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

Strictly embargoed until 00:01, Thursday 28 August 2025

**Hi-res charts available via Dropbox:** [**https://www.dropbox.com/scl/fo/42ail549ckrgneplf6jgt/AG3oNG4aewcw43tZ926JaKA?rlkey=mm8smoq17s5jmmuzlhsbduk2j&st=k3kh7vmi&dl=0**](https://www.dropbox.com/scl/fo/42ail549ckrgneplf6jgt/AG3oNG4aewcw43tZ926JaKA?rlkey=mm8smoq17s5jmmuzlhsbduk2j&st=k3kh7vmi&dl=0)

**Car production recovery continues in July**

* Car production rises for second successive month, up 5.6% in July to 69,127 units.
* Commercial vehicle output falls -81.1% reflecting restructuring and bumper month last year.
* Total vehicle production down -10.8% in the month to 72,006 units.

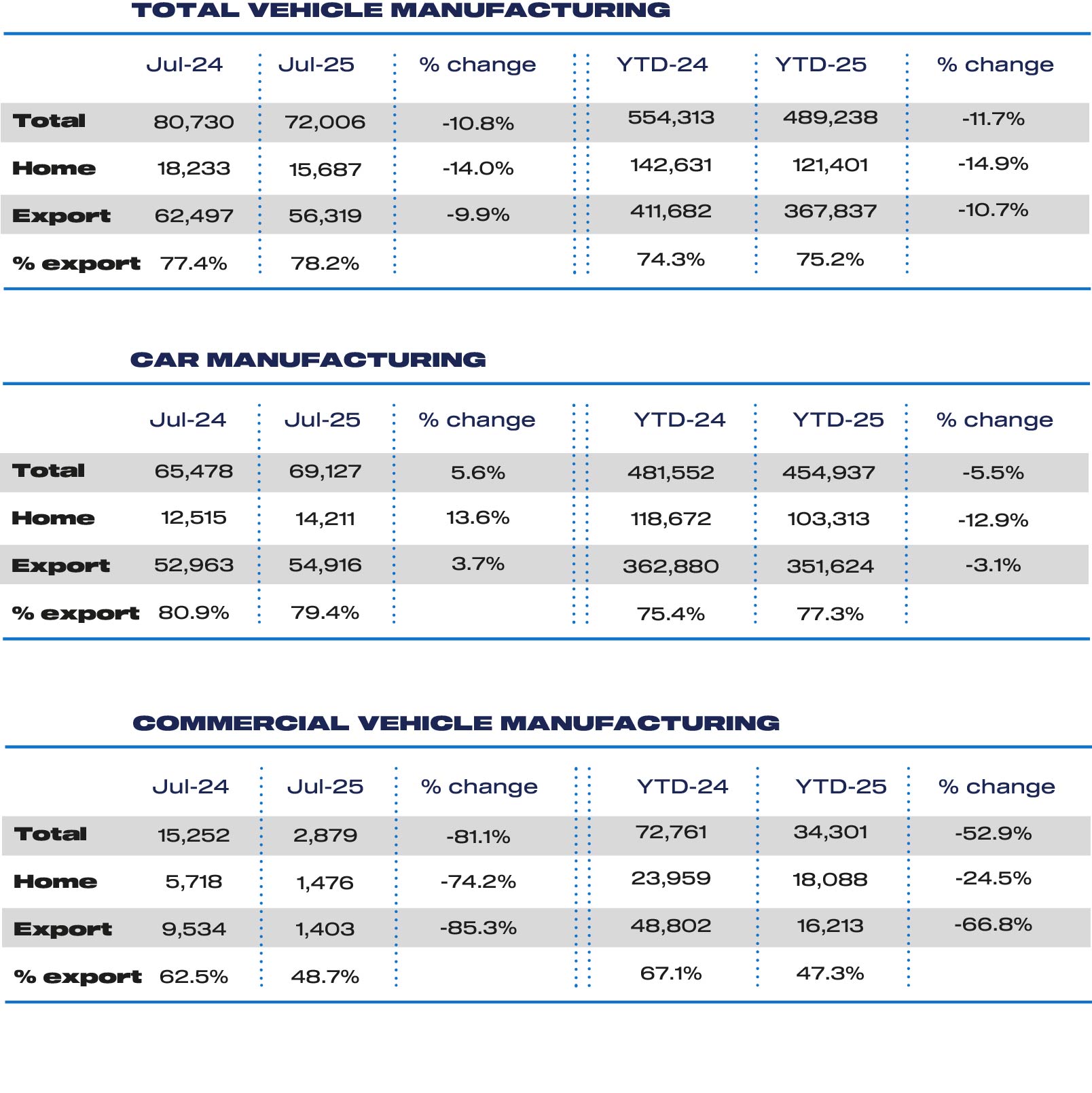
**Thursday 28 August, 2025** UK car production rose for the second consecutive month in July, up 5.6% to 69,127 units, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT). Commercial vehicle (CV) output, however, fell -81.1%, reflecting plant restructuring and a bumper month last year, when the sector recorded the best July in 17 years which, when combined, dragged total vehicle production down -10.8% to 72,006 units.1

