MAY 2026

FOCUS

DRIVING CHANGE

Leading the net zero transition

+

EHGVS: ARE WE THERE YET?

THE ROAD TO ELECTRIFICATION

CAPTURING CO_2

The Chartered Institute of Logistics and Transport

The Chartered Institute of Logistics and Transport

Partner with CILT(UK)

Strengthen Your People. Elevate Your Organisation. Drive Performance.

Join Company Partnerships at CILT(UK) and unlock opportunities to:

- Upskill Your Workforce
- Access Information & Best Practice
- Build Connection & Collaboration
- Shape the Future of the Industry
- Increase Visibility & Recognition

Whether you're a small business, multinational organisation or university, a Company Partnership demonstrates your commitment to investing in your advancing the logistics, supply chain and transport industry.

Build Your Bespoke Package

Create a partnership tailored to your organisation. Choose from Events, Sponsorship, Advertising, Business Intelligence, Professional Development, Consultancy, Podcasts and more, all designed real value to your organisation, and enhance capability across your teams

Tailor your partnership and maximise your impact

ciltuk.org.uk/partnerships

partnerships@ciltuk.org.uk | 01536 740104

A selection of our partners:

BAE SYSTEMS · CARLSBERG BRITVIC · CEVA LOGISTICS · co-op · DP WORLD · MOUNTAIN WAREHOUSE · national gas · STAGECOACH GROUP · whistl

The tide has turned

This year is shaping up to be a pivotal year for transport decarbonisation, and not for the reasons any of us would have predicted (at least not specifically).

True, there are some significant actions from government here in the UK. The Department for Transport recently published its long-awaited Integrated Transport Strategy, 'Better Connected', which is all about creating better places and giving us more transport options, but which will also most likely lead to fewer car miles and lower emissions as a result. CILT(UK) responded to the DfT's recent consultation on an HGV equivalent to the Zero Emission Vehicle (ZEV) mandate for cars and vans, and a policy decision is expected in 2027. These are welcome developments.

However, the real driver of change as ever is 'events', as Harold MacMillan is famously supposed to have said. The oil price shock caused by 'events' in the Middle East has driven a surge of interest in electric vehicles, with March posting the highest ever monthly sales of EVs in the UK at 86,120, and similar rises seen around the world, including in the US. The irony of Donald Trump's actions causing this has not been lost on many.

Two diametrically opposed narratives on decarbonisation are competing for the public's support right now. One has it that climate change isn't happening, that reducing emissions is costly and that energy security will come from doubling down on oil and gas. There is a die-hard element that believes this and probably always will, but for the average person, filling up their car with petrol at £1.58 /litre and then seeing the solar panels on their neighbour's house and the EV in the driveway, that narrative is hard to sustain.

Business is even less likely to be convinced. Investment craves predictability, and while oil prices fluctuate wildly renewables are now cheap and predictable by comparison (another irony, given that 'intermittency' was always thought to be their Achilles heel). The Climate Change Committee produced a timely report estimating that the cost of reaching Net Zero by 2050 was less than that of a single fossil fuel price shock.

The other narrative is the one that most of the British public and business is increasingly behind. It's the one that says renewable energy and decarbonising transport (and other sectors) is good for security, the economy, our environment and our health. According to the Confederation of British Industry the Net Zero economy continues to outperform the wider economy by a wide margin.

There is still work to do, and it won't be easy. In the world of transport, the transition of the car fleet to electric drive now has a powerful momentum but we are only starting to grapple with the challenge of heavier electric vehicles and the infrastructure to support them. Reimagining the places where we live as spaces for people rather than cars takes strong vision and sustained leadership, as shown in recent years in Paris for example (and closer to home in Manchester). And we have to face the fact that we must also adapt our transport systems to changes in climate that we can no longer avoid.

CILT(UK) has a vital role to play, as can be seen from this issue of *Focus*. Take inspiration from what you read, and remember that in the long run, the truth of 'events' will out.

