SMMT
DRIVING THE
MOTOR INDUSTRY

AUTOMOTIVE SUSTAINABILITY REPORT

2024 DATA

Environmental performance

Social performance

Economical performance

"By working together, the automotive industry will deliver for the economy, producing cutting-edge technologies, driving exports and growth. Government and industry have a shared ambition for a UK automotive ecosystem fit for a zero emission future."

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Mike Hawes
Chief Executive
The Society of Motor Manufacturers and Traders (SMMT)

FOREWORD

This year's SMMT Sustainability Report comes in the wake of two hugely significant government initiatives – the Industrial Strategy and the Trade Strategy – which, together, set out a policy framework for the UK that is intended to be long-term, cross-government and growth-focussed. With automotive at their hearts, they provide a platform on which the sector can rebuild its global competitiveness.

As we work with government to implement these strategies and deliver that growth, we do so in the context of an even greater, global challenge – climate change. The UK automotive industry, like that of the global industry, fully recognises the climate emergency, and the significant contribution of road transport to national and international carbon emissions. As such, our industry understands the important role we must play in the UK's achieving net zero by 2050; put simply, if we do not decarbonise, that target will be missed. This is why our industry continues to invest and innovate in plants and facilities, products and processes. The automotive sector holds the key to net zero - but we need the right competitive conditions to fulfil our potential.

Our sector has already made huge strides, developing zero emission vehicles and battery technologies, decarbonising our manufacturing processes, and investing in net zero skills. Making further progress – and delivering the growth the economy needs – requires industry and government to continue working together, maximising economic opportunities, mitigating any wider adverse environmental and social impacts, and maintaining the healthy new vehicle markets that are crucial for mobility, fleet renewal and growth.

Throughout the transition to net zero, our industry must continue to attract inward investment to ensure zero emission vehicles and batteries are manufactured in the UK, supporting jobs and the wider economy. This requires an aligned approach to regulation and policy across all government departments, based around the fulfilment of the objectives set out in the Industrial and Trade Strategies. In this light, we welcome Government's commitment to publish a Circular Economy Strategy in Autumn 2025 to boost economic growth further, reducing raw material dependencies, supporting supply chain resilience, improving environmental protection and sustainability, and reducing consumer costs.

By working together, the automotive industry will deliver for the economy, producing cutting-edge technologies, driving exports and growth. Government and industry have a shared ambition for a UK automotive ecosystem fit for a zero emission future. This 26th annual Sustainability Report, recording the ongoing advances the industry is making across multiple metrics even in the most challenging of times, demonstrates UK automotive's inherent commitment to a sustainable industry that can drive forward the economy and the country.

2024 SUSTAINABILITY SUMMARY

2024: ENVIRONMENTAL

- **60.3 GWh** of on-site renewable generation
- Total scope 1&2 CO_2 emissions down **-13.9%**
- Scope 1&2 CO_2 emissions per vehicle down **-3.8%**
- Average new car tailpipe CO_2 emissions down **-6.2%**
- Water use per vehicle up **15.4%**
- **0.8%** manufacturing waste to landfill
- More than **380,000** zero emission cars sold, saving **500,000** tonnes of CO_2 (ICE equivalent)

2024: SOCIAL

- **796,000** sector dependent jobs
- **1388** new apprentices and trainees
- Proportion of employees that are women rises to **14.7%**
- **1.1 lost time** incidents per **1000** employees

2024: ECONOMIC

2024 NEW Overall new car & CV registrations up **2.7%**

21.4% more new zero emission cars registered, with overall market share rising to **19.6%**

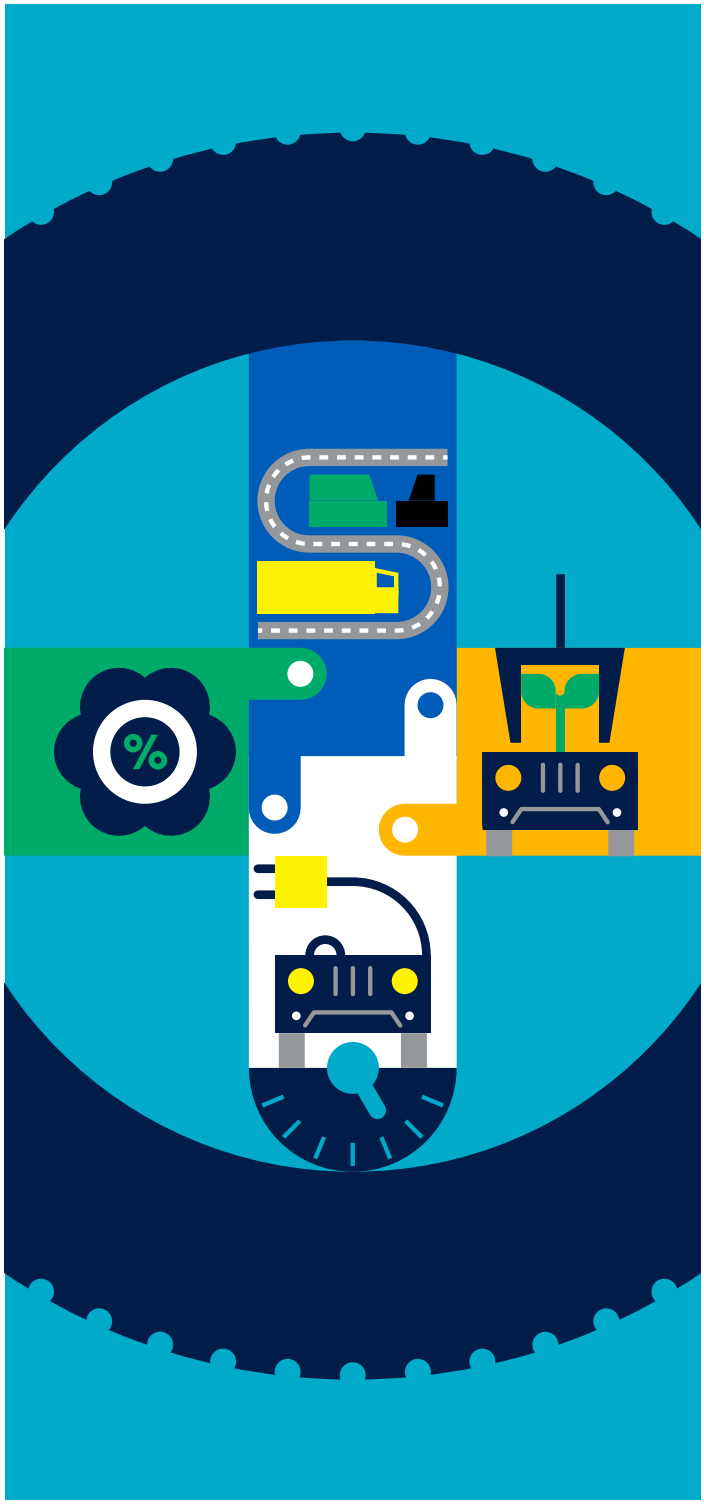
3.3% more new zero emission vans registered, but overall market share stagnates at **6.3%**

Car & CV production down **-11.7%**

Manufacturing turnover down **-2.5%**, but GVA rises to **£25 billion**

Total scope 1&2 energy use down **-12.9%**

Scope 1&2 energy per vehicle down **-2.4%**



SUMMARY: 2024 KEY PERFORMANCE INDICATORS (KPIS)

		Unit	1999	% Change 2024 on 1999	2023	2024	% Change 2024 on 2023
Environmental performance							
	Production inputs						
AS	Total combined energy use (Scope 1&2)	(GWh)	7,013	-61%	3,109	2,708	-12.9%
	Total CO_2 equivalent (Scope 1&2)	(tonnes)	2,182,926	-76%	598,859	515,319	-13.9%
	Total green tariff	(GWh)	N/A	N/A	732	443	-39.5%
	Proportion electricity from green tariff	(%)	N/A	N/A	44.9%	33.2%	-11.6 pp
	Total on-site renewable generation	(GWh)	N/A	N/A	46.3	60.3	30.3%
	Proportion electricity from on-site renewable generation	(GWh)	N/A	N/A	2.84%	4.53%	1.69 pp
	Grid equivalent cost saving from on-site renewable generation	(£ million)	N/A	N/A	12.5	16.8	34.2%
	Grid equivalent CO_2 saving from on-site renewable generation	(tonnes)	N/A	N/A	9,591	12,494	30.3%
VM	Energy use per vehicle produced (Scope 1&2)	(MWh/unit)	3.9	-34%	2.65	2.58	-2.4%
	CO_2 equivalent per vehicle produced (Scope 1&2)	(tonnes/unit)	1.1	-55%	0.51	0.49	-3.8%
AS	Total water use	($000m^3$)	6,090	-47%	3,187	3,233	1.4%
VM	Water use per vehicle produced	(m^3/unit)	5.3	-42%	2.7	3.1	15.4%
	Material inputs						
AS	Proportion production waste to landfill	(%)	N/A	N/A	0.7%	0.8%	0.0 pp
	Proportion production waste incinerated	(%)	N/A	N/A	1.6%	1.4%	-0.3 pp
	Proportion production waste reused & recycled	(%)	N/A	N/A	90.8%	91.0%	0.2 pp
	Proportion production waste recovered (for energy)	(%)	N/A	N/A	6.8%	6.9%	0.1 pp
	Vehicle use						
AC	Average new car CO_2 tailpipe emissions	(g/km)	N/A	N/A	108.9	102.1	-6.2%
	Average new non-ZEV CO_2 tailpipe emissions	(g/km)	N/A	N/A	130.5	126.9	-2.8%
	New zero emission car registrations	(1000s)	N/A	N/A	315	382	21.4%
	Proportion new zero emission cars registered	(%)	N/A	N/A	16.5%	19.6%	3.1 pp
AV	New zero emission van registrations (<4.25T)	(1000s)	N/A	N/A	22	22	3.3%
	Proportion new zero emission vans registered (<4.25T)	(%)	N/A	N/A	6.3%	6.3%	0.0 pp
Social performance							
WI	Jobs dependent on the sector	No.	907,000	-12%	806,000	796,000	-1.2%
AS	Employees (including temporary staff)	No.	95,214	-13%	80,036	82,770	3.4%
	Lost time incidents per 1000 employees	No.	13.4	-92%	1.1	1.1	0.0%
	New apprentices & trainees	No.	N/A	N/A	1876	1388	-26.0%
	Proportion of employees that are women	(%)	N/A	N/A	14.3%	14.7%	0.3 pp
Economic performance							
WI	Automotive manufacturing sector turnover	(£ billion)	47.9	91%	94	92	-2.5%
	Automotive manufacturing gross value added (GVA)	(£ billion)	N/A	N/A	23	25	7.0%
	Total vehicles produced (cars, LCVs, HGVs, buses, coaches)	No.	1,984,909	-54%	1,025,474	905,233	-11.7%
	Total new vehicle registrations (cars, LCVs, HGVs, buses, coaches)	No.	2,429,084	-3%	2,295,668	2,357,990	2.7%
AS	Report Signatories' combined turnover	(£ billion)	N/A	N/A	79.2	82.0	3.5%

Key:

WI	whole industry data
AC	all car registrations in the UK
AV	all van registrations in the UK
AS	all signatories
PP	percentage point
VM	vehicle manufacturers
LCV	light commercial vehicles
HGV	heavy commercial vehicle

* The 2024 data has been re-baselined to ensure consistency and enable year-on-year comparisons. Changes to previously published data reflect changes to signatories and updated methodologies.