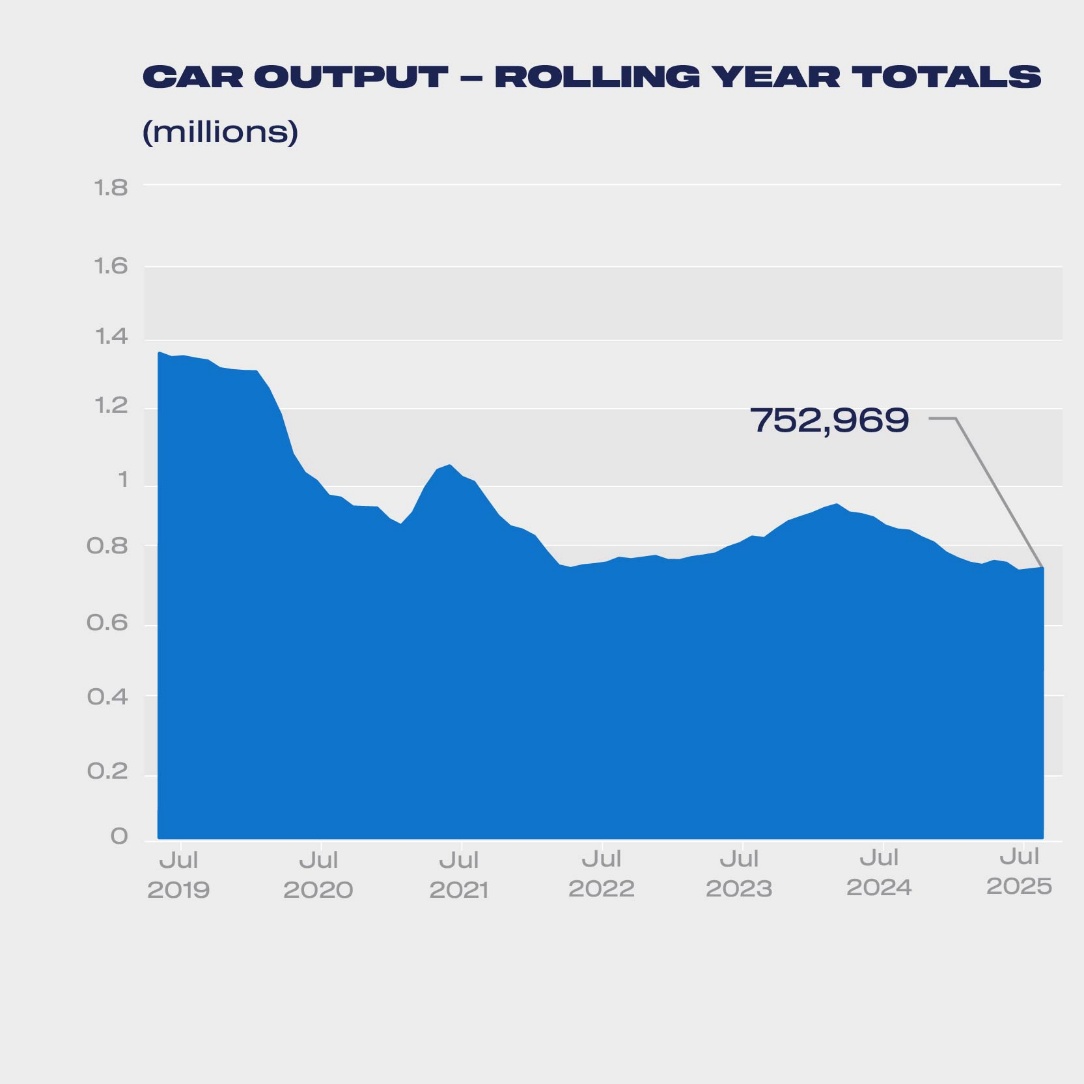
Car production for domestic and export markets improved, rising 13.6% and 3.7% respectively with overseas markets taking by far the majority (79.4%) of output. The EU remained the main destination for UK car exports (45.6% share), followed by the US (18.1%) China (7.7%), Turkey (7.2%) and Japan (3.4%). While shipments to the EU and China fell by -7.9% and -7.1% respectively, output for Turkey and Japan grew 35.4% and 14.9%. Exports to the US, meanwhile, rose by 6.8% to almost 10,000 units, reversing three straight months of decline.

