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

Strictly embargoed until 00:01, Thursday 27 March 2025

**Hi-res charts available via Dropbox:**[**https://www.dropbox.com/scl/fo/h8pyebfadu89tmc9j2szc/AAp765DVabJa4T\_UT7sg2Hw?rlkey=6djo9pwksi346qayky24w8oxx&st=j289t214&dl=0**](https://www.dropbox.com/scl/fo/h8pyebfadu89tmc9j2szc/AAp765DVabJa4T_UT7sg2Hw?rlkey=6djo9pwksi346qayky24w8oxx&st=j289t214&dl=0)

**Car output down as sector calls for measures to boost manufacturing and market competitiveness**

* Combined car and commercial vehicle production declines -11.6% to 82,178 units in February.
* Car output falls for 12th month in a row, down -7.6% to 73,814 units, with CV volumes declining

-35.9% to 8,364 units.

* As Spring Statement announced, industry calls for measures to boost UK EV market and industrial competitiveness.

**Thursday 27 March, 2025** UK car and commercial vehicle production declined -11.6% in February, to 82,178 units, according to the latest figures released today by the Society of Motor Manufacturers and Traders (SMMT). Manufacturers turned out 10,787 fewer cars, vans, trucks, taxis, buses and coaches than in February the year before, with multiple factors at play, notably soft markets at home and overseas, model changeovers and plant restructuring.

In the 12th consecutive month of decline for car manufacturing, the lion’s share of output was for export, with more than eight-in-10 units shipped abroad in the month and volumes up 1.3% to 60,034 units. Car production for the UK market, meanwhile, fell -33.3% to 13,780 units. The EU remained the largest market for UK car exports, taking 53.5%, followed by the US (19.7%) and China (6.3%). In line with recent trends, while shipments to the EU and China fell -9.6% and -10.9% respectively, those to the US rose 34.6%. Turkey and Japan rounded off the top five car export markets, taking a combined 6.3% share, with shipments up 75.5% and 119.2% respectively.

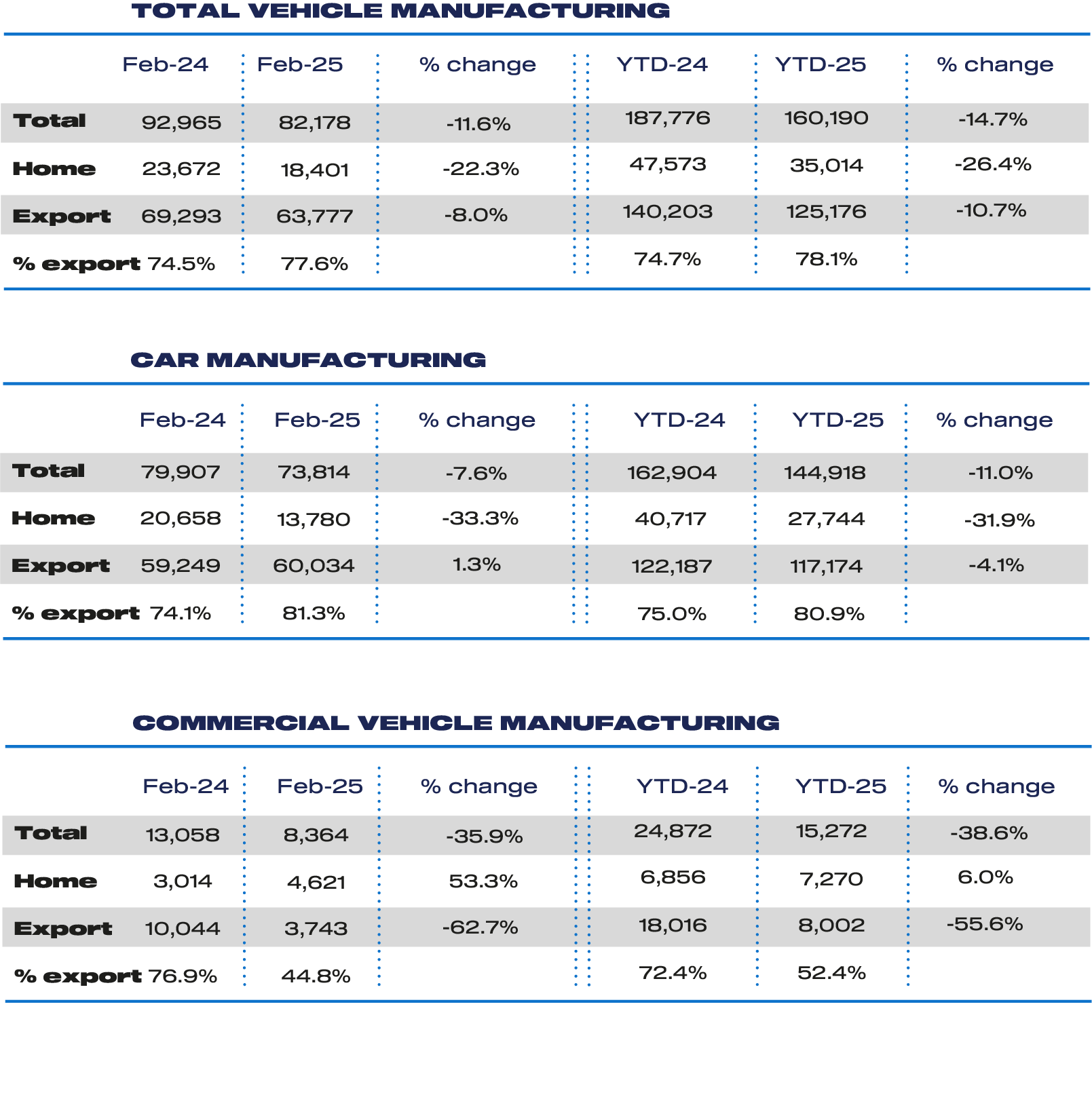
UK production of battery electric, plug-in hybrid and hybrid cars fell -5.6% to 27,398 units in the month, but still boosted their share marginally to 37.1%, from 36.3% last February. In the year-to-date these electrified cars have taken a 39.6% share of production, up from 36.0% a year ago, with a more modest -2.1% fall in volumes compared with overall output down -11.0%.