** Sector turnover, R&D and jobs dependent on the sector are compiled from several official sources using expert SMMT analysis.

*** Estimate of manufacturing, distribution, refuelling and repair of vehicles where automotive in the main activity of the firms.

All per vehicle figures also contain resources used during engine and battery production, some of which are destined for export.

Production – the complete vehicles as they leave the production line in a UK facility; Registrations – vehicles registered for road use in the UK for the first time with the DVLA or the DVLA's equivalent organisation in Northern Ireland, Channel Island's or Isle of Man; Turnover – the money/income that a business generates each year; Gross value added – the contribution to the economy of an individual producer, industry or sector; CO_2 – calculated using UK Government GHG Conversion Factors for Company Reporting methodology.

2024: A YEAR IN REVIEW

A CHANGING LANDSCAPE FOR UK AUTOMOTIVE

2024 was a period marked by significant uncertainty and change for the UK automotive industry, within both the sustainability agenda and across the much broader economic, political and regulatory environments in which the industry operates, both domestically and internationally.

The year began with the introduction of the Vehicle Emissions Trading Scheme (VETS), underpinned by a zero emission vehicle (ZEV) mandate requiring automotive manufacturers to achieve a rising proportion of new zero emission car and van registrations each year through to 2030. In 2024, these targets started at 22% of new cars and 10% of new vans, which proved enormously challenging.

By the middle of the year, a General Election heralded a change of Government and a shift in policy direction and focus (an electoral process that was similarly replicated across the world in 2024, including the EU). The newly elected Labour government's election manifesto included a commitment to end the sale of all internal combustion engine cars by 2030, five years before the broader 2035 end of sale date (after which all cars and vans are required to be zero emission). This was a significant change from the previous government's policy, but with no explicit detail at the time about which car and van technologies could continue to be sold alongside ZEVs between 2030 and 2035.

More broadly, throughout 2024, automotive manufacturers and their supply chains continued to contend with myriad global political and economic headwinds that combined to push up the cost of living and the costs of doing business, and create barriers to international trade. The inflated cost of energy has been – and continues to be – a particular concern for the UK automotive industry in this regard as it seeks to invest in already expensive zero and low carbon technologies.

Against this backdrop, the new government – through its Clean Energy Mission – set out its commitment to drive down energy costs, make British businesses internationally competitive, and support the most energy intensive sectors to decarbonise. In doing so, government announced that the energy market was to be reformed to better support investment in renewable energy generation, and a new carbon border adjustment mechanism for the UK was to be introduced, similar to the EU's existing framework. At COP29 in Baku – in what was described by the Climate Change Committee as '...a clear statement of intent'[1] – the Prime Minister committed the UK to a new Nationally Determined Contribution (NDC) by 2035, with an emissions reduction target of at least 81% compared to 1990 levels.

Despite the new government's re-affirmation of its carbon reduction ambitions, by the latter part of 2024 it had become clear that ZEV mandate targets for both cars and vans were significantly ahead of natural consumer and business demand. This created significant costs and risk to automotive manufacturers already struggling under the weight of multiple, competing pressures, including the continued high cost of energy, but also exacerbated by the impending threat of import tariffs announced by the newly elected US President. These additional challenges arrived at a time when automotive manufacturers were already investing – and continue to invest – billions of pounds in their products, supply chains, factories and people in an effort to transition, rapidly and successfully, to a fully zero emission future.

SMMT analysis published in 2024 argued that the UK automotive sector could fuel £50 billion of green growth over the next decade – with the right conditions in place.[2] However, as multiple external pressures combined through the course of 2024, various automotive manufacturers raised profitability and competitiveness concerns, with several announcing job cuts and factory closures. SMMT's year-end production figures showed that the number of vehicles produced in the UK in 2024 – both light and heavy combined – fell by around 12% compared to the previous year.

While acknowledging the significant market, manufacturing and supply chain pressures faced by UK automotive, the new government made clear that it was committed to maintaining the ambitious ZEV mandate targets set down by the previous government. However, in the absence of similarly ambitious policy measures to boost critical enablers, like fiscal incentives and charging infrastructure investment, the gap between customer demand and ZEV mandate targets remained significant throughout 2024, and is forecast to widen in future years as these targets rise ever more steeply.

In this context, 2024 ended with two government consultations that – depending on their respective outcomes – held the potential to generate significant implications for the future competitiveness of UK automotive. The first, in November, was a green paper consultation setting out government's vision for a modern industrial strategy, described as 'a credible, 10-year plan to deliver the certainty and stability businesses need to invest in the high growth sectors that will drive our growth mission'.[3] In setting out its desire to nurture a pro-business, pro-worker environment, government also reiterated its commitment to sustainable growth '...that is aligned with our net zero and environmental objectives'. In demonstrating global climate leadership, including support for the clean energy mission, government's stated desire was to build a strong domestic industrial base across services and manufacturing to gain strategic economic advantage, including through the development of an increasingly circular economy.

Subsequently, on Christmas Eve 2024, government launched a consultation on measures to provide a greater degree of regulatory flexibility within VETS. While re-confirming its overall ambition to deliver 100% zero emission new cars and vans by 2035, it also sought views on how to implement its manifesto commitment to end the sale of all internal combustion engine cars in 2030. In its response to this consultation in April 2025, government committed to expanding and extending some of the regulatory flexibilities within VETS to support the international competitiveness of UK automotive manufacturers and their supply chains during their rapid transition to zero emission. SMMT welcomed these flexibility changes, and the certainty provided by government about the ongoing role of hybrid and plug-in hybrid vehicles through to 2035. However, critically, without significant measures to also boost the market itself, these much-needed regulatory changes will only provide short term relief for the UK automotive sector.

1 https://www.theccc.org.uk/publication/cop29-key-outcomes-and-next-steps-for-the-uk
2 https://www.smmt.co.uk/vision-2035-ready-to-grow/
3 https://www.gov.uk/government/consultations/invest-2035-the-uks-modern-industrial-strategy/invest-2035-the-uks-modern-industrial-strategy

2025: A YEAR IN THE MAKING
SUSTAINABILITY AND THE GROWTH AGENDA

Economic growth is the number one mission of the UK government. It is, understandably, seen as the key to funding public services, enabling investment in hospitals and schools, and raising living standards. However, while the aim of growing the UK economy has universal, cross-party support, the corresponding aims of improving UK sustainability and achieving net zero – and the degree to which these are compatible with economic growth – continue to be subject to ongoing political and public discussion, both in the UK and internationally.

Since the 2024 election, the Chancellor has highlighted net zero as the '...industrial opportunity of the 21st century', suggesting there is '...no trade-off between economic growth and net zero... quite the opposite'.[4] SMMT welcomes this position, representing an industry that continues to play its critical role in delivering UK net zero by 2050. We support the goal of the Paris Agreement to hold the increase in the global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels. We also support the UK's legally binding target, set out in the Climate Change Act, to reduce UK carbon emissions by at least 100% by 2050, against a 1990 baseline. The automotive industry has invested billions of pounds in its zero emission future, developing, improving and bringing to market the technologies and products that will underpin the UK's wider net zero ambitions. There is no going back on this commitment.

In June 2025, Government published its Industrial Strategy, which contained a variety of commitments to '...make it easier and simpler for companies to do business, giving them the stability to make long-term investments', including tackling the high cost of industrial electricity, promoting free and fair trade, and enhancing access to skills and talent – all seen as key challenges for automotive competitiveness.[5] The UK automotive industry welcomed the Industrial Strategy which, including the Drive35 £2.5 billion auto capital and R&D fund, recognises automotive as a pillar of advanced manufacturing, integral to the world leading innovation that creates the high value jobs, wealth and economic growth that are vital to our country's future.[6] In response, SMMT's own report 'The Competitive Edge: Driving Long-Term UK Automotive Growth' sets out a path to success, pledging to build on the Industrial Strategy foundations with a 10-point plan to propel the UK back into the top 15 of global vehicle manufacturing locations by 2030 and deliver a £50 billion economic boost over the next decade.[7]

In this context, SMMT's 26th annual Sustainability Report shows that the automotive industry's ambition and progress can be demonstrated over a quarter of a century, and pre-dates many of the more recent regulations and requirements governing sustainability reporting and standards. However, for an industry that relies on complex, international supply chains operating across multiple legislative jurisdictions, the burden of incorporating cumulative, overlapping and ever-evolving regulations and market-led frameworks has become a growing challenge. This is particularly true in the area of corporate sustainability reporting.[8]

The EU has been a global leader in its ambition to set sustainability targets across multiple pieces of legislation, including Directives like the Corporate Sustainability Reporting Directive (CSRD) and Corporate Sustainability Due Diligence Directive (CSDDD), regulations such as the Batteries Regulation, as well as the frameworks and standards that underpin these – e.g. European Sustainability Reporting Standards (ESRS), Green Taxonomy, and Product Environmental Footprint Category Rules (PEFCR). However, the implementation of various sustainability-related regulations within the EU has not been without challenge and some elements have been identified by the European Commission as key barriers to economic competitiveness. As part of the EU Omnibus package, elements of CSRD, CSDDD and Green Taxonomy requirements have been highlighted as being particularly complex and overly-burdensome, with measures proposed to simplify compliance.

