**UK CAR AND COMMERCIAL VEHICLE MANUFACTURING** (data for November 2025)

Strictly embargoed until 00:01, Friday 19 December 2025

**Hi-res charts available via Dropbox:** [**https://www.dropbox.com/scl/fo/7jztvv0ip7d14zpmm46kd/ACwIQedbgCU1wwXpeuYUVH4?rlkey=z3o7vzcnnozrygxa3zd209w9l&st=039a2zup&dl=0**](https://www.dropbox.com/scl/fo/7jztvv0ip7d14zpmm46kd/ACwIQedbgCU1wwXpeuYUVH4?rlkey=z3o7vzcnnozrygxa3zd209w9l&st=039a2zup&dl=0)

**Vehicle output down in November as next gen EV production poised to begin**

* Vehicle production down -14.3% in November with 65,932 cars and commercial vehicles leaving factories.
* Car output dips -1.7% as output normalises following cyber incident, while commercial vehicle volumes drop for eighth month, by -78.0%.
* News comes as EV production resumes in Sunderland, with major new model signposting growth next year.
* UK sector cautions over impact of European Commission’s proposed Automotive Package, notably ‘Made in EU’ conditions.

**Friday 19 December, 2025** UK vehicle production fell by -14.3% in November with 65,932 units leaving factory lines, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT). The decline was driven by a slight reduction in car output, down -1.7% to 63,126 units, and a much steeper -78.0% drop in commercial vehicle (CV) output, with just 2,806 units produced – 9,943 fewer than in the same month last year.

While it was the fourth successive monthly decline in car production, just 1,090 fewer cars were made than in the same month last year as production gradually normalises following the cyber incident at Britain’s largest automotive employer. Van, truck, bus and coach volumes, meanwhile, declined for the eighth month in a row, reflecting the consolidation of two plants into one in the North West.

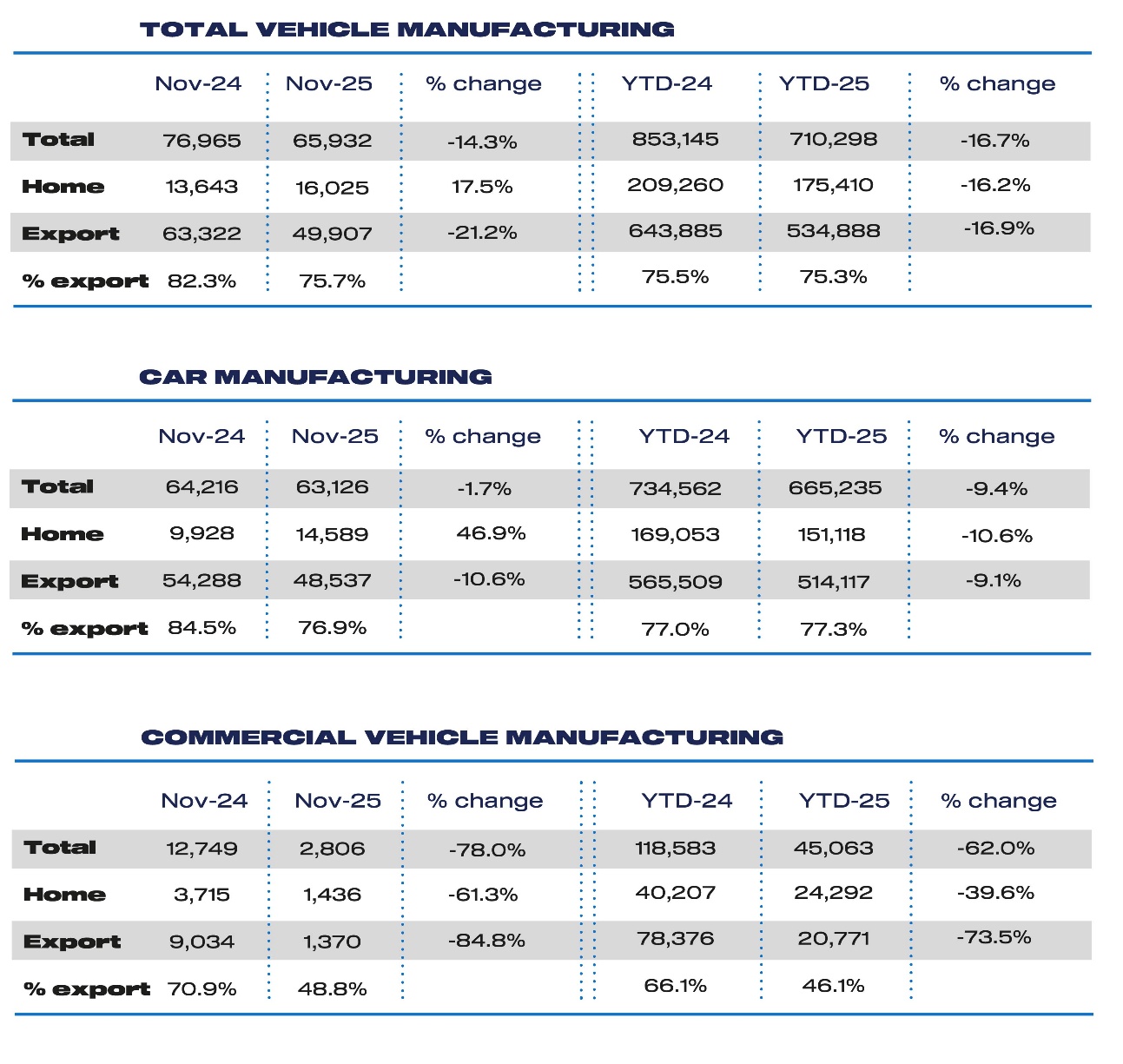
Overall car production for the UK market rose by 46.9% to 14,589 units, while output for export declined -10.6% as shipments to the top five export markets – the EU, US, Türkiye, China and Japan – all fell. In total, 48,537 cars were produced for global markets, representing more than three quarters (76.9%) of total output.