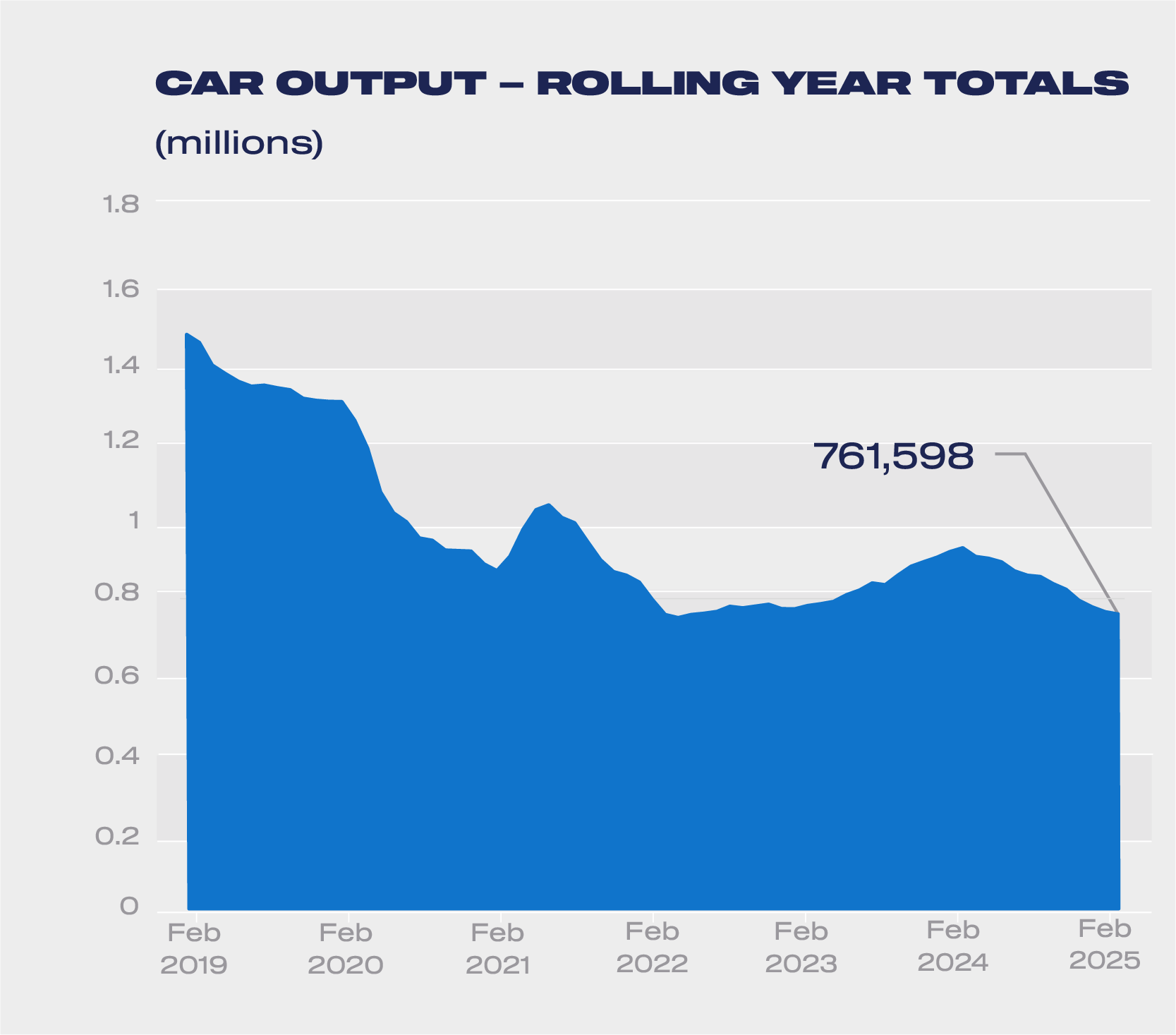
CV output, meanwhile, fell -35.9% to 8,364 units, driven primarily by less van production and following last year’s February performance, which was the best since 2008 when output almost doubled.1 Volumes were driven by domestic demand, accounting for 55.2% of output with volumes up by more than half to 4,621 units. CV exports, however, fell -62.7% to 3,743 units, and with 93.8% heading to the EU, reflecting a drop of 5,956 units shipped to the bloc.