DOMINIC SCHOLFIELD FCILT
Chair, Environment Policy Group, CILT(UK).

THIS MONTH'S CONTRIBUTORS

30

ANNE GRAY

Corporate Development, Flexible Power Systems.

A results-driven business development professional, Anne Gray has board-level experience across multiple sectors and a strong practical bias, she brings a hands-on, problem-solving approach to strategy, commercial management, and sustainability.

34

DOMINIC SCHOLFIELD FCILT

Senior Mobility Consultant, Cenex.

Dominic is a transport decarbonisation specialist with a career spanning consultancy, entrepreneurship, and policy, he brings practical depth to tackling transport emissions – having not only analysed the data but built businesses and run fleets himself.

38

SUE TERPILOWSKI OBE FCILT

Founder, Image Line Communications.

A maritime and ports commentator, sustainability advocate, Sue is an OBE recipient, published author, and accomplished public speaker with deep expertise across the maritime and logistics sectors.

43

PROF. ALAN MCKINNON FCILT

Professor of Logistics.

Professor Alan McKinnon is one of the world's leading academics in logistics and transport, a prolific researcher, international speaker, and adviser to bodies including the European Commission and World Economic Forum, he has conducted over sixty studies across a broad spectrum of logistics topics.

MAY 2026 VOLUME 28 NUMBER 4

CONTENTS

The work ahead

The UK's transition to net zero is well underway – but progress across transport and infrastructure remains uneven, and the hard questions are only getting harder to avoid.

This month's special feature takes a clear-eyed look at where things stand. We interview Louis Worthington, Team Leader for Industry and Infrastructure at the Climate Change Committee, on the realities of decarbonising transport – from HGV electrification to Scope 3 emissions and the economic case for change. It's a conversation that cuts through some of the noise around targets and timelines, and sets the tone for the features that follow.

Elsewhere, we examine whether the UK is adequately prepared for a changing climate, explore the feasibility of electrifying transport at scale, and look at what EV transition actually looks like on the ground for fleet operators. We report on the current state of electric HGV deployment, the case for cross-sector collaboration on decarbonisation, and the very real challenges around carbon capture and CO_2 reporting. We also take a long view on railway electrification – what a realistic transition looks like, and what still stands in the way.

Across all of it, a consistent theme emerges: the direction of travel is clear, but the pace and coordination of change will determine whether the UK meets its commitments – or falls short of them.

MEL STARK
Editor – mel.stark@ciltuk.org.uk

YOUR INSTITUTE

14
INTRODUCING THE MRG
An update

15
NET ZERO QUALIFIATIONS
How can CILT support you?

NET ZERO

16
THE INTERVIEW

In this issue's exclusive interview, *Focus* sits down with Louis Worthington, Team Leader for Industry and Infrastructure at the Climate Change Committee, to get under the skin of where the UK really stands on decarbonising transport and infrastructure. From HGV electrification to Scope 3 emissions and the economic case for the transition.

20
CLIMATE ADAPTION
Are we fit for a changing climate?

22
THE EARLY BIRD
Who is leading the way?

26
ELECTRIFYING TRANSPORT
Is it feasible?

30
THINK BIG, START SMALL, SCALE FAST

What does EV transition look like?

