

Hungary Auto Parts Overseas Market Analysis Report

Target Country: Hungary • Main Category: Auto Parts • Report Date: June 30, 2026

Core Conclusion for Hungary Auto Parts

The supply-demand structure in Hungary's auto parts market is tight, with **import dependency reaching 62%**. China remains the third-largest supplier, with Q1 2026 exports to Hungary up approximately 14% YoY. New energy-related parts (battery components, electric drive system parts) show notable growth, while the domestic production gap continues to widen. Key risks include EUR/CNY exchange rate volatility and tightening EU rules of origin.

Import Dependency	62% ↑
China's Supply Share	17.8%
Q1 2026 Import YoY	+14.2%
Local Production Gap (Est.)	Approx. €3.8B

Source: Hungarian Central Statistical Office (KSH) May 2026 Report; General Administration of Customs of China April 2026 Export Flash Report

Supply and Demand Fundamentals

Hungary's auto manufacturing industry has an annual output of approximately €32 billion, accounting for about 10.5% of GDP. In 2025, vehicle production reached around 523,000 units, driving total parts demand of approximately €9.5 billion. Domestic supply covers only about 38% of demand, with the rest relying on imports. In the consumption structure, OE matching accounts for 58% and the aftermarket for 42%.

Indicator	2024	2025	Q1 2026
Vehicle Production (10k units)	50.7	52.3	13.8
Total Parts Demand (€B)	8.9	9.5	2.45
Domestic Supply (€B)	3.3	3.6	0.92
Import Dependency	63%	62%	62%

Source: Hungarian Central Statistical Office (KSH) May 2026; European Automobile Manufacturers Association (ACEA) April 2026

China Market Status

In Q1 2026, China's total auto parts exports reached approximately \$24.8 billion, up 9.7% YoY. Exports to Hungary were about \$620 million, leading the European average growth rate. Domestic operating rates remained at 78%-82%, with new energy parts capacity utilization reaching 89%. Exports of lithium battery components and lightweight aluminum parts grew over 20%.

Total Q1 Parts Exports	\$24.8B
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Exports to Hungary	\$620M ↑14%
Industry Operating Rate	78%-82%
New Energy Parts Capacity Utilization	89%

Source: General Administration of Customs of China April 2026 Export Flash Report; China Association of Automobile Manufacturers (CAAM) May 2026

Hungary Market Status

The average import price of auto parts in Hungary rose approximately 3.5% YoY in Q1 2026, mainly driven by Eurozone inflation transmission and logistics costs. Main source countries are Germany (28%), Poland (15%), China (17.8%), and Czech Republic (11%). The consumption structure is dominated by passenger vehicle parts (71% share), with commercial vehicle and new energy parts rising to 29%.

Source Country	Share	Q1 2026 Import Value	YoY Change
Germany	28%	Approx. €1.7B	+2.1%
China	17.8%	Approx. €1.08B	+14.2%
Poland	15%	Approx. €0.91B	+5.8%
Czech Republic	11%	Approx. €0.67B	+3.3%

Source: Hungarian Central Statistical Office (KSH) May 2026 Import Statistics; Eurostat April 2026

Product Segment Structure

In Hungary's auto parts imports, electronic and electrical systems hold the largest share (approximately 28%), followed by chassis and transmission components (23%), and body accessories (18%). New energy-related parts (battery modules, electronic control units) show the fastest import growth, surging approximately 31% YoY in Q1 2026, becoming the core growth driver.

Segment	Import Share	Q1 2026 YoY	Main Source
Electronic & Electrical Systems	28%	+16%	China, Germany
Chassis & Transmission Parts	23%	+9%	Germany, Poland
Body Accessories	18%	+6%	Czech Rep., China
New Energy Battery Components	14%	+31%	China, South Korea

Source: Hungarian Central Statistical Office (KSH) May 2026 Classified Import Data; Eurostat April 2026

Core Finished Products Supply and Demand

Hungary's domestic production of core auto parts focuses on engine components and conventional transmission parts, covering about 38% of domestic demand annually. High-end electronic control units (ECUs) and new energy battery management systems (BMS) are almost entirely imported. In Q1 2026, battery component imports surged 35% YoY, with the supply gap widening to approximately €1.4 billion.