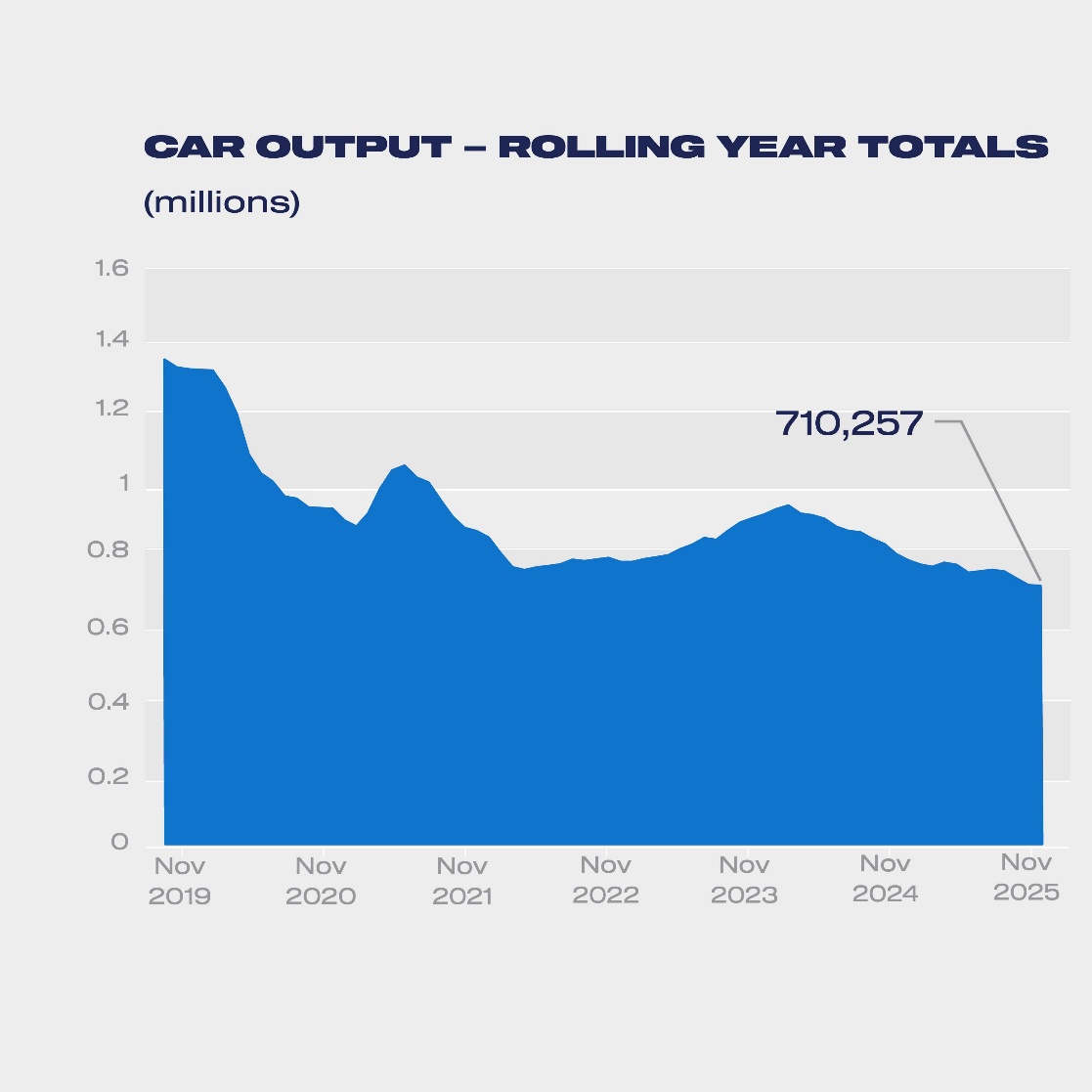
The news came in a mixed week for the sector, with the start of next generation volume electric car production in Sunderland contrasting with the European Commission’s plans to tie new additional flexibilities on CO2 targets and public subsidies for the greening of corporate fleets to cars and vans ‘made in the EU’. The proposal by the EU to permit a greater range of technologies beyond 2035 will put the UK out of step with its biggest market and biggest source of vehicles. We need to avoid unnecessary complexity and uncertainty for businesses considering investment decisions in the UK.