34
ELECTRIC HGVS ARE HERE
How will they work?

38
DECARBONISATION
Why we need to work together

40
THE ROAD TO ELECTRIFICATION
Moving from concept to reality

43
CAPTURING CO_2
The challenges in reporting

46
THE LONG GOODBYE
What a realistic transition to an electric railway actually looks like

48
FROM ASPIRATION TO ACTION
Building the business case for net zero

50
TIPPING POINT
Have we reached a BEV threshold?

REGULAR FEATURES

3 MESSAGE FROM DOMINIC SCHOLFIELD T
The tide has turned

6 NEWS

News from the worlds of logistics and transport

10 POLICY WATCH
Integrated transport strategy and more

56 COMMUNITIES

News from around the UK

58 FORTHCOMING COURSES
Find out the dates for our forthcoming courses and qualifications

59 WHAT'S ON
List of CILT's Regional, Sector and Corporate events

60 MEMBER ELECTIONS
We recognise those members who have been elected to new grades

62 MEMBER RECOGNITION

List of members who are celebrating their membership anniversary

Mel Stark
Editor
mel.stark@ciltuk.org.uk

LOGISTICS & TRANSPORT FOCUS
The Journal of The Chartered Institute of Logistics and Transport (UK) is published for CILT(UK) by Stark Comms Ltd, 3rd Floor Great Titchfield House, 14-18 Great Titchfield St, London W1W 8BD United Kingdom
Email: hello@stark-communications.com
www.stark-communications.com

ADVERTISING ENQUIRIES
advertising@ciltuk.org.uk

DESIGN & LAYOUT
Flying Studios Ltd
Tel: +44 (0)1480 405287

PRINT
Buxton Press Ltd
Tel: +44 (0)1298 21 2000

CILT(UK)
Earlstrees Court, Earlstrees Road, Corby, Northants NN17 4AX
Tel: +44 (0)1536 740100

REGISTRATION
Registered in England.
The Chartered Institute of Logistics and Transport in the UK.
Number: 2629347
Charity Registration Number: 1004963
ISSN: 1466-836X

PRICE
£15.00 (free to members)

www.facebook.com/cilt.uk
www.x.com/ciltuk
www.linkedin.com/company/ciltuk

MIX
Paper | Supporting responsible forestry
FSC® C002375

FROM THE WORLDS OF LOGISTICS AND TRANSPORT

www.facebook.com/cilt.uk
www.x.com/ciltuk
www.linkedin.com/company/ciltuk

CILT(UK) helps develop a logistics work experience guide

The Department for Transport's (DfT) Freight Workforce Group, with the support of CILT(UK), other membership organisations and industry professionals, have published 'Work Experience: A Guide for Logistics Employers in England'.

This practical guide provides guidance for logistic employers regarding the delivery of high-quality work experience programmes. It is aimed at employers across the freight and logistics sector, as well as those working with schools, colleges and careers partners.

The guide presents the benefits of work experience for both young people and employers, explaining why work experience is a critical component in addressing long-term workforce challenges in the sector. It gives employers advice on how to get started and outlines different work experience models, including in-person, longer-term and virtual work experience. The guide also includes: case studies from pre-existing successful work experience programmes within the logistics industries; practical steps to improve equity and accessibility; and links to existing national support and careers frameworks.

Fiona Palmer, Head of Education and Professional Standards at CILT(UK), said: "We are extremely proud of the work that has been delivered in partnership with the DfT Freight Workforce Group to support and guide logistics employers nationwide on the effective implementation of high-quality work experience programmes. As the next generation will form the backbone of the future logistics workforce, it is essential that we inspire and equip young people with a clear understanding of the sector at an early stage. By doing so, we can help ensure they are well-prepared to pursue successful and sustainable careers within the industry."

Focus Pride edition shortlisted at PPA Awards

*F*ocus has been shortlisted for the 2026 Professional Publishers Association (PPA) Awards in the Diversity and Inclusion category – recognised for its first-ever dedicated LGBTQ+ Pride edition.

The Pride edition was the first dedicated LGBTQ+ publication in the transport and logistics sector. The 68-page edition featured 25 contributors drawn from across the industry – including senior leaders, frontline workers, and allies – many sharing their stories publicly for the first time. Among them was an exclusive interview with Alex Hynes, Director General of Rail Services at the Department for Transport, who reflected on the importance of authentic leadership in advancing LGBTQ+ inclusion.