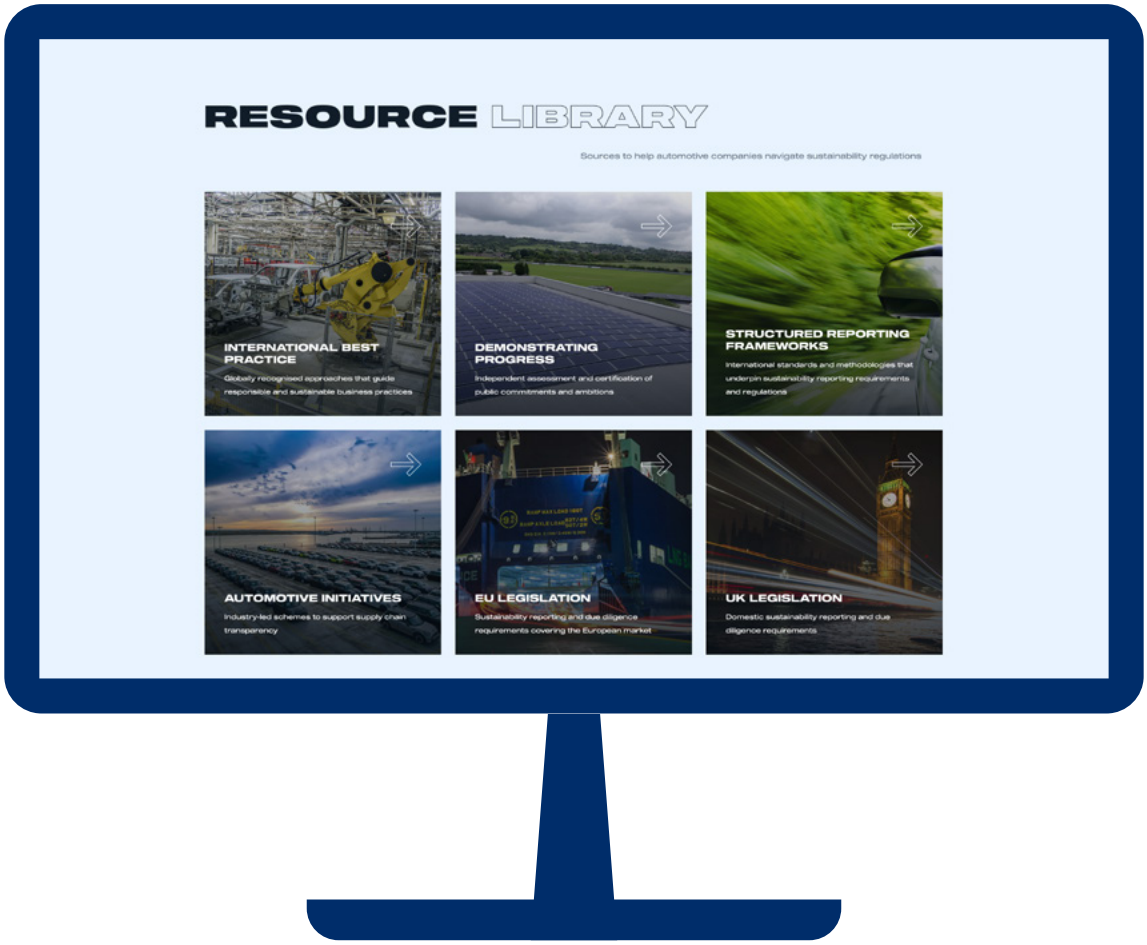
The UK is no longer part of the EU and not automatically bound by its rules. However, the EU remains the single biggest market for UK automotive imports and exports and, as such, adherence to its regulations remain a condition for operating within, and placing products on, the European market. Therefore, divergence between UK and EU regulations remains a challenge for the automotive industry more generally, especially if requirements, processes and timescales are misaligned. While seeking a harmonised approach to sustainability and circularity regulation in the UK, government must proceed cautiously while the regulations in the EU – our closest trading partner – are demonstrably in flux.

Beyond the critical, but relatively narrow, scope of carbon reduction, the government has reiterated its broader commitment to transition the UK to a circular economy, acknowledging the critical contribution this makes to the Missions to kickstart economic growth and to make Britain a clean energy superpower. Towards the end of 2024, the Circular Economy Taskforce was launched with the aim of bringing together government, industry, academic and policy experts to develop 'an evidence-driven and actionable Circular Economy Strategy for England' that stimulates investment in resource circularity, creates jobs and bolsters the security of supply chains.[9] The Taskforce identified transport as a key sector – alongside textiles, construction, agri-food and chemicals and plastics – in which circularity can support UK economic growth, flagging a particular interest in the EV battery lifecycle. The Strategy, expected to be published in Autumn 2025, will be underpinned by a series of roadmaps for reform in these key sectors and their supply chains.

SMMT welcomes the ambition of government to deliver a circular economy and we recognise the critical role that automotive will play in this regard, in particular the opportunities to maintain access to critical materials by growing and expanding key industrial sectors within the UK – like remanufacturing, repair and recycling of vehicles and batteries. The shift to a Circular Economy has the potential to bring significant rewards, especially for those that can unlock investment quickly and embed first mover advantage, establishing the infrastructure and skills to serve an international – especially European – customer base. However, with the EU's Circular Economy Action Plan already well established, and further regulatory reforms expected this year, the UK will need to act rapidly to retain its competitiveness, setting a clear and ambitious framework for delivery. We need a Circular Economy Strategy for the UK as a matter of urgency.

4 https://www.gov.uk/government/speeches/chancellor-vows-to-go-further-and-faster-to-kickstart-economic-growth
5 https://www.gov.uk/government/publications/industrial-strategy
6 https://www.smmt.co.uk/industrial-strategy-can-be-springboard-for-uk-auto-success
7 https://www.smmt.co.uk/competitive-edge-driving-long-term-uk-automotive-growth/
8 https://www.smmt.co.uk/uk-automotive-sustainability-report/
9 https://www.gov.uk/government/groups/circular-economy-taskforce

SMMT SUSTAINABILITY HUB SUPPLY CHAIN ADVICE AND GUIDANCE



As highlighted in last year's SMMT Sustainability Report, the ability of automotive companies to measure their impact, track their progress, compare themselves to others, and reflect this information to customers in an open and digestible way is becoming increasingly critical. In this context, our industry must – as a minimum – ensure that we can continue to demonstrate compliance with an increasingly complex set of domestic and international reporting requirements.

The requirement to report and demonstrate progress against myriad different sustainability frameworks and standards across different jurisdictions – driven by pressure from international investors as much as international regulations – already demands significant time, resource and expertise from companies operating in different sectors and across different markets. While many of these frameworks and standards are only mandated on the largest companies, compliance requirements are generally passed down through the supply chain to SMEs, including those based in the UK and supplying to the EU. Many of these SMEs will need support and guidance from both government and their larger supply chain customers – especially from OEMs and Tier 1 suppliers – to enable their own transition and ensure they continue to provide the key skills and services on which the automotive industry relies.

To support the UK automotive industry and its supply chains to navigate these challenges and opportunities, SMMT has, alongside the publication of this report, launched its Sustainability Hub, containing a broad selection of tools, explanations and insights to help companies of all sizes on their journey. Whilst not an exhaustive list, this resource library provides a useful starting point for companies looking to make sense of the complex sustainability ecosystem, understand the direction of travel for regulation, and know where to seek further advice and guidance to ensure they are best placed to align the growth and competitiveness of their business with broader sustainability goals.

For more information, visit:
https://www.smmt.co.uk/automotive-and-environmental-sustainability/

A NON-EXHAUSTIVE OVERVIEW OF INTERNATIONAL SUSTAINABILITY REPORTING FRAMEWORKS, STANDARDS, REGULATIONS AND INITIATIVES

International Best Practice

Internationally recognised approaches that guide responsible and sustainable business practices

- The UN Sustainable Development Goals (SDGs)
- UN Guiding Principles on Business and Human Rights
- The Greenhouse Gas Protocol
- The Climate Disclosure Project (CDP)
- The Taskforce on Nature-related Financial Disclosures (TNFD)
- The OECD Guidelines for Multinational Enterprises on Responsible Business Conduct
- Climate Action 100+

Demonstrating Progress

Independent assessment and certification of public commitments and ambitions

- The Science Based Targets Initiative
- ISO Standards
- B Corp Certification
- UK Business Climate Hub / UN Climate Change High Level Champion's Race to Zero campaign

Structured Reporting Frameworks

International standards and methodologies that underpin financial reporting requirements (especially those placed on larger, listed companies)

- European Sustainability Reporting Standards (ESRS)
- IFRS Sustainability Disclosure Standards
- The Global Reporting Initiative (GRI)

Automotive Initiatives

Supporting supply chain transparency

- Drive Sustainability
- Catena-X
- International Material Data System (IMDS)
- Global Automotive Declarable Substance List (GADSL)

EU Legislation

Sustainability reporting and due diligence requirements covering the European market

- Corporate Sustainability Reporting Directive (CSRD)
- Corporate Sustainability Due Diligence Directive (CSDDD)
- Deforestation-free Products Regulation (EUDR)
- Sustainable Finance Disclosure Regulation (SFDR)

UK Legislation

Domestic sustainability reporting and due diligence requirements

- Climate Change Act (2008)
- UK Emissions Trading Scheme
- Vehicle Emissions Trading Schemes.
- Companies Act (2006)
- Streamlined Energy and Carbon Reporting (SECR) requirements
- Climate-related Financial Disclosure Regulations (2022)

ENVIRONMENTAL PERFORMANCE

Scope 1&2 CO_2 per vehicle produced down -3.8%

60.3 GWh of renewable energy generated at automotive manufacturing sites, saving over 12,000 tonnes of carbon

More than 380,000 zero emission cars sold, saving almost 500,000 tonnes of CO_2 (ICE equivalent)

The automotive industry continues to make steady progress towards net zero and sustainability goals, with greater efficiency and CO_2 savings for each vehicle manufactured in the UK. However, at the same time, some manufacturing processes are becoming more energy intensive as the industry transitions to producing an ever-increasing number of zero emission vehicles, particularly with regard to battery production. Global events have continued to cause disruption to supply chains and, as a consequence, manufacturing processes, creating additional challenges for water efficiency in the short term.

VEHICLE MANUFACTURING

ENERGY USE & CO_2 EMISSIONS – SCOPE 1&2

Between 2000 and 2015, vehicle manufacturers managed to halve the amount of scope 1&2 energy used per vehicle produced. Since 2015, in a trend that was reflected across the EU, energy intensity began to rise as a result of the increasing complexities associated with producing vehicles that are safer, cleaner and smarter.[10] However, this trend has started to be reversed since 2020, reflecting the continuous efforts of automotive companies to improve the energy efficiency of their manufacturing processes, as well as their products.

While energy intensity increased since 2015 – before falling again – the CO_2 intensity of vehicle production in the UK continues to fall, reflecting manufacturers' significant and ongoing investment in on-site renewable generation. In 2024, a combined 60.3 GWh of renewable energy was generated across manufacturing sites, saving around 12,000 tonnes of CO_2.

10 https://www.acea.auto/figure/energy-consumption-during-car-production-in-eu/#:~:text=As%20cars%20have%20become%20equipped,the%20energy%20efficiency%20of%20production.

CASE STUDY: BENTLEY

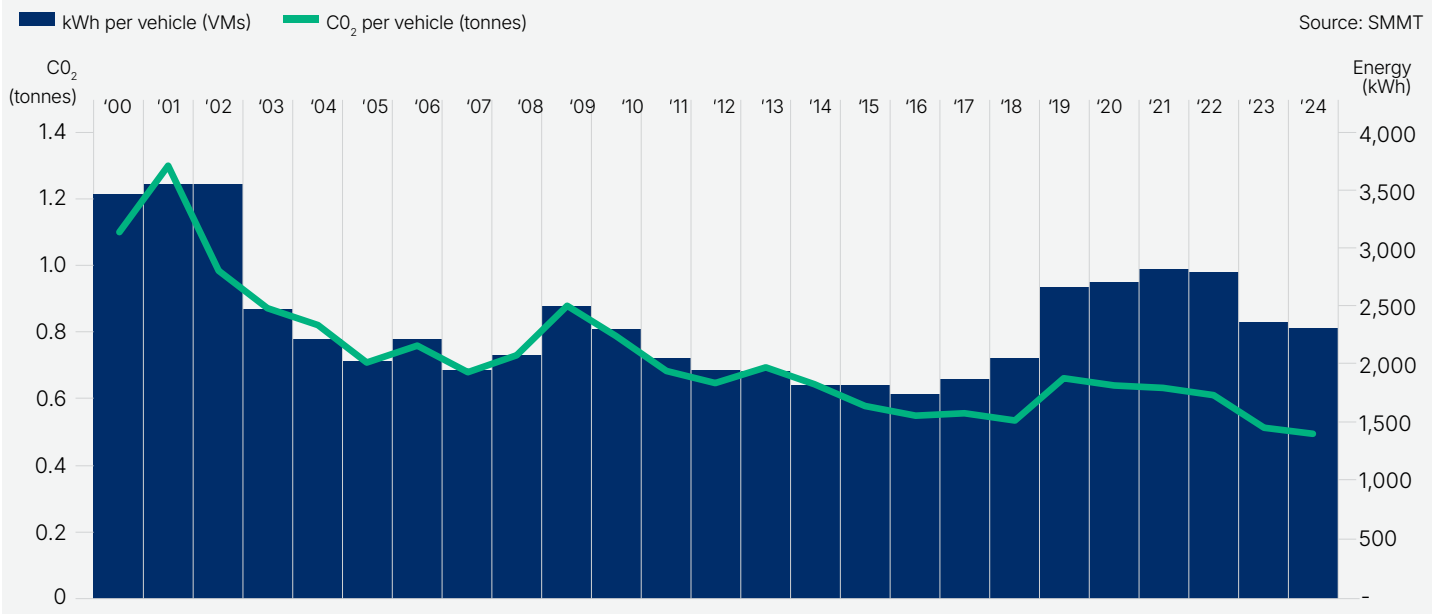
Construction begins on Integrated Logistics Centre to support all-electric future

Bentley Motors has officially broken ground on its new Integrated Logistics Centre at its historic Crewe headquarters. Set to be fully operational by mid-2026, the Integrated Logistics Centre will play a vital role in Bentley's transition to becoming exclusively electric by 2035.

