

Impact of the Jaguar Land Rover Shutdown on the WMCA Automotive Supply Chain

The analysis below has been drawn from data available through ONS and The Data City.

- In 2024 Jaguar Land Rover (JLR) produced 257,110 cars in the UK¹. This includes cars manufactured at its Solihull and Castle Bromwich plants with engines manufactured in Wolverhampton, highlighting the firm's importance to the West Midlands Combined Authority (WMCA) region particularly from an employment and GVA perspective. On 31/08/2025 JLR was forced to shutdown operations due to a suspected cybersecurity breach.
- Automotive supply chain companies are a large part of the region's cluster. 17% of all the UK's motor vehicle parts & accessories manufacturing businesses are situated in the West Midlands region.
- The automotive supply chain is estimated to employ roughly 21,000 people across the WMCA.
- WMCA businesses operating in the automotive supply chain collectively generate £4.8bn in revenue per year:
 - Assuming 25% of this revenue is directly linked to contracts with JLR, this equates to just over £1.2bn per year or £3.3m per day.
 - Assuming 50% of this revenue is directly linked to contracts with JLR, this equates to roughly £2.4bn a year or £6.6m per day.
 - Assuming 75% of this revenue is directly linked to contracts with JLR, this equates to just over £3.6bn a year or £9.9m per day.
- JLR has been in shutdown for 16 days as of 15/09/2025. Applying the figures above, estimates of current losses thus far to the WMCA automotive supply chain are:
 - Roughly £52.8m at the 25% level
 - Roughly £105.6m at the 50% level
 - Roughly £158.4m at the 75% level
- The WMCA automotive supply chain has a business location quotient of 2.23 which indicates the region has just over twice the national share of automotive-supply firms. That depth helps to spread exposure across many sites, providing some shock-absorption capacity at the firm-count level.
- Jobs are even more concentrated than firms, with an LQ of 2.52. This signals larger-than-average businesses within the automotive supply chain. In a shutdown, impacts are likely to show first as overtime/agency cutbacks and short-time working rather than immediate widespread redundancies.
- Revenue is over four times the national share with a turnover LQ of 4.45. This makes the WMCA automotive supply chain highly sensitive to the effects of a shutdown at JLR –

¹ Cars UK, 2025 (accessed [here](#))

businesses can expect a sharp cash-flow squeeze during the shutdown, with the risk of supplier distress escalating if it persists.