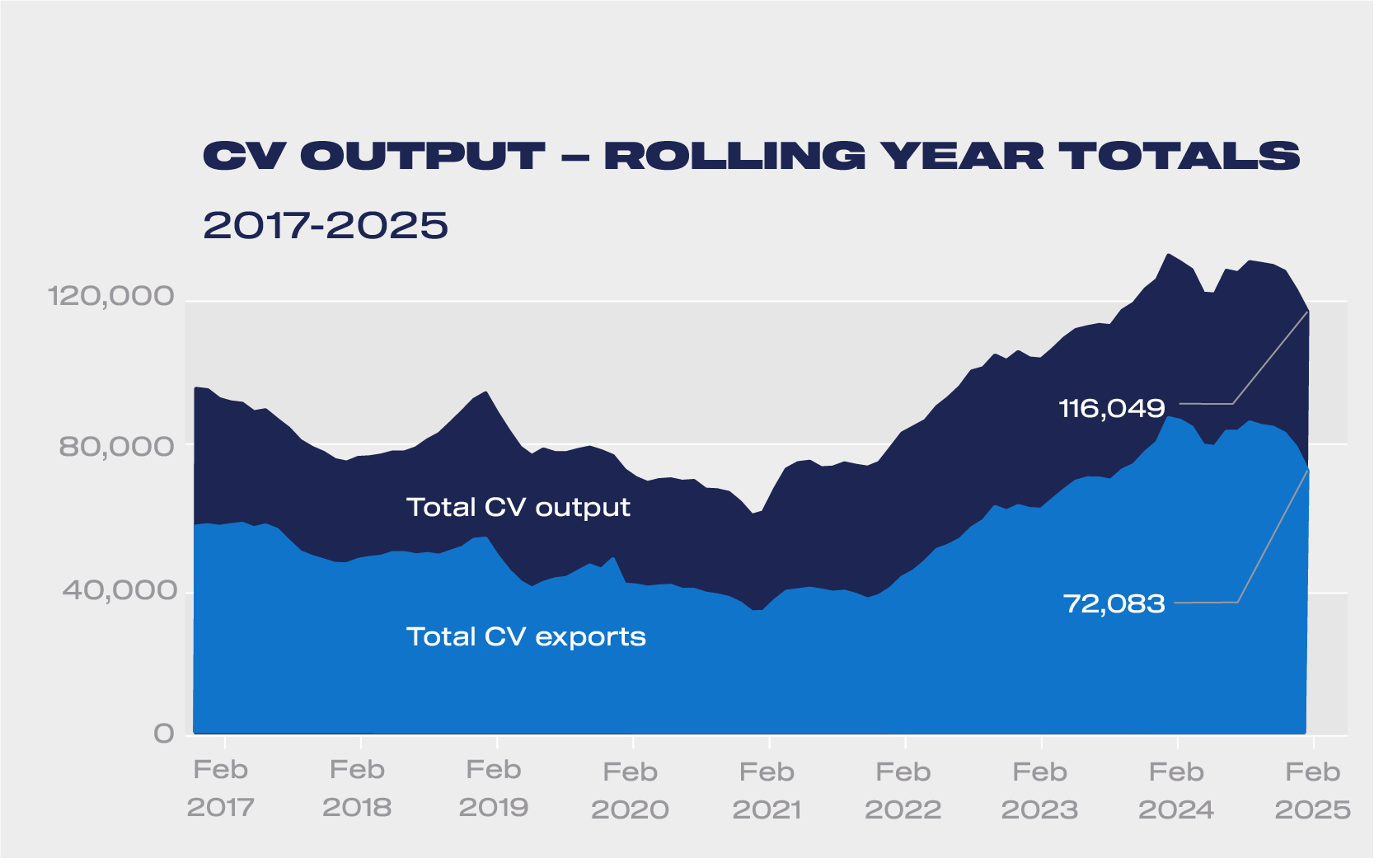
The overall performance reflects the challenges the sector faces globally. Measures are needed urgently to bolster the UK’s competitiveness and drive consumer demand. Yesterday’s Spring Statement by the Chancellor, which offered no support for the industry or consumers, represented a missed opportunity and will delay further the sector’s ability to deliver growth for the UK economy. The forthcoming Industrial and Trade strategies must, therefore, be fast-tracked to signal the UK is open for business, and the £2 billion promised by government via the Automotive Transformation Fund rolled out immediately.