Designed to enhance operational efficiency, flexibility and sustainability, the facility will support the production of all future Bentley battery electric vehicles (BEVs), while reinforcing the brand's commitment to its Beyond100+ strategy. The 11,620 sqm centre will enable material processing and delivery to assembly lines, introducing advanced kitting and sequencing capabilities to optimise the handling of both small and large parts. By increasing the onsite storage footprint by 35%, Bentley will reduce reliance on external warehousing and transportation.

For the first time in the Volkswagen Group, Bentley will implement a cutting-edge automated storage concept – an innovative storage and retrieval system that enhances process stability and improves material sequencing. The facility has been designed with efficiency and flexibility in mind, to ensure seamless logistics operations, with direct connectivity to production operations. Inside, a three-story mezzanine will house: a visitor room, canteen, offices, training rooms, plant equipment, and a viewing platform for operational oversight.

CHART 01 **ENERGY AND CO_2 (SCOPE 1&2) PER VEHICLE MANUFACTURED**



ON-SITE RENEWABLE ENERGY

Renewable energy generation and supply are a critical part of automotive manufacturers' journeys towards net zero. In 2024, vehicle manufacturers and their suppliers generated 60.3 GWh of renewable energy generation.

CASE STUDY: LOTUS

Installation of nearly 4,000 solar panels for on-site energy generation

Our 2024 investment in solar energy marks another important milestone in Driving Change towards a more sustainable future. Thousands of new solar panels across rooftops and purpose-built car ports at our Hethel headquarters provide a substantial boost to our on-site renewable energy generation. The system is designed to produce a significant proportion of our energy needs, reducing our reliance on renewable electricity from the grid and cutting our carbon emissions.

This initiative is already delivering measurable results. In 2024, Lotus Cars achieved a 14.6% reduction in total Scope 2 CO_2 emissions compared to 2023 – a total reduction of 527 tonnes. The impact of renewable technologies at Hethel has been particularly notable, with CO_2 savings in 2024 being 35 times greater than in 2023.

The installation of these solar panels is a significant step forward in our sustainability strategy. By harnessing the power of the sun, we are reducing our carbon footprint, lowering energy costs, and making meaningful progress towards our environmental goals. It's a win-win for the planet and for Lotus.

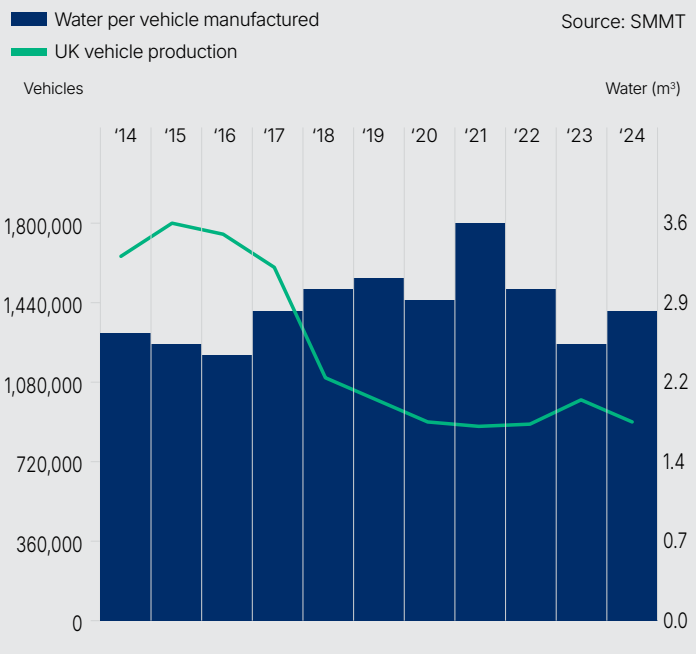
The solar panels are expected to generate thousands of MWh of clean energy annually, providing the majority of energy required for operations in good conditions. This initiative aligns with Lotus's ESG Charter to becoming a carbon-neutral business and supports the company's long-term sustainability roadmap.

WATER USE

The long-term trend shows an increase in water use per vehicle, reflecting the more intensive manufacturing processes associated with the production and refinement of increasingly complex and tech-laden modern vehicles. Disruption to manufacturing processes can also lead to inefficiencies, with day-to-day water use continuing to accumulate, even when production lines have paused, further raising the volume of water used per vehicle produced over the year.

Despite a fall in production in 2024, manufacturers used 15.4% more water per vehicle than in the previous year. Some manufacturers faced an unusually disrupted 2024 as factories were retooled for EVs and legacy model runs were ended.

CHART 02 **WATER PER VEHICLE MANUFACTURED**

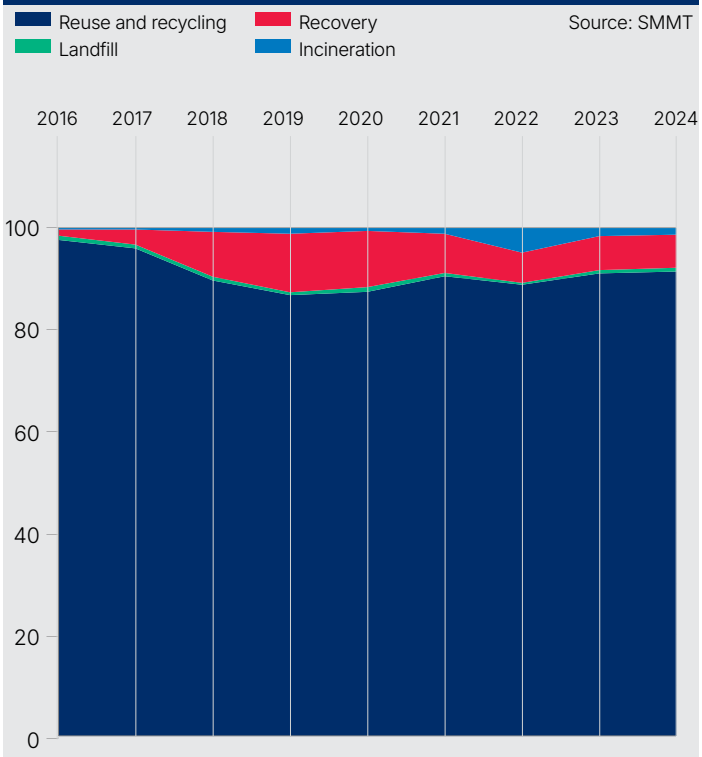


WASTE

As a proportion of overall residual material generated by automotive manufacturing, less than 1% has been sent directly to landfill each year since 2016, with annual levels remaining below this threshold ever since.

Zero waste to landfill is the ultimate aim for the automotive industry and many manufacturers have achieved this already. While recycling remains a critical factor for automotive manufacturers, the longer-term trend also shows their continued efforts towards a circular economy and the growing importance of recovery and reuse of materials.

CHART 03 **DESTINATION OF LEFTOVER MATERIAL**

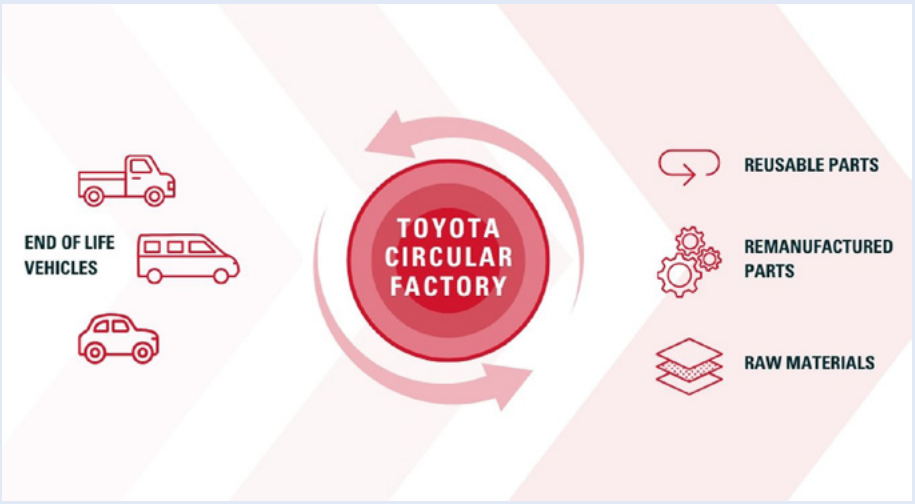


CASE STUDY: TOYOTA MOTOR EUROPE (TME)

Toyota Circular Factory

Toyota Motor Europe (TME) has announced the establishment of the Toyota Circular Factory (TCF) to provide careful and systematic processing of vehicles at the end of their life to maximise the environmental benefits of recycling, repurposing and remanufacturing. The first TCF will be at Toyota Manufacturing UK's Burnaston plant in Derbyshire. Activities will begin during the third quarter of 2025 to develop a centre of excellence for future recycling operations across Europe and worldwide.

TCF processing focuses on three key areas: reusable parts; commodity items that can be remanufactured; and materials that can be recycled. Following a comprehensive validation process, reusable parts will be reintroduced to the market through retailers or distributors. Commodity items such as batteries and wheels will be assessed for their potential remanufacture, repurposing or recycling.



Toyota also intends to recycle raw materials such as copper, aluminium, steel and plastic. These could then replace virgin materials as much as possible in the production of new vehicle parts. The facility is expected to initially recycle around 10,000 vehicles a year in the UK facility, which will give new life to 120,000 parts, recover 300 tonnes of high-purity plastic and 8,200 tonnes of steel, among other materials.

With this initiative, Toyota aims to significantly reduce future emissions associated with vehicle and sub-component manufacturing. This effort aligns with the company's global and European sustainability objectives and sets a new industry benchmark for responsible recycling and material reuse.