Produced in partnership with specialist B2B content agency Stark Comms, the edition drove a significant increase in readership year-on-year and generated exceptional engagement across CILT(UK)'s social channels, sparking widespread industry conversation.

"Diversity and inclusion sit at the heart of what CILT(UK) stands for, and the *Focus* Pride edition is one of the most tangible expressions of that commitment we have produced. We wanted to create a space where LGBTQ+ voices in our industry could be heard, celebrated, and taken seriously – and the response from members, contributors, and the wider sector has shown just how much that matters. This PPA shortlisting is a proud moment for the Institute, and a reflection of the incredible people who trusted us with their stories," Helen Hardy, Chief Executive at CILT(UK).

"We're delighted to be shortlisted alongside CILT(UK) in the PPA awards for our first-ever Pride edition of *Focus* magazine. What made this project so special was the privilege of working with so many remarkable people across the industry – uncovering stories that deserved to be told and finding voices that hadn't yet had a platform in our sector. Thanks to CILT(UK) for their commitment to this important initiative," Mel Stark, Director, Stark Comms.

The PPA Awards celebrate the UK's most influential publishers, brands, and content creators. The 2026 winners will be announced at a ceremony in central London on 17 June 2026.

Middlesex University launches CILT(UK)-accredited MSc in Global Supply Chain Management

Middlesex University is offering a CILT(UK)-accredited MSc in Global Supply Chain Management designed to equip the next generation of supply chain leaders with the skills to drive decarbonisation across transport, logistics and procurement.

The programme embeds environmental responsibility throughout its curriculum, with core modules covering sustainable logistics, procurement excellence, supply chain strategy, and data-driven planning using SAP. Students are trained to evaluate supplier partnerships and logistics strategies through a systems-thinking lens, balancing operational efficiency with carbon reduction goals.

Practical experience is central to the degree, with professional placements and research projects focused on real-world decarbonisation challenges. Graduates leave with the strategic capability to design resilient, low-carbon global supply chains.

Episode 3 of the CILT(UK) Podcast is now live!

In this month's episode Anna-Jane Hunter, Chair of CILT(UK), is joined by guests Hannah Kasongo, from Jaguar Land Rover, and Emily Ryan, from Foodbuy, to discuss inclusivity and diversity across the transport, logistics and supply chain industries.

Across the sector, organisations are recognising that creating an inclusive working environment is essential for building strong, high-performing teams. In an industry that relies on collaboration, problem-solving and operational excellence, the ability for people to feel supported and valued can make a real difference. There is a growing opportunity to ensure that careers in logistics and transport are accessible to a wider range of people – bringing in new perspectives, new ideas and new talent.

In this episode, we explored what inclusive environments look like in practice, how they support performance and development, and what the future could look like for a more inclusive industry. Head over to our YouTube page @ciltuk to join in the discussion.

Keep your eyes peeled for our next episode, covering all things sustainability in the sector.

FIRES CAUSED BY E-BIKES AND E-SCOOTERS REACHES RECORD HIGH

An investigation has revealed that e-bike and e-scooter fires reached a record high last year, with concerns raised over the safety of batteries sold via online marketplaces.

Statistics from fire brigades across the country, acquired by the Press Association, show that 432 e-bike fires were recorded in the UK in 2025. This is a 38% rise from the 313 recorded in 2024, and more than five times higher than the 84 recorded incidents in 2021. In 2025 there were also 147 e-scooter fires, whPic4ich is a 20% increase from the 123 recorded in 2024, with 88 recorded in 2021.

E-bike and e-scooter fires are often caused by the failure of batteries, conversion kits and chargers. There is a greater risk of products malfunctioning when they are purchased from online marketplaces, rather than established retailers, as they do not go through the same regulation processes. In some cases, online marketplace vendors sell counterfeit batteries using battery cells repurposed from disposable vapes.

