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Competitive Edge Shifts from Low Prices to Technology
China's new energy vehicles (NEV) production and sales hit 12.48 million and 12.47 million units in Jan-Sep 2026, up about 11% year-on-year, with NEVs accounting for 53.6% of new car sales. NEV exports surged 130% to 4.006 million units. Experts say competitiveness has shifted from low prices to technology, intelligence and a complete supply chain. **(Global Times)**

Overseas Exports Help Rev up Motorbike Sales
Over 60% of China's motorcycle output is exported, offsetting weak domestic sales under restrictions in 180-plus cities. Jan–Aug exports hit 10.29 million units worth $7.13 billion; value growth outpaced volume, a higher value-added shift. Leisure demand rises among Gen Z, female and middle-class buyers as motorcycle-auto chains integrate. **(China Daily)**

European Automakers Deepen Industrial Ties in China
BMW has started mass production in China of sixth generation (6G) cylindrical battery cells — its first 6G plant in the country — deepening European automakers' industrial ties. Key data: 6G cells pack 20% higher energy density, cut cost 30% and CO2 60%, giving 30% more range; China plants make 1.5 million cells daily, over 100 GWh yearly. **(Global Times)**

Chinese Automakers Speed European Production Plan, Eye Closer Local Industry Ties
Chinese automakers are shifting from exports to local European production. BYD is weighing a French plant, with its Hungarian facility starting mass output this quarter; XPENG began G9L trial production at Magna's Graz plant, its fourth Europe-built model. Chinese-brand registrations in Europe hit 97,639 in August, doubling year-on-year for a record 11.7% share, up from 5.5%. **(Global Times)**

What Paris Motor Show Signals about China-Europe Auto Co-op
The 2026 Paris Motor Show signaled China-Europe EV cooperation shifting from trade to industrial integration. Chinese automakers are localizing production, R&D and after-sales across Europe: Stellantis and Leapmotor plan joint output in Spain, BYD targets 40,000-plus European jobs by 2030. These win-win models, joint plants and development, replace zero-sum framing, though protectionism persists. **(Global Times)**