MADE HERE DOSSIER · HS 870332

Diesel cars of 1,500 to 2,500 cc in the United Kingdom

The United Kingdom imported GBP 2.3bn of diesel cars of 1,500 to 2,500 cc in the twelve months to August 2026, down 11 per cent on the twelve months before. Germany supplied 50 per cent. The line is first of the thirteen in the UK edition of the Made Here record, scoring 4 of 8.

IMPORT BILL, TWELVE MONTHS	CHANGE	TOP SOURCE	SCORE
GBP 2.3bn	-11 per cent	Germany 50%	4 of 8

Customs description: "Vehicles: with only compression-ignition internal combustion piston engine (diesel or semi-diesel), cylinder capacity over 1500 but not over 2500cc". Heading 8703: Motor cars and other motor vehicles principally designed for the transport of <10 persons, incl. station wagons and racing cars (excl. motor vehicles of heading 8702). Chapter 87: Vehicles other than railway or tramway rolling-stock, and parts and accessories thereof.

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This dossier is everything the public record holds about one line for one country, read from the files named in section 8. It is a reading of the record, not advice and not a forecast. Nothing in it says that making the product in the United Kingdom would pay: that is the maker's question, and the record cannot answer it.

THE NUMBER

1. The bill and its path

The UK edition reads HMRC's Overseas Trade Statistics for the latest twelve months, September 2025 to August 2026, across three CN8 lines (87033211, 87033219, 87033290).

	Twelve months to August 2026	Twelve months to August 2025
UK imports	GBP 2.3bn	GBP 2.6bn
UK exports of the same line	GBP 284m	not in this edition's record

Imports are down 11 per cent on the twelve months before. The world comparison below uses the reconciled world file (CEPII BACI) in US dollars by calendar year, so the two bases differ in currency, period and method and are shown side by side, never added.

Year	Imports	Quantity	Customs value per tonne	Exports	World trade in the line
2022	USD 3.2bn	200,734 t	USD 16,062 a tonne	USD 448m	USD 60bn
2023	USD 3.4bn	181,507 t	USD 18,467 a tonne	USD 540m	USD 67bn
2024	USD 3.4bn	180,455 t	USD 19,098 a tonne	USD 393m	USD 63bn

Unit values are customs values per tonne, not prices. They are the declared value divided by the reconciled quantity: they mix grades and contract terms, and they say nothing about what a buyer pays at the gate. Where a flow is under 10 tonnes the unit value is too small to read and is not shown.

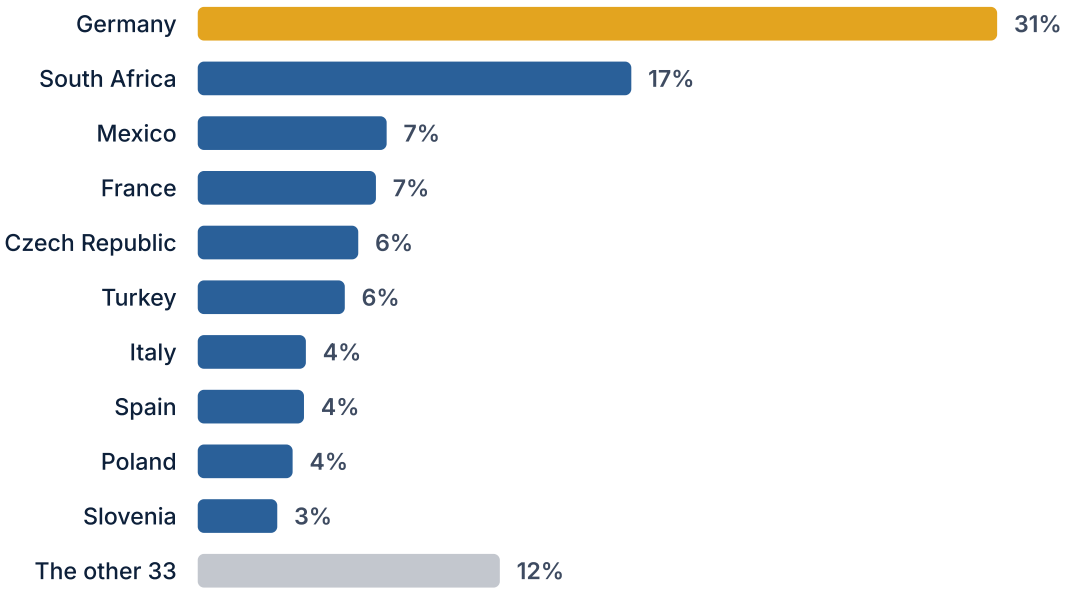
The same heading. The United Kingdom also imports four more lines under heading 8703 that are not yet exported well (the record shows one line per heading and carries the rest as siblings):