TME is committed to being fully carbon neutral by 2040 and achieving carbon neutrality in all its owned facilities by 2030. By 2035, Toyota plans to have 100% CO_2 reduction across its European product line-up.

CASE STUDY: JLR

Closing the loop with industry first breakthrough using recycled seat foam

In 2024, JLR made a significant technical breakthrough in the closed-loop recycling of polyurethane seat foam from its used vehicles by successfully reintegrating it back into the production of new seats. In collaboration with Dow's MobilityScience™ material innovations and global leader in automotive seating Adient, this was the first time closed-loop seat foam content had been successfully used in automotive production. Luxury vehicle manufacturer JLR has been putting the material through its full production process with testing at scale in pre-production vehicles set for 2025.

Polyurethane foams are known to be challenging when it comes to recycling and are designed for durability, meaning they end up in landfill and can remain in the environment for several generations. By creating a closed-loop supply chain, JLR will be able to reduce emissions, eliminate waste and enable a secure supply of low carbon seat foam for its vehicles.

The recycled foam will be one element to a new 'circular seat' that it is estimated will half CO_2e emissions impact while maintaining high performance, avoiding more than 44kg of CO_2e per seat, the equivalent of charging almost three thousand smartphones.

The breakthrough is a result of ongoing research and testing at JLR's Circularity Lab in Gaydon, which aims to reduce waste and boost the recyclability of its luxury vehicles. Historically, vehicles have been designed with limited consideration for how easy it is to take them apart and separate materials once they reach end of life. The use of mixed materials that are difficult to separate, fixing methods and adhesives can make the challenge of reducing waste and recycling for reuse almost impossible. JLR's Circularity Lab aims to troubleshoot these challenges by bringing together cross disciplinary squads comprising sustainability, engineering, procurement and design.

The Circularity Lab supports JLR's Reimagine strategy which aims to set new benchmarks in environmental, societal and community impact for business. Central to this is its ambitious vision for circular economy, which aims to achieve a more resource efficient economy through the elimination of waste and repeated circulation of products and materials.

VEHICLE EMISSIONS AND AIR QUALITY

ZERO EMISSION VEHICLES (ZEVS) AND TAILPIPE CO_2 EMISSIONS

Decarbonising road transport is fundamental to achieving net zero. The UK's decarbonisation targets – particularly the 6th and 7th Carbon Budgets – are dependent on maintaining healthy new car and van markets, delivering the high rate of fleet renewal needed to meet those targets. UK automotive has invested billions in our zero emission future, with more than 135 models of battery electric car now available to buy, along with dozens of zero emission vans, buses and trucks. Once consumers make the switch to electric, they seldom go back, enjoying both the environmental and driving performance that these vehicles provide.

SMMT final year data shows a significant increase in the number of zero emission car registrations, with more than 380,000 sold in 2024 compared to around 315,000 in 2023. Compared to their internal combustion engine equivalents (based on average mileage[11] and non-ZEV CO_2 emissions) these vehicles saved around 500,000 tonnes of carbon in 2024.[12] Supported by the continued investment by manufacturers in ICE engine efficiency, lightweight materials and aerodynamics, the addition of these ZEVs has reduced the average tailpipe CO_2 emitted by new cars by -6.2%, from 108.9g/km in 2023 to 102.1g/km in 2024.

However, despite the welcome growth in overall numbers, as a proportion of their overall markets, both car and van registrations failed to reach the levels of the ZEV mandate targets in 2024 (22% and 10% respectively). As a result of unprecedented levels of incentivisation by many OEMs, ZEVs finished the year accounting for 19.6% of the new car market, representing a 21.4% growth in market share compared to 2023. In the van market, ZEVs to 4.25T accounted for 6.3% of the market in 2024, with no growth in market share compared to 2023. The regulations governing the ZEV mandate (the Vehicle Emissions Trading Schemes) contain welcome flexibilities that allow manufacturers to manage their in-year compliance as they ramp up their EV sales over time. However, these flexibilities can create additional risks and costs.

CHART 04 **AVERAGE NEW CAR CO_2 AND % CHANGE**

CHART 05 **UK NEW CAR MARKET - ZEVS**

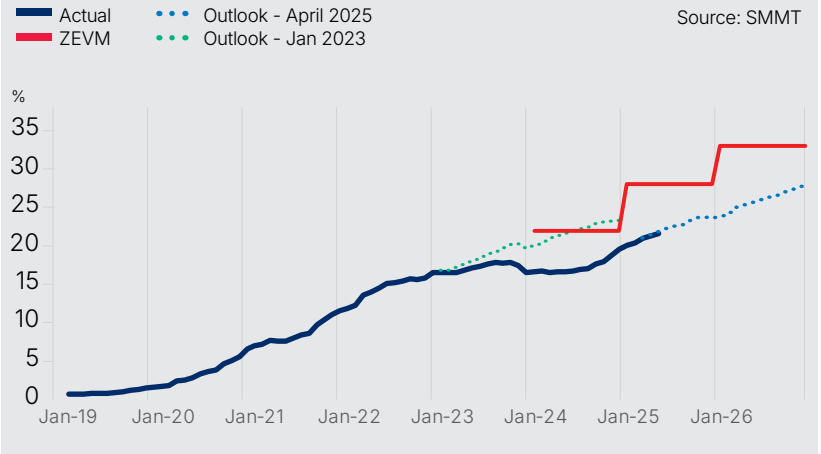
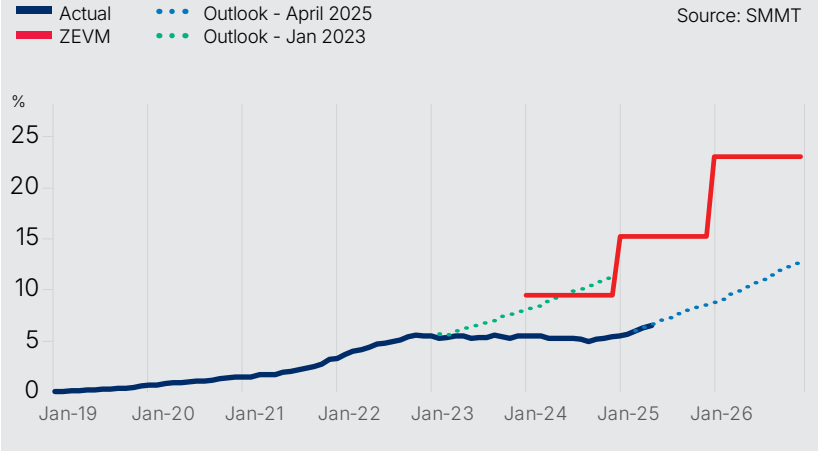


CHART 06 **UK NEW LCV MARKET - ZEVS**



11 https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-introduction-and-main-findings
12 9,614 km (5,974 miles) average distance per year, 126.9 g/km non-ZEV CO_2 average, 380,000 ZE cars registered

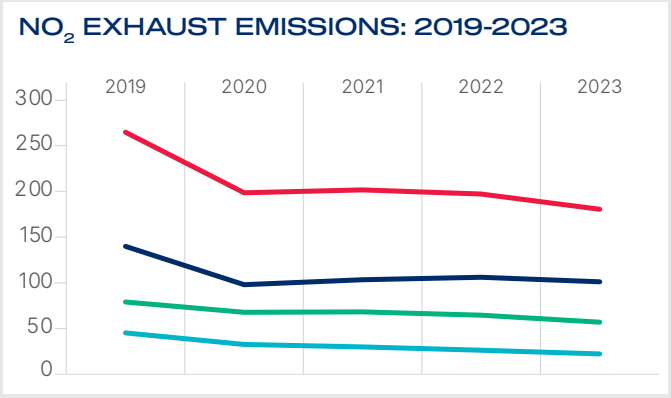
AIR QUALITY

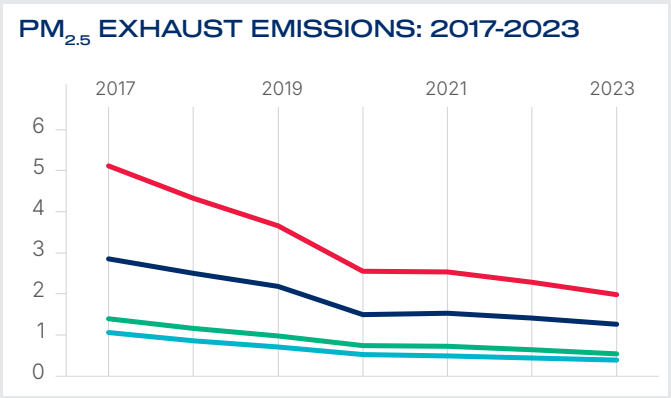
Latest data from the National Atmospheric Emissions Inventory, through to the end of 2023, continues to show the clear, long-term trend of significant reductions of NO_2, PM_{10} and $PM_{2.5}$ exhaust emissions across every vehicle section.[13] As a result of continuous industry efforts to reduce the environmental impact of its engines and fuels, levels of NO_2 exhaust emissions fell -9% in 2023 compared to the previous year, and down -84% since 1990. PM_{10} and $PM_{2.5}$ exhaust emissions fell -14% in 2023 compared to the previous year, down -92% since 1990.

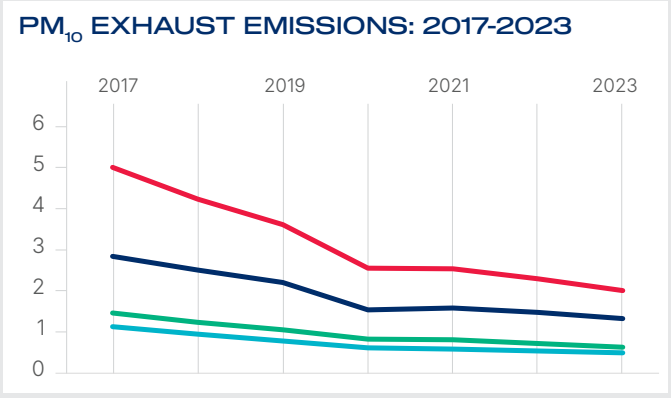
CHART 07 NAEI ESTIMATES OF ANNUAL VEHICLE POLLUTANT EMMISSIONS (KILOTONNES)

Passenger cars
Light commercial vehicles
Heavy duty vehicles and buses
Combined

Source: SMMT







13 https://naei.energysecurity.gov.uk/

CASE STUDY: BMW UK

Recharge in Nature – supporting EV travel and conservation in National Parks

"Recharge in Nature" is BMW UK's partnership with the UK's National Parks to expand EV charging and fund nature restoration. With £1million in funding and 135 charge points across all 15 National Parks from 2022-2025, BMW UK is making 'tail pipe' emission-free travel easier for park visitors and communities while supporting biodiversity, nature restoration and leaving a lasting legacy in the UK's wildest landscapes.

With 90% of the 100 million annual visits made by car, expanding the parks' limited charging network is more important than ever. Pod Point data shows the new chargers are already helping to reduce emissions, saving more than 42 tonnes of CO_2 from EV journeys that would otherwise have required petrol or diesel. These additional charging points also support rural communities, where reliance on cars is higher.