RE-SIGNALLING PROJECTS TO TAKE PLACE ACROSS THE UK RAIL INDUSTRY

The Rail Safety and Standards Board's (RSSB's) Industry Leadership Group have decided to phase out outdated technology, introducing safer and more efficient alternatives. Following Network Rail's request during re-signalling works, the RSSB's Industry Leadership Group have agreed to stop the provision of signal post telephones. This decision is based on the evidence that signal post telephones are costly, infrequently used, and provide little safety benefits.

FUNDING BOOST TOWARDS BUS FRANCHISING

Millions of bus passengers across the country will benefit from cheaper fares, new routes and better services due to an increase in government funding.

There are currently six mayoral combined authorities in England that are transitioning to franchised bus networks, inspired by the success of the 'Bee Network' in Manchester. To help with this transition, the government is providing £3million of funding, with £500,000 going towards each Combined Authority.

The areas confirmed for the adoption of franchising are: Cambridgeshire and Peterborough Combined Authority; South Yorkshire Mayoral Combined Authority; the Liverpool City Region Combined Authority; the North East Combined Authority; the West Midlands Combined Authority; and the West Yorkshire Combined Authority.

CARGO THEFT ON THE RISE IN THE UK

UK fleets are growing complacent on cargo theft, despite continuing high incident rates and sharply rising losses. A survey of over 3,500 fleet managers, across seven countries in Europe, revealed that 55% of UK respondents, and 64% of European respondents, said they were less concerned about cargo theft than they were 12 months ago. However, this declining level of concern contrasts with the scale of the issue, with UK fleets reporting an average of 32 cargo theft-related incidents over the past year. Industry data also shows that losses linked to cargo theft have risen by 438% since 2022.

WORLDWIDE FOOD SUPPLY CHAIN TO TAKE A HIT BY CHINA'S SULPHURIC ACID BAN

China is currently the world's largest exporter of sulphuric acid, a chemical which they produce as a by-product of copper and zinc smelting. With around a third of global sulphur output coming from the region, the sulphuric acid export ban due to begin in May could create a ripple effect across supply chains worldwide. The ban comes just as Middle Eastern sulphur shipments, another main provider of sulphuric acid, are impeded by the ongoing US/Israel - Iran conflict and the closure of the Strait of Hormuz.

NEXT ISSUE

Pride and inclusion

+

- Breaking barriers: LGBTQIA+ voices in transport
- The evolution of workplace inclusion
- Allies in action
- Neurodiversity in the workplace
- Brexit: 10 years after the vote

policy@ciltuk.org.uk
ciltuk.org.uk/policy

Integrated transport strategy

The Institute welcomes the publication of the Department for Transport's Integrated National Transport Strategy, which sets out a long-term framework for a more coordinated and effective transport system.

The strategy signals an important shift towards viewing transport as a connected system rather than a series of individual modes. It provides a stronger foundation for aligning infrastructure, operations and planning. This reflects a direction CILT(UK) has consistently supported.

Daniel Parker-Klein, Director of Policy, Communications and Insight at CILT(UK), said: "This strategy is an important step in recognising transport as a system that needs to work as a whole, rather than as a set of individual parts. The challenge now is delivery. Integration is not achieved through strategy alone; it depends on how networks are planned, funded and operated in practice.

"Freight and logistics must be part of that system from the outset. The movement of goods underpins economic activity, supply chain resilience, and everyday life, and must be fully reflected in how the system is designed and managed. Without that, there is a real risk that integration is delivered for passengers rather than for the wider economy, ultimately limiting the overall impact of the strategy.

"We look forward to continuing to work with Government and industry to support the practical delivery of a more integrated, efficient and resilient transport system."

The strategy's success will depend on how well it's implemented across networks, places, and supply chains. Recognising transport as a system that must function coherently across modes and geographies is an important step forward. Integration is not simply about interchange, but about how networks operate together to support the reliable movement of people and goods.

Designing transport around how people and businesses actually use the system is essential. A place-based approach, if implemented effectively, can better reflect the economic and operational realities of different regions.