HS6	Line	Imports, twelve months
870380	Vehicles: with only electric motor for propulsion	GBP 15bn
870322	Vehicles: with only spark-ignition internal combustion piston engine, cylinder capacity over 1000 but not over 1500cc	GBP 5.6bn
870333	Vehicles: with only compression-ignition internal combustion piston engine (diesel or semi-diesel), cylinder capacity over 2500cc	GBP 1.2bn
870321	Vehicles: with only spark-ignition internal combustion piston engine, cylinder capacity not over 1000cc	GBP 3.2bn

THE SOURCES

2. Where it comes from

In 2024, the United Kingdom bought this line from 43 countries. Germany supplied 31 per cent. Interpretation: no single source dominates.



#	Source	Value	Share	Quantity	Customs value per tonne
1	Germany	USD 1.1bn	31 per cent	51,566 t	USD 20,562 a tonne
2	South Africa	USD 575m	17 per cent	31,819 t	USD 18,075 a tonne
3	Mexico	USD 250m	7 per cent	12,281 t	USD 20,393 a tonne
4	France	USD 236m	7 per cent	12,723 t	USD 18,568 a tonne
5	Czech Republic	USD 213m	6 per cent	11,376 t	USD 18,708 a tonne
6	Turkey	USD 195m	6 per cent	13,690 t	USD 14,248 a tonne
7	Italy	USD 143m	4 per cent	6,428 t	USD 22,316 a tonne
8	Spain	USD 141m	4 per cent	7,426 t	USD 18,980 a tonne
9	Poland	USD 126m	4 per cent	6,821 t	USD 18,456 a tonne
10	Slovenia	USD 105m	3 per cent	4,523 t	USD 23,302 a tonne
	The other 33 sources	USD 401m	12 per cent		

The concentration measure the site uses is the top source's share of the bill: 40 per cent earns one point, 60 per cent earns two, and an undisclosed top source earns none. The Herfindahl index (the sum of squared shares; 1 is a single source) is 0.147 and does not score.

The UK edition's own sources, HMRC, twelve months to August 2026, 39 source countries. This is the basis of the score; the BACI table above is the world file for 2024, which reconciles each flow from both sides of the

border and so can differ.

#	Source (HMRC)	Value	Share
1	Germany	GBP 1.2bn	50 per cent
2	Turkey	GBP 339m	15 per cent
3	Spain	GBP 175m	7 per cent
4	South Africa	GBP 138m	6 per cent
5	France	GBP 119m	5 per cent
6	Belgium	GBP 99m	4 per cent
7	Italy	GBP 82m	4 per cent
8	Slovenia	GBP 69m	3 per cent
9	Poland	GBP 68m	3 per cent
10	South Korea	GBP 47m	2 per cent

THE CAPABILITY

3. What the United Kingdom already exports near it

The United Kingdom exports 1,448 products well, that is with a revealed comparative advantage (RCA) of 1 or more. For this line its RCA is 0.34, below 1, so not yet an export strength. Its density, the proximity-weighted share of this product's neighbours that the United Kingdom already exports well, is 0.3194, in the top 44 per cent of the 331 candidate lines.

Nearest export strengths: none named. No product the United Kingdom exports well is both close to this line and in the same part of the customs nomenclature (vehicles, aircraft and vessels), so the record names none. That is the rule, below, and it is deliberate: a product from another section is a statistical neighbour, and the record does not treat it as evidence of related capability.