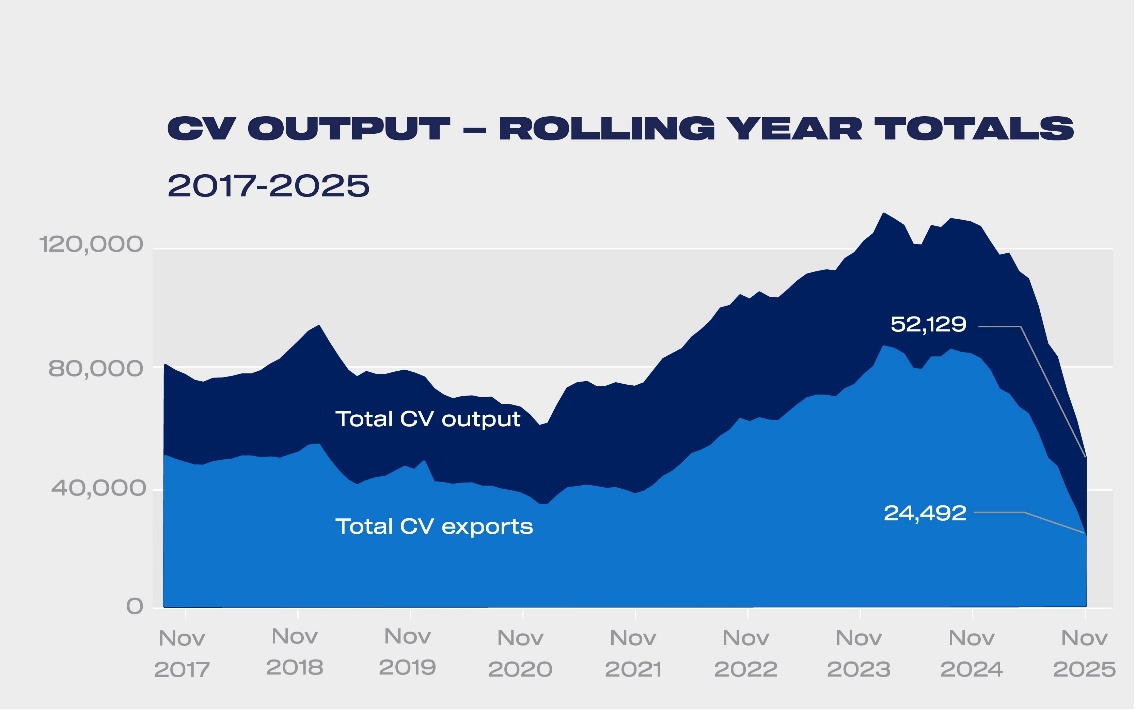
The new EU automotive package is intended to ease the transition to low carbon products and strengthen the European automotive industry. The UK automotive industry, however, has cautioned that excluding like-minded trading partners – especially the UK given it is the largest destination for EU finished vehicles and parts and the biggest market for UK vehicle and parts exports – would be counterproductive, with damaging consequences across the Channel.

The measures outlined so far risk raising costs and limiting choice for EU consumers, impacting supply chain resilience and undermining regional integration. Moreover, it will damage the mutually beneficial trading relationships that have been agreed over the past few years. Instead, the UK automotive industry is calling for the UK and EU to deepen their industrial partnership, maximising the EU-UK Trade Cooperation Agreement (TCA), with UK-made automotive content to be included under any ‘Made in Europe’ definition to boost mutual competitiveness.