Fundamental to growth will be a strong new vehicle market, one that is increasingly electrified. Government must support all elements of road transport in this transition by cancelling the VED Expensive Car Supplement for EVs, cutting VAT on public charging and new BEV sales, extending the Plug-in Truck Grant and introducing mandatory targets for infrastructure rollout. This would back the industry’s billions of pounds of investment in new factories, models and discounts, and embolden consumers and operators to make the switch.

**Mike Hawes, SMMT Chief Executive, said,** “These are worrying times for UK vehicle makers with car production falling for 12 months in a row, rising trade tensions and weak demand. The market transition is not keeping pace with ambition and, while the industry can deliver growth – and green growth at that – it needs policies to deliver that reality. It was disappointing, therefore, to hear a Spring Statement that did nothing to alleviate the pressure on manufacturers and, moreover, confirms the introduction next month of additional fiscal measures which will actually dissuade consumers from investing. Without substantive regulatory easements our manufacturing viability remains at risk and the UK’s transition to zero emission mobility under threat.”



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**Notes to editors**

**1 -** [**UK commercial vehicle production boasts best February since 2008**](https://media.smmt.co.uk/february-2024-uk-commercial-vehicle-manufacturing/)

**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 £93 billion turnover and £22 billion value added to the UK economy, and invests around £4 billion each year in R&D. With 198,000 people employed directly in manufacturing and some 813,000 across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are around 13% higher than the UK average. The sector accounts for 13.9% of total UK exports of goods, with UK-produced vehicles traded globally, generating £115 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)

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