Through Recharge in Nature, BMW is helping to restore habitats, protect wildlife, and help nature thrive in the UK's most treasured landscapes. In the South Downs, dew ponds are being revived, including vital habitats for frogs, toads, dragonflies, and hedgehogs, after 70% were lost to drier summers. In Eryri (Snowdonia), vital natural flood defences are also being restored to protect land and communities. In the North York Moors, young volunteers have contributed 3,000 hours, gaining skills, confidence, and a pathway into conservation. In Dartmoor, funding for a Youth Engagement Ranger has helped 1,329 young people, many with limited outdoor access, experience the National Park.

CASE STUDY: MICHELIN

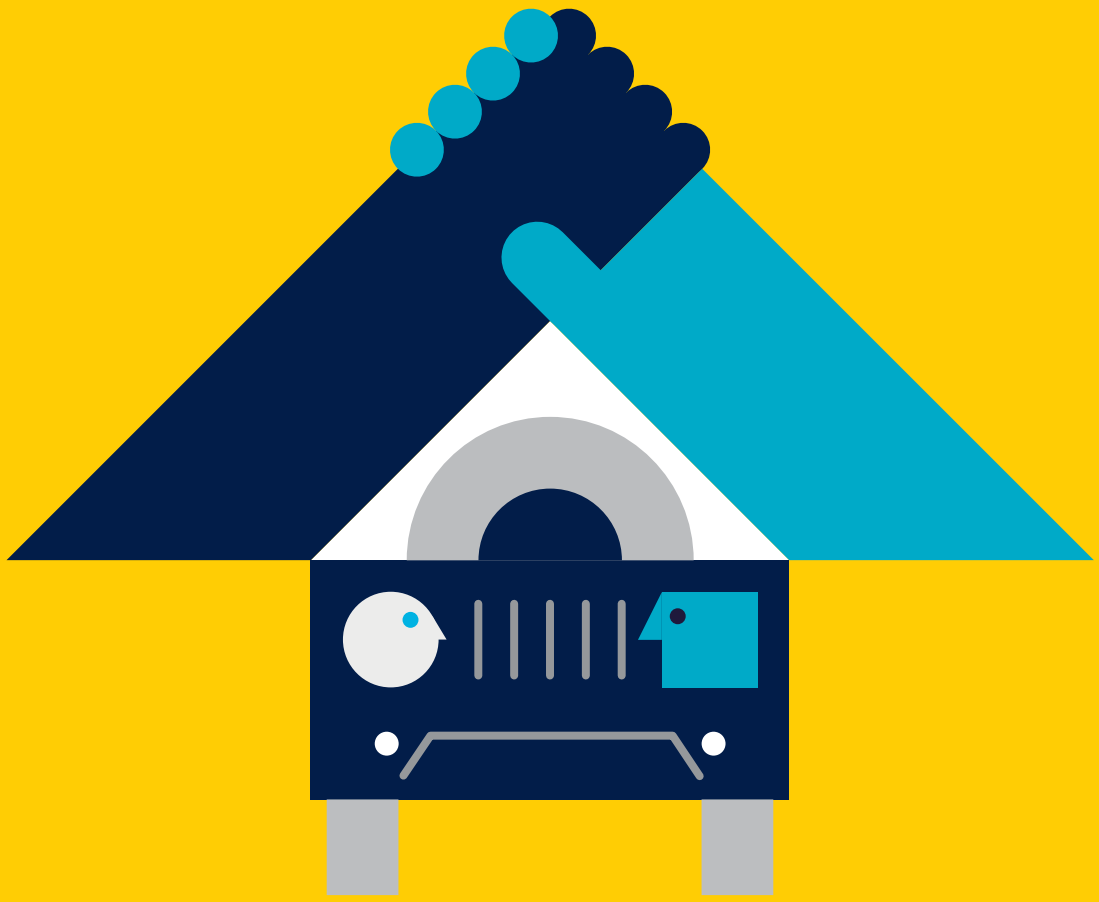
Partnership with Forterra to place tyres at the centre of sustainability drive

Michelin's excellent products and cutting-edge data analysis proved to be an irresistible combination for building materials manufacturer Forterra which, in 2024, chose the tyre specialist as its sole supplier. Following a competitive tender, Michelin was awarded the contract to fit products from its X Multi and X Works tyre ranges to the operator's predominately Volvo truck fleet to help reduce fuel costs, mitigate its environmental impact and improve uptime.

What made Michelin's offer so attractive was its ability to analyse Forterra's fleet performance to ensure it was running as efficiently as possible. Forterra is initially trialling the versatile MICHELIN X Multi tyre across its fleet. This will likely be the mainstay, however, the nature of its work, which includes delivering to builders' merchants as well as off-road driving on building sites, means the robust MICHELIN X Works tyre will be fitted in certain use cases based on the trial data.

For Forterra, another key motivator behind its decision to select Michelin as its sole provider was the opportunity to adopt the tyre manufacturer's multi-life policy, which will help to minimise the total cost of ownership and environmental impact further. The policy means that once a new set of tyres has reached the end of its first life, they are regrooved and re-treaded as MICHELIN Remix tyres. Once the Remix tyres are worn, the business sends the casing back to Michelin to be retreaded again to produce Encore tyres – extracting the maximum performance from each casing.

Operating from 13 locations nationwide, Forterra produces some 500 million bricks a year, which it transports via 143 trucks (both rigids with drawbars and tractor units) and 153 predominately drawbar trailers, the vast majority of which feature mechanical offload systems.



SOCIAL PERFORMANCE

1.1 lost time incidents per 1000 employees

Proportion of employees that are women rises to 14.7%

1388 new apprentices and trainees – down -26% (but from a high water mark)

People are at the very heart of the UK automotive industry and, with production shifting dramatically to deliver a technological transformation over the next decade, the industry needs a new generation of engineers, designers, programmers, chemists, fabricators and many other skills. A laser sharp focus on attracting new talent, and up- and re-skilling the existing workforce, is key.

The ability of automotive companies to attract the broadest cross-section of society into their workforces – both UK and internationally – creates a competitive advantage, demonstrated by the significant investment by automotive companies in DEI initiatives and apprenticeships in 2024.

APPRENTICESHIPS

The number of newly recruited apprentices fell in 2024, compared to the record numbers recorded in 2023 as the industry continued to rebound and recover from the Covid-19 pandemic. However, the 1,388 new opportunities created in the automotive industry in 2024 still represents a hugely impressive investment in the UK's future workforce and remains a healthy figure when compared to the longer term trend. Furthermore, the high number of new apprenticeships in 2023 is likely to have increased focus on retention in 2024 as the industry seeks to transition existing apprentices into more permanent roles.

CASE STUDY: STELLANTIS UK

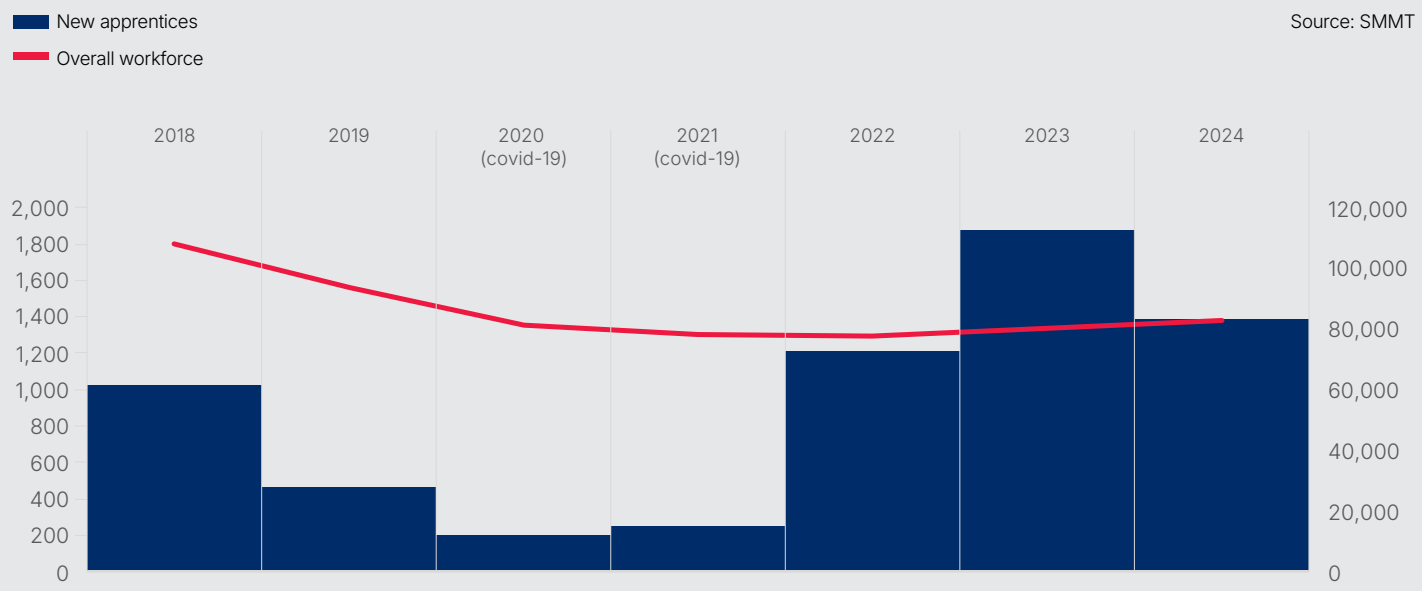
Empowering youth through education

Stellantis UK believes education is the foundation of progress. Our mission is to champion quality education for younger generations facing economic and social challenges, empowering them to shape their future and achieve their dreams.

Inspired by the United Nations Sustainable Development Goals for Quality Education and Gender Equality, the Stellantis UK Philanthropy project is dedicated to investing in transformative programmes that will make a collective, positive and lasting impact, demonstrating our unwavering commitment in making a meaningful difference for our people, our communities, and our planet.

In the communities where we operate in the UK, we are working directly with local and regional charities to identify community needs. Together we co-build innovative and scalable educational projects with the aim of making a difference in the lives of youth and communities, today and for generations to come. Successful projects in 2024 include the Children's Literacy Charity, STEMworks and Cheshire Wildlife Trust where £500,000 have already been granted with other exciting projects already in the development stage for 2025.

CHART 08 AUTOMOTIVE NEW APPRENTICESHIP NUMBERS



DIVERSITY, EQUITY AND INCLUSION

Diversity, equity and inclusion are not just social imperatives, they are strategic necessities for the automotive sector as it undergoes rapid transformation and transition towards a zero emission, net zero and increasingly digital and data-led future. The industry faces complex challenges that demand creativity, adaptability and resilience, qualities which thrive in diverse, inclusive environments where a variety of perspectives can come together to drive innovation. In this context, the automotive sector cannot afford to inadvertently develop cultures, activities or processes that may restrict access to any part of the talent pool from which they draw their current and future skills and experience.

CASE STUDY: MINI

Big Love

MINI is built on Big Love. Big Love is an open-minded optimism, it's about appreciating what we have in common and celebrating all that makes us different. MINI has been incredibly proud to partner with community champions up and down the country, and seeing the MINI community turn up to help in the name of Big Love has made all the difference. Whether this is at a national MINI UK level or with one of our retailers across the country.