**Mike Hawes, SMMT Chief Executive, said,** “Car production is normalising following August’s cyber incident and, with the manufacture of a new EV model starting this week in Sunderland, the sector can look forward with some optimism. Growth is expected next year, with the industry poised to reap the benefits of recent UK government backing – notably new funding, modernised trade deals and efforts to reduce energy costs. The growth this package seeks to create, however, would be undermined if the UK becomes the main unintended victim of new EU local content requirements. We must instead work on a pragmatic and inclusive approach, one which protects and enhances competitiveness across the European automotive ecosystem.”



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**Notes to editors**

The next release will be published on Thursday 29 January 2026

**About SMMT and the UK automotive industry**

The Society of Motor Manufacturers and Traders (SMMT) is one of the largest and most influential trade associations, representing the automotive industry in the UK.

The automotive industry is a vital part of the UK economy, integral to growth, the delivery of net zero and the UK as a global trade hub. It contributes £92 billion turnover and £25 billion value added to the UK economy and invested £5 billion in R&D, with 183,000 people employed directly in manufacturing and some 796,000 in total across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are 8% higher than the UK average. The sector accounts for 13.4% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £108 billion of trade in total automotive imports and exports.

The UK manufactures almost every type of vehicle, from cars, to vans, taxis, trucks, buses and coaches, as well as specialist and off-highway vehicles, supported by more than 2,500 component providers and some of the world's most skilled engineers. In addition, the sector has vibrant aftermarket and remanufacturing industries. The automotive industry also supports jobs in other key sectors – including advertising, chemicals, finance, logistics and steel.

More detail on UK Automotive available in SMMT's Motor Industry Facts publication at [www.smmt.co.uk/reports/smmt-motor-industry-facts/](https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fclick.agilitypr.delivery%2fls%2fclick%3fupn%3dq-2FLDa0hDiW76FMqhIH6mp5-2FMTGpUEJbaCvc6DuDo36VcR8RSJY3Bb5j6PbOH1m-2BGBroLVjN0i37n2XGzfuZqWeJIleDttsiCosv-2FDCrC6xU-3DNJg9_FQC2LT8GxayrM161hhHVAu067ZxSQQmW4GgEbtFUHlnhSWpWCBkdzj4Kj3fTDj3UcGAZVk99-2Bu1tfX9z9RQO-2B9fp1S7-2Fexh6yUV9D8RBopPF9ftQfnPc7Oo8dF-2F33tfJjdydmYFo-2B3-2FZ4S3f9yiwFBWbAH2cHJTjoEr5feTUeIMrD8UWKTM1I1WBxqo-2BXD3fbqrVstjQgJpCVUtkuS44mATwZi-2FbDS0RLy4Kc-2Fak9mJlNrH2Nah4rxWcpFJUTjG3RiewRLsY-2FAZI6U0gEwzyg9f9kMfDtIVBFWqvytbp6QcWQj2PeXkpCxvRodUjf3F1bU-2FxLse2gxEG9OKOYYxtS1tA2LYKxhRnFj9q53jyGZweydKCFcHXXvlm-2BEtwQKouRDkalUMxcmwIMiSFD018yHvLjhh-2FC8go6WJBD0qJAAoMxe6pRcHATJUuLQLxwba6pecZLrra-2Fg4iylWC-2FWgmiA-3D-3D&c=E,1,shIdwDxv4DuE5O9ruDV8SOnjRMbYMUMBvtuJxpEKqrl46ScL8uWK0I3vTeCBbKaz6ApDgOsYVpzNo1oLsNWSiqoAg1rNS4OJq8sxq_-Rh3TtLukLbc6Kt-UlbkI,&typo=1)

**SMMT media contacts**

James Boley 07927 668565 [jboley@smmt.co.uk](mailto:jboley@smmt.co.uk)

Paul Mauerhoff 07809 522181 [pmauerhoff@smmt.co.uk](mailto:pmauerhoff@smmt.co.uk)

Scott Clarke 07912 799959 [sclarke@smmt.co.uk](mailto:sclarke@smmt.co.uk)

Rebecca Gibbs 07708 480 889 [rgibbs@smmt.co.uk](mailto:rgibbs@smmt.co.uk)

Emma Butcher 07880 191825 [ebutcher@smmt.co.uk](mailto:ebutcher@smmt.co.uk)

Abigail Smythe 07708 480891 [asmythe@smmt.co.uk](mailto:asmythe@smmt.co.uk)