The rule for naming a strength: the country exports it well (RCA of 1 or more), its proximity is 0.4 or more, it sits in the same HS section as the line, and it is not waste or scrap.

The three closest products the United Kingdom exports well, as the product space ranks them, and whether the rule names them:

HS6	Product	Proximity	Exports, 2024	Named?
330710	Perfumery, cosmetic or toilet preparations: pre-shave, shaving or after-shave preparations	0.652	USD 153m	no, another section
440141	Wood: for fuel, sawdust and wood waste and scrap, not agglomerated: sawdust	0.652	USD 5m	no, another section
853090	Signalling apparatus: parts of safety, traffic control equipment for railways, tramways...	0.652	USD 57m	no, another section

THE WORLD

4. Who in the world exports it well

World trade in this line was USD 63bn in 2024. 25 countries export it with an RCA of 1 or more (23 of them among the 157 countries large enough to enter the capability calculation). The ten largest of them by value:

#	Country	Exports, 2024	Share of world trade	RCA
1	Germany	USD 19bn	30 per cent	4.46
2	Czech Republic	USD 5.9bn	9 per cent	8.71
3	Spain	USD 4.2bn	7 per cent	3.85
4	France	USD 3.9bn	6 per cent	2.20
5	South Korea	USD 3.3bn	5 per cent	1.64
6	Thailand	USD 3.0bn	5 per cent	3.20
7	Poland	USD 2.2bn	4 per cent	2.19
8	Italy	USD 2.1bn	3 per cent	1.19
9	Belgium	USD 2.1bn	3 per cent	1.97
10	Mexico	USD 2.0bn	3 per cent	1.11

The United Kingdom ranks 22 of 161 exporting countries by value, with exports of USD 393m and an RCA of 0.34.

The world's average customs value per tonne for the line in 2024 was USD 14,037 a tonne; the United Kingdom's imports averaged USD 19,098 a tonne. Both are customs values, not prices.

> RCA is the line's share of a country's exports divided by its share of world exports. Above 1, the country exports more of it than the world average would predict. A large exporter with an RCA below 1 (a big economy exporting a little of everything) is left out of this table by design.

THE SCORE

5. The score and its working

The line is **first of thirteen** in the UK's Made Here record and scores **4 of 8**. The score below is quoted from the record; this dossier recomputed it from the trade file with the same rules and got 4.

Part	Range	Points	Working
Import bill	0 to 3	2	import bill GBP 2.3bn (2)
Proximity to export strengths	0 to 3	1	proximity to UK export strengths in the top 44 per cent of candidates (1)
Supply concentration	0 to 2	1	Germany supplies 50 per cent (1)

The UK rule. Import bill: GBP 250m or more earns 1, GBP 1bn earns 2, GBP 3bn earns 3. Proximity: by percentile of density among the 331 candidate lines (above the median 1, top quarter 2, top tenth 3). Concentration: top source at 40 per cent 1, at 60 per cent 2. Public buyers are context and never a point.

> What the score is not: a ranking of what would be profitable to make. It measures three things that are in the record, the size of the bill, how close the line sits to proven capability, and how exposed the supply is.

THE BUYERS

6. Public buyers

Record: Contracts Finder award notices (OCDS), 27 October 2025 to 26 October 2026, 33,138 award notices read. 2,773 were classified by the buyer as goods with a procurement code specific enough to join. Of those, **305 fall in this line's family at heading level (8703), from 127 distinct buyers.**

152 of the 305 carry a code that maps to heading 8703 alone; the rest are purchases in a wider family. Either way the join is to the heading, so these are purchases in the family, not necessarily of this exact line.