One retailer, Sandal MINI, partnered with Wakefield Pride and celebrated diversity and inclusion in the summer sunshine. Armed with two rainbow liveried MINI Convertibles and 200 bucket hats, they raised £50,000 for the Pride charity who help fund initiatives for equality and inclusivity.

At a national level, MINI UK partnered with #SheInspiresMe Car Boot sale in 2024 based at Selfridges in London. Luxury brands, designers, celebrities and fashion and beauty icons filled 32 boots with past-season, vintage and pre-loved luxury fashion, all at exceptional prices. This was circular fashion at its best! The 2024 #SheInspiresMe Car Boot Sale raised more than £370,000, with 100% of this going towards Women International's work supporting women survivors of war.

Even the home of MINI, Plant Oxford, was part of the 2024 Big Love effort. Partnering with the Oxfordshire based Sobell House Hospice's OxTrail. This initiative saw local artists paint sculptures of Oxen, which would be placed at local landmarks. Plant Oxford took these sculptures and applied a protective clearcoat, similar to the MINIs. This initiative raised more than £155,000, all going to the support of the hospice which provides vital end of life care to its residents.

CASE STUDY: ASTON MARTIN

Children's hospices support

Aston Martin supports our local communities and charities in multiple ways to maximise our positive impact, going beyond our economic contribution through supporting jobs both directly and indirectly. In 2024, we supported local charities and projects, through the launch of our employee partner charities, where we have partnered with three charities each linked to our main site locations. Our employees chose Birmingham Children's Hospital, Tŷ Hafan Children's Hospice and Willen Hospice to support.

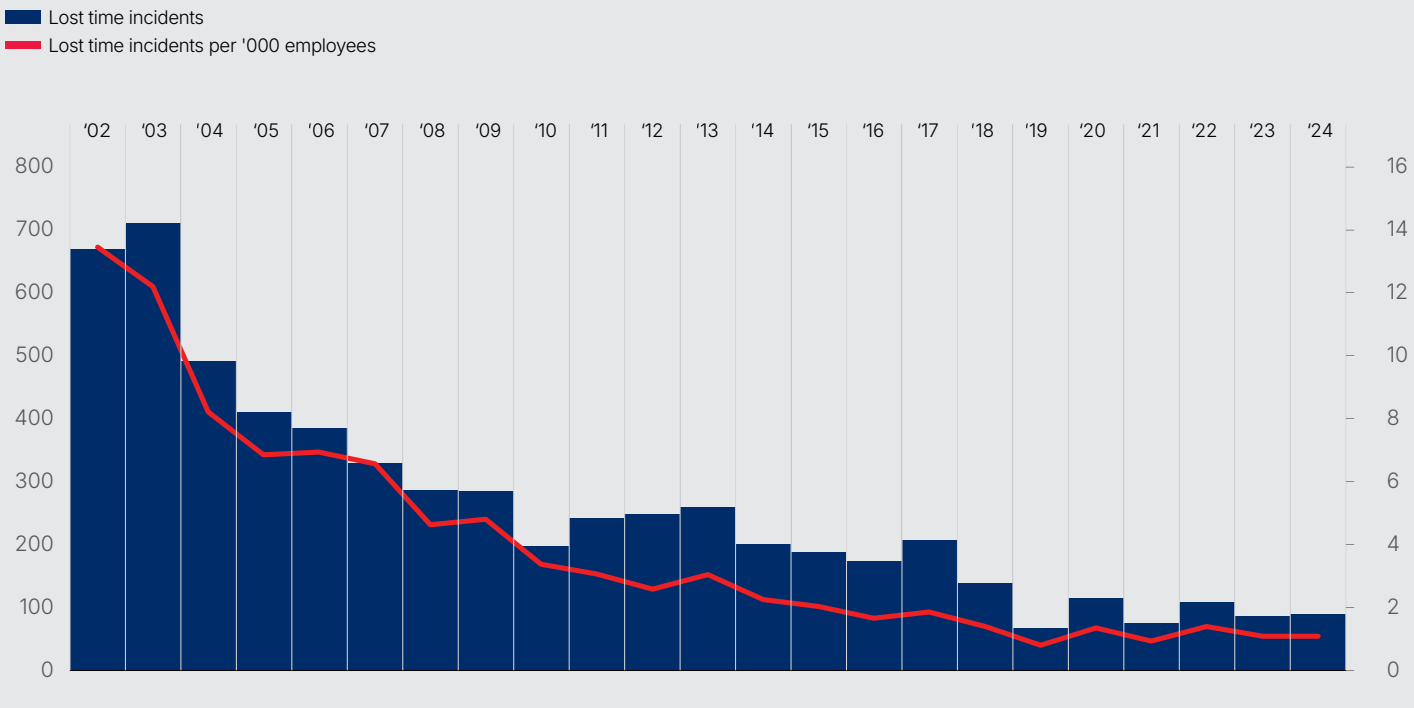
Throughout the year, colleagues delivered fundraising events and supported the charities, including collating over 50 packs for parents who find themselves suddenly in hospital supporting their children, collecting clothing for sale at the charity's shops, as well as taking a DBX 'doodle car' to Birmingham Children's Hospital with the Aston Martin Aramco Formula One® Team. So far, employees have raised more than £6,500 for the employee partner charities.

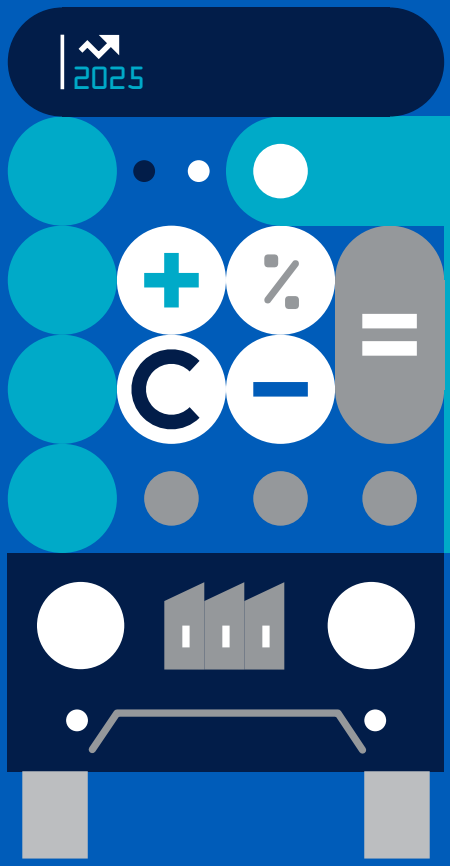
Other good causes our employees raised money for through the year included Crisis Support Poland, Save the Children, MacMillan Cancer Support, Bobby Moore Cancer Awareness, as well as Alzheimer's UK, which saw 42 colleagues raise £27,500 through completing the London Landmarks Half Marathon.

HEALTH AND SAFETY

Health and safety continues to be a priority for the industry and, over the longer-term, there has been a significant -92% reduction in the rate of lost time incidents per employee since 2002. While all manufacturers continue to strive for zero lost time incidents, the figure of just 1.1 lost time incidents per 1000 employees in 2024 reflects an industry that takes pride in the health and well-being of its workforce.

CHART 09 **LOST TIME INCIDENTS**





ECONOMIC PERFORMANCE

£92 billion turnover down -2.5%

£25 billion GVA – up 7.0%

Vehicle production down -11.7%
(all road vehicle types)

Vehicle registrations up 2.7%
(all road vehicle types)

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. In 2024, the automotive manufacturing industry contributed £92 billion turnover and £25 billion gross value added (GVA) to the UK economy, investing £5 billion in R&D. With 183,000 people employed directly in manufacturing and some 796,000 in total across the wider industry, we accounted for 13.4% of total UK exports of goods, with more than 140 countries importing UK produced vehicles, generating £108 billion of trade.

The automotive sector also supports jobs in other key sectors, including advertising, chemicals, finance, logistics and steel. Many of these jobs are outside London and the South East, with wages that are around 8% higher than the UK average.

CASE STUDY: JLR

£500 million investment to create EV factory of the future in Merseyside

In September 2024, JLR announced a £500 million investment to transform its historic Halewood facility to support the parallel production of electric vehicles, alongside existing combustion and hybrid models. Originally built in 1963 to produce the Ford Anglia, Halewood is being transformed for the electric era.

With £250 million already invested, the transformation so far has involved over one million hours of construction work over the last 12 months. The site has been extended by 32,364 sqm to produce JLR's medium sized electric luxury SUVs on the new Electric Modular Architecture (EMA) platform.

The historic plant has been fitted with technology including new EV build lines, 750 autonomous robots, ADAS calibration rigs, laser alignment technology for perfect part fitment and the latest cloud based digital plant management systems to oversee production, creating the 'factory of the future'.

This investment is part of JLR's commitment to its Reimagine strategy, which will see JLR electrify all its brands by 2030, with the aim of achieving carbon net zero across our supply chain, products, and operations by 2039.

Electrification is central to this strategy and Halewood has an exciting future producing ICE, PHEV and BEV models side by side before eventually becoming JLR's first all-electric production facility.