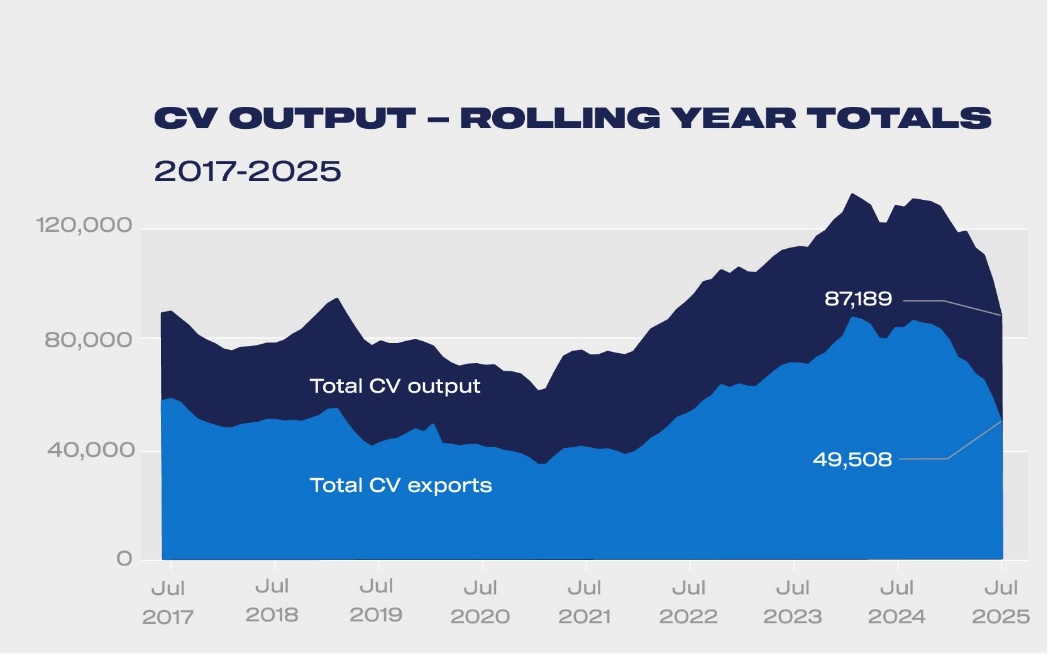
The US remains the largest single national market for British built cars, underscoring the importance of the UK-US trade deal, and July’s performance illustrates the impact of this deal which came into force on 30 June. Australia, Canada, Korea, the UAE and Switzerland rounded off the top 10 export markets, although combined they represented just 6% of all shipments in the month.

In the year to date, total vehicle output is down -11.7% with just shy of half a million units (489,238) produced. However, the latest independent production outlook for light vehicles anticipates growth to return in 2026, with output expected to rise 6.4% to 803,000 units. Rapid implementation of the new Industrial Strategy – including the dedicated automotive sector programme DRIVE35 – plus measures to reduce energy costs, accelerate infrastructure rollout and address skills gaps should help improve the UK’s competitiveness and ability to attract investment.

**Mike Hawes, SMMT Chief Executive**, said, “It remains a turbulent time for automotive manufacturing, with consumer confidence weak, trade flows volatile and massive investment in new technologies underway both here and abroad. Given this backdrop, another month of growing car output is good news – signalling the sector’s underlying resilience in the face of intense global competition. To unlock sustained growth, however, government strategies must become tangible actions as a thriving automotive sector can support well paid jobs and economic development across the UK.”







**Notes to editors**

The next release will be published on Thursday 25 September 2025

1: 15,252 CVs turned out in July 2024

**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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