Most frequent buyers, by number of notices

#	Public buyer	Notices
1	Nottinghamshire County Council	22
2	London Ambulance Service NHS Trust	14
3	West Yorkshire Combined Authority	13
4	York and North Yorkshire Combined Authority acting on behalf of itself and the Chief Constable of North Yorkshire Police	12
5	Cheshire Constabulary	9
6	MCA - Maritime and Coastguard Agency	9
7	Lancashire Constabulary	8
8	Leeds City Council	7
9	The Police and Crime Commissioner for Cheshire	7
10	Cabinet Office	6

The procurement codes that joined

Code	Description	Headings the code maps to	Notices
34100000	Motor vehicles	5	153
34114000	Specialist vehicles	1	71
34110000	Passenger cars	1	27
34114100	Emergency vehicles	1	27
34114400	Minibuses	1	19
34113200	All-terrain vehicles	1	2
34115200	Motor vehicles for the transport of fewer than 10 persons	1	2
34111000	Estate and saloon cars	1	1

Examples of what the most frequent buyers bought, in the words of the notice:

- Nottinghamshire County Council: "Purchase Of 3 Refuse Vehicles"
- London Ambulance Service NHS Trust: "LAS - Purchase of Chassis"
- West Yorkshire Combined Authority: "Small Electric Buses"

> Award values are never shown: they are framework ceilings, duplicates and, in some files, typing errors, so buyers are ranked by how often they buy. Companies appear here only as public buyers. No supplier is named. The crosswalk from procurement codes to customs headings is ours and approximate; no official one exists.

THE NEWS

7. Developments in the feed

The matching rule. A development from the BuzzBaboon feed (50 developments read from primary sources) is attached only when all three hold: one of its places is United Kingdom or one of the line's three largest sources (Germany, South Africa, Mexico); it carries one of the sector tags automotive; and one of the words "car", "cars", "passenger vehicle", "passenger vehicles", "motor car", "motor cars" occurs in its title, or in lower case in its summary of facts.

None meets the rule today. The feed reads UK public-sector and regulatory sources first, so an absence here says where the feed looks, not that nothing is happening to this line in the United Kingdom. When a development meets the rule it is attached to the next edition of this dossier.

THE METHOD

8. Method, limits and sources

- **Trade.** CEPII BACI, HS 2022 revision, version 202601: every bilateral flow at six digits, reconciled from both sides of the border, 2022 to 2024, values in US dollars, quantities in metric tonnes. For the UK, HMRC Overseas Trade Statistics for the latest twelve months, in pounds, are the basis of the score.
- **Capability.** The product-space method (Hidalgo, Klinger, Barabasi and Hausmann, Science, 2007) on 157 countries exporting at least USD 1bn and 5,388 products with world trade of USD 10m or more. RCA is the line's share of a country's exports over its share of world exports. Two products are close (proximity) when the countries that export one well tend to export the other well. Density is the proximity-weighted share of a product's neighbours the country already exports well.
- **Scope.** Chapters 16 to 96, less ores, fuels, precious metals, raw farm output, scrap, unwrought metal and one-off capital and defence purchases (scripts/sovereignty/scope.js).
- **Public buyers.** Award notices the buyer classified as goods, joined to customs headings through a crosswalk from procurement codes that is ours and approximate. Only a specific code joins; broad divisions join nothing. Context, never a point.
- **Developments.** The rule in section 7, stated in full there.

What is not in the record

- Tariffs, quotas and trade remedies on this line: not in the record.
- Product standards, certification and licensing: not in the record.
- Production costs, energy prices, wages and plant economics: not in the record.
- Domestic production and installed capacity: not in the record.
- The names of firms that make, import or sell the product: not in the record.
- Market prices: the unit values here are customs values per tonne: not in the record.
- Public buyers: in the record, as context.
- Regions: the UK edition carries regional trade by product group; this dossier does not repeat it.

Sources

- CEPII, BACI international trade database, HS22, version 202601. Licence Etalab 2.0. https://www.cepii.fr/CEPII/en/bdd_modele/bdd_modele_item.asp?id=37
- Hidalgo, Klinger, Barabasi and Hausmann, "The Product Space Conditions the Development of Nations", Science 317 (2007).
- HMRC Overseas Trade Statistics, api.uktradeinfo.com, twelve months to August 2026.
- Contracts Finder award notices (OCDS), https://www.contractsfinder.service.gov.uk/
- The Made Here record: https://buzzbaboon.com/made-here/

Every number in this dossier is traced to the file and field it came from, and checked against that file before the dossier is sent (204 printed numbers, each re-read from the record). BuzzBaboon, a Shika Group property.