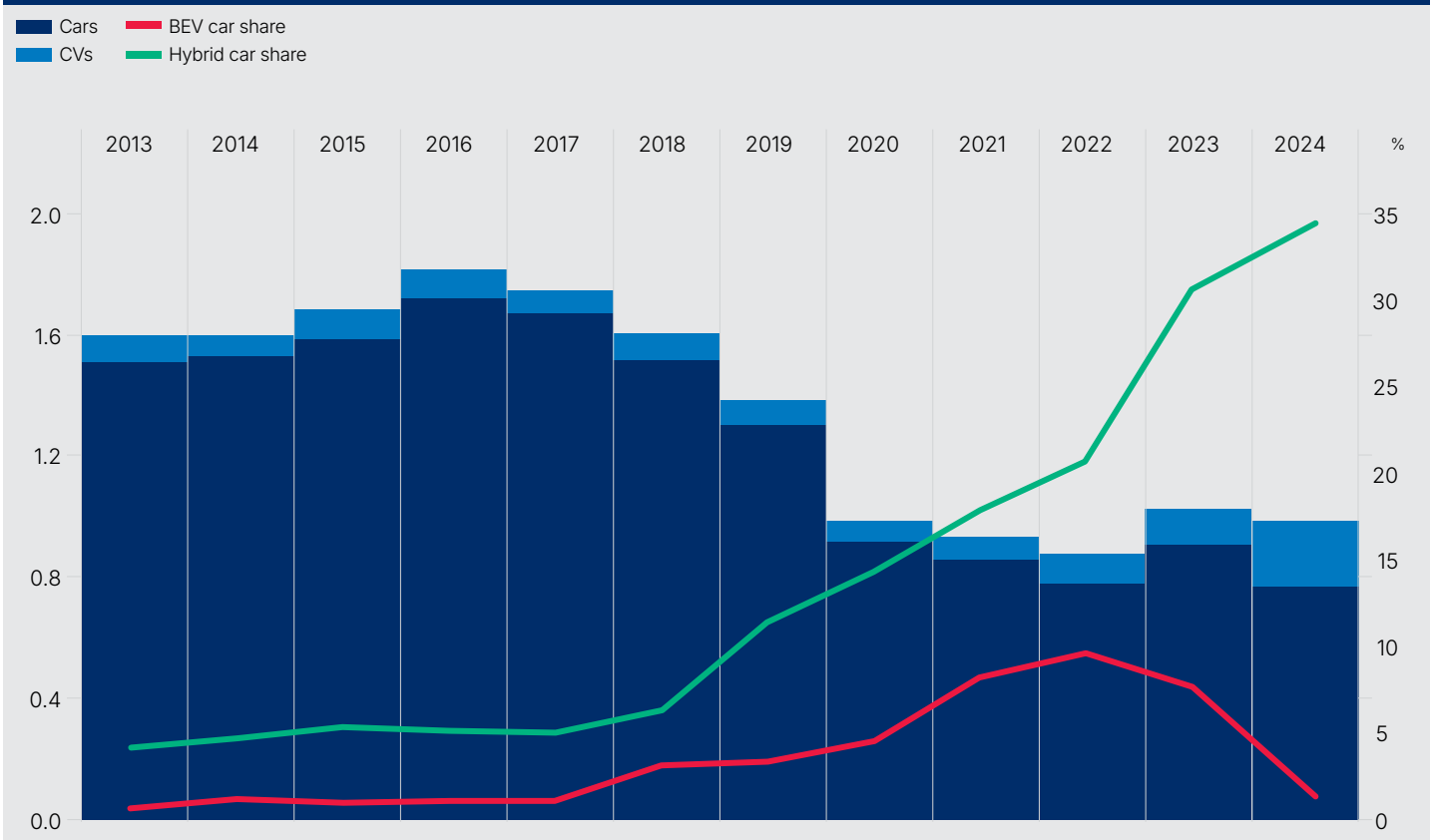
PRODUCTION AND EXPORTS

UK vehicle production declined -11.7% in 2024 to 905,233 units, as manufacturers retooled factories for EVs, ended legacy model runs, and faced weaker global market demand. Given these challenges, UK factories turned out 275,896 of battery electric (BEV), plug-in hybrid (PHEV) and hybrid (HEV) electric cars, down -20.4% on last year but still accounting for 35.4% of overall output.

In 2024, a significant 75.7% of all vehicles produced in the UK, totalling 685,662 units, were intended for export. Exports fell by more than output for the home market, down -13.3% compared with -6.4%. Car exports fell by -15.5% to 603,565 units. Almost 80% of all UK-made cars were shipped abroad, with 77.5% (467,937 units) going to the top three destinations: the EU (54.0%), the US (16.9%), and China (6.6%). Export volumes to both the EU and China fell, but volumes to the US rose.

Production is expected to slip a little further this year, as restructuring and the transition to new electrified models continues, ahead of expected growth from 2026 onwards. Volumes would have been further constrained, but the US-UK trade deal will mitigate some of the impacts of the initial hike in tariffs on vehicles exported to the US.

CHART 10 **UK VEHICLE PRODUCTION AND CAR BEV/HYBRID SHARE (MILLIONS)**



REGISTRATIONS

Total new car and commercial vehicle registrations rose by 2.7% in 2024 to more than 2.35 million units. Despite 2024 being a challenging year for the sector, as manufacturers strove to create demand for electric vehicles to meet new mandated sales targets, the new car market experienced solid growth of 2.6% to more than 1.95 million units, marking its second consecutive year of expansion. This was largely fuelled by an impressive 11.8% rise in fleet sales, the strongest performance since 2019. In contrast, registrations by private consumers and businesses saw a decline during 2024. However, the first six months of 2025 have seen new car registrations rise by 3.5%, with growth across both fleet and private buyers.

During 2024, Battery Electric Vehicles (BEVs) played a central role in boosting overall new car registrations. Their volumes and market share increased, supported by the launch of new models and historically high incentives by manufacturers. The UK had the largest BEV market in Europe in 2024 and BEV market share rose to 19.6%, up from the stagnant 16.5% seen in 2023, although still falling short of the ZEV mandate's 22% goal. March 2025 saw record BEV registrations - with canny buyers acquiring vehicles ahead of the higher VED taxation beginning in April, and volumes are up by a third in the first half of this year, with BEV share at 21.6%, below the full-year ZEV target of 28%.

The LCV market maintained its upward trajectory in 2024, growing by 3.0% to more than 350,000 units, its second year of recovery following the sharp 2022 decline. Growth was led by strong demand for large vans, with small and medium vans also seeing increased uptake. However, volumes in 2025 so far have fallen by -12.1%, below expectations due to weaker than anticipated business sentiment.

The BEV LCV sector to 4.25T rose a relatively modest 3.3% in 2024 to 22,155 units, leaving market share flat at 6.3%, well below the 10% ZEV mandate target. In the first half of 2025, on the back of new models, volumes have grown sharply, up 52.8% so far this year, but share at 8.6% is still only half the 16% mandate requirement.

Heavy commercial vehicle new registrations slipped by -2.7% in 2024 to below 45,000 units, normalising after showing strong growth in 2023 on the back of post-Covid order fulfilment. The bus and coach sector meanwhile jumped by 70% to more than 8,000 units for the first time since 2016. Registrations of zero emission buses rose by 35.5%, and whilst this meant their share of the market slipped back to 18.7%, it has improved sharply in Q1 2025, to 29.2%.

CHART 11 UK VEHICLE PRODUCTION AND EXPORTS (MILLIONS)

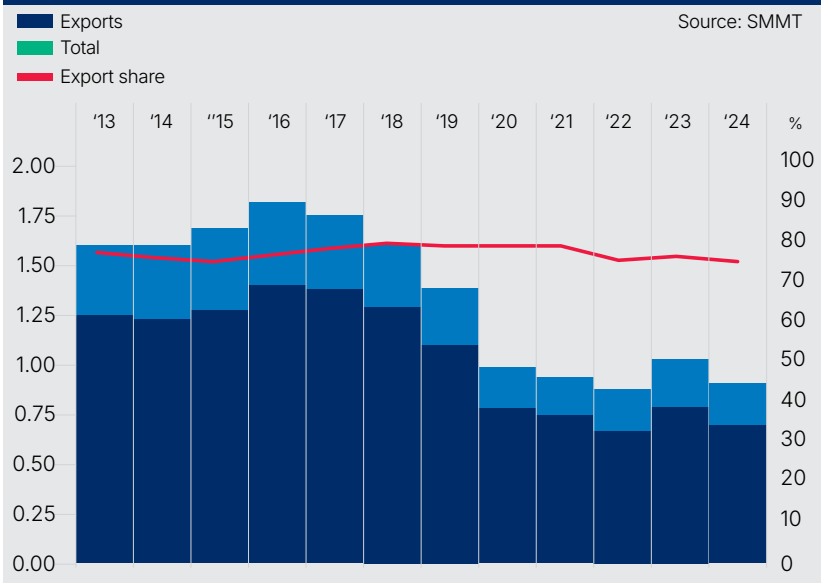


CHART 12 UK NEW CAR REGISTRATIONS BY FUEL TYPE (MILLIONS)

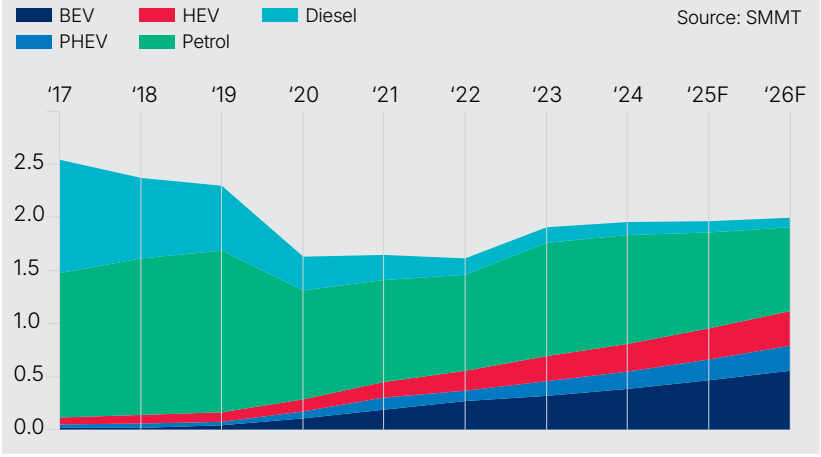
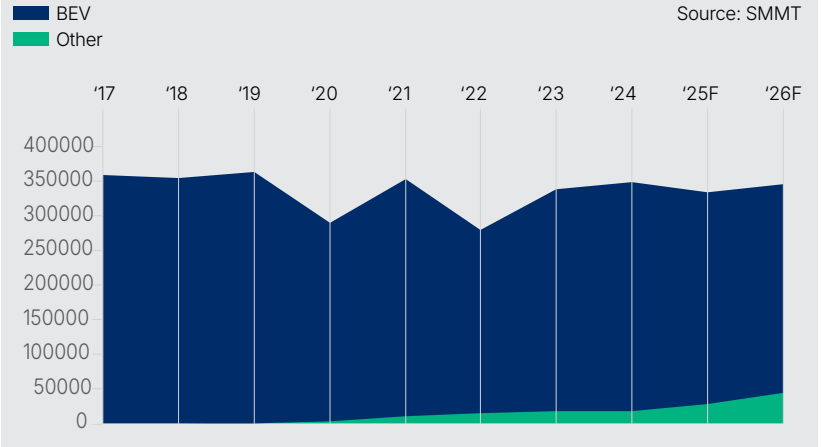


CHART 13 UK NEW LCV REGISTRATIONS BY FUEL TYPE (THOUSANDS)



21 https://www.smmt.co.uk/reports/next-stop-net-zero-the-route-to-a-decarbonised-uk-bus-market/

SMMT
DRIVING THE
MOTOR 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 invests around £4 billion each year in R&D. With 183,000 people employed directly in manufacturing and some 796,000 across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are around 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.

SIGNATORIES

Signatories to this report	UK Brands
Aston Martin Lagonda Ltd	Aston Martin, Lagonda
Autocraft	Autocraft
Bentley Motors Ltd	Bentley
BMW Group UK, including Rolls-Royce Motor Cars Ltd	BMW, MINI, Rolls-Royce
Caterpillar	Caterpillar, Perkins
Ford Motor Company Ltd	Ford
Jaguar Land Rover Ltd (JLR)	Jaguar, Range Rover, Defender, Discovery
Leyland Trucks	DAF Trucks
London EV Company Limited (LEVC)	LEVC
Lotus Cars Ltd	Lotus
McLaren Automotive	McLaren
Nissan Manufacturing UK Nissan Technical Centre	Nissan
Michelin Tyre plc	Michelin
Scania UK	Scania
Stellantis	Vauxhall, Peugeot, Citroën, Fiat, DS, Jeep, Alfa Romeo, Maserati, Abarth, Fiat Professional
Toyota Motor Manufacturing (UK) Ltd Toyota (GB) plc Toyota Logistics Solutions Centre	Lexus, Toyota
Unipart	Unipart Logistics
Volkswagen Group (UK) Ltd	Audi, Cupra, SEAT, ŠKODA, Volkswagen Passenger Cars, Volkswagen Commercial Vehicles
Volvo Car UK Ltd	Volvo

REFERENCES AND ONLINE CONTENT

References and detailed data on the automotive industry performance can be found at:

www.smmt.co.uk/sustainability

The webpage also contains links to signatories' sustainability websites.

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