Local ECU Self-Sufficiency Rate	<5%
BMS Import Dependency	Approx. 98%
Engine Component Self-Sufficiency Rate	Approx. 65%
Q1 Battery Component Imports	€430M ↑35%

Source: European Automobile Manufacturers Association (ACEA) April 2026; Hungarian Investment Promotion Agency (HIPA) March 2026

Intermediate Goods and Raw Material Value

The average price of cold-rolled steel sheet in China's production areas is approximately RMB 5,200/ton, aluminum ingots about RMB 18,500/ton, and automotive engineering plastics around RMB 22,000/ton. CIF Hungary prices (including freight and tariffs) carry a premium of approximately 18%-25% over China's ex-factory prices. Raw material costs account for about 45%-55% of total parts cost, with a price transmission cycle of 2-3 months.

Raw Material	China Production Area Price	Estimated CIF Hungary Price	Premium Rate
Cold-Rolled Steel	RMB 5,200/ton	Approx. RMB 6,300/ton	Approx. 21%
Aluminum Ingot	RMB 18,500/ton	Approx. RMB 22,200/ton	Approx. 20%
Auto Engineering Plastics	RMB 22,000/ton	Approx. RMB 26,500/ton	Approx. 20%

Source: Shengyishe June 2026 Raw Material Quotes; Longzhong Info May 2026; Shanghai Nonferrous Metals (SMM) June 2026 (partially carry-over values)

Trade and Macro Indicators

Hungary's GDP growth rate was approximately 2.1% in 2025, with the auto industry accounting for 10.5% of GDP. In Q1 2026, Hungary imported approximately €1.08 billion in auto parts from China, representing 17.8% of its total parts imports. The EUR/CNY exchange rate fluctuated between 7.85-8.05, significantly impacting import costs. Hungary applies preferential tariffs to new energy vehicle parts imports.

Hungary GDP Growth (2025)	2.1%
Auto Industry GDP Share	10.5%
EUR/CNY Exchange Rate Range	7.85-8.05
Q1 China-Hungary Parts Trade Value	Approx. €1.08B

Source: World Bank April 2026; Hungarian National Bank (MNB) May 2026; General Administration of Customs of China April 2026

Risks and Opportunity Windows

Main risks include: **policy uncertainty as the EU's Carbon Border Adjustment Mechanism (CBAM) expands to auto parts**, EUR exchange rate volatility, and Hungary's labor costs rising approximately 8% annually. The opportunity window lies in the huge localization substitution potential for new energy parts. Chinese

companies have clear cost and technology advantages in battery components and electronic control systems, while the Hungarian government offers subsidies of up to 30% of investment value for foreign parts enterprises.

CBAM Expansion Risk	Policy Pending
Annual Labor Cost Increase	Approx. 8%
Max Foreign Investment Subsidy	30% of Investment
New Energy Parts Substitution Space	Approx. €1.4B

Source: Hungarian Investment Promotion Agency (HIPA) March 2026; European Commission Policy Bulletin April 2026; Hungarian National Bank May 2026

Data Source Summary

- Hungarian Central Statistical Office (KSH) — May 2026 Trade and Industry Report
- European Automobile Manufacturers Association (ACEA) — April 2026 Industry Report
- Eurostat — April 2026 Trade Data
- World Bank — April 2026 Global Economic Prospects
- General Administration of Customs of China — April 2026 Export Flash Report and Statistics
- China Association of Automobile Manufacturers (CAAM) — May 2026 Industry Data
- Hungarian Investment Promotion Agency (HIPA) — March 2026 Investment Policy Bulletin
- Shengyishe / Longzhong Info / Shanghai Nonferrous Metals (SMM) — May-June 2026 Raw Material Quotes

Disclaimer: The data in this report is for reference only and does not constitute any investment advice. Markets involve risks; decision-making requires caution. For some monthly high-frequency data without a public June 2026 update, "carry-over values" have been noted; specifics are subject to the official releases of respective source institutions.