD, which already produces Chazor and Song Plus Champion.

Production expansion stage

At the first stage, it is planned to produce basic models of electric vehicles. At the second stage, production will reach 200,000 cars per year with investments of 300 million US dollars. At the third stage, it is planned to produce 500,000 cars per year.

It is also planned to significantly expand the range of electric vehicles, which will allow Uzbekistan to take a leading position in the region.

Key long-term goals:

- by 2025, it is planned to increase car production to 450,000 units
- exports are planned to increase to 700 million US dollars
- active work on localization will continue: the development of 700 new components will become part of 63 projects worth \$325 million, implemented in cooperation with regional enterprises.

Shavkat Mirziyoyev approved the announced plans and issued a number of orders:

- to strengthen cooperation between local enterprises and foreign partners;
- to create additional production capacities;
- to ensure a stable supply of components and spare parts necessary for the production of electric vehicles.

These measures are aimed at accelerating the development of the automotive industry and strengthening its position as a key sector of the economy of Uzbekistan.

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