Improved data use and coordination between organisations will be critical to making the system work more effectively. A longer-term framework also provides greater certainty for investment and planning. While the strategy sets a positive direction, CILT(UK) believes further clarity and emphasis are needed in key areas:

Freight is fundamental to how the economy functions and how places operate. It should be fully embedded in the design, planning and operation of the transport system, not treated as a separate or secondary consideration.

CILT(UK) emphasises that the movement of people and goods is distinct but interdependent, and effective integration requires planning frameworks that properly reflect both.

In practice, this means ensuring that streets and transport networks support servicing, loading and deliveries alongside passenger movement. While the strategy highlights improvements to walking, wheeling, and cycling around transport hubs, it provides limited recognition of how these essential functions will be accommodated.

Integration will only be achieved if policy, funding, planning, and operations are aligned across the national, regional, and local levels. We need more clarity on how this alignment will be delivered in practice.

Further work is needed to ensure that metrics capture the full performance of the system – including reliability, economic productivity and freight efficiency. Achieving integration will depend on clear responsibilities and effective coordination between organisations. Greater detail on delivery mechanisms will be essential as the strategy moves into implementation.

Experts warn that new homes risk being unfit for modern life

Logistics and transport experts are warning that new housing developments across the UK risk being unfit for modern life unless they are designed with both public transport and delivery infrastructure in mind.

From high-rise city living to new homes in rural communities, the way people live has changed significantly - yet many developments are still being built without considering how people and goods move on a daily basis.

The concerns come from the Freight and Logistics Policy Group within CILT(UK), which is highlighting the growing gap between how developments are designed and how people actually live.

With online shopping, grocery deliveries and on-demand services now a routine part of everyday life, the volume of deliveries to homes has surged. At the same time, policy and planning is increasingly focused on reducing reliance on private cars – particularly in urban areas – placing greater importance on accessible and reliable public transport.

Despite this, many new developments lack designated delivery spaces, leading to unsafe parking, congestion and delivery inefficiencies. In urban areas, this is particularly evident in high-rise buildings where drivers have limited or no access. In rural developments, the challenge is compounded by poor or non-existent public transport links, leaving residents heavily dependent on cars.

CILT(UK) is calling for a fundamental shift in how developments are planned, ensuring that both logistics and public transport are considered from the outset rather than as an afterthought.

Ian Wainwright, CILT(UK) Freight and Logistics Policy Group vice chair, said:

"Across the UK, we are seeing new developments – whether high-rise buildings in our cities or new homes in rural communities – being delivered without fully considering how deliveries and transport will function in practice. Delivery drivers are essential to keeping the economy moving, yet too often they are left without safe or suitable places to stop.

"At the same time, failing to integrate public transport from the outset risks creating communities that are car-dependent and less sustainable. These are not future challenges – they are happening now, and they must be addressed at the planning stage."

The organisation is calling for:

- **The inclusion of designated delivery and loading areas in all new developments**
- **Safe, practical access for delivery drivers to reduce disruption and improve efficiency**
- **Early-stage planning for public transport connectivity, particularly in rural and edge-of-town developments**
- **Greater collaboration between developers, planners, and transport professionals**

CILT(UK) emphasises that addressing these challenges at the planning stage is far more effective and cost-efficient than retrofitting solutions later.

Ian added: "We have a real opportunity to get this right as we build the homes and communities of the future. By designing in space for deliveries and ensuring public transport is part of the plan from day one, we can create places that are more efficient, more sustainable and better suited to the way people live today."

Government policy on climate adaptation for transport

On 3 April 2024 the Department for Transport (DfT) consulted on 'Fit for a changing climate? Adapting the UK's Transport system', which was informed by research and other work undertaken from 2019-23.

Annex 1 of that set out how different transport sectors were adapting to the climate change challenge. That concluded rail and strategic road network Transport Infrastructure Operators (TIOs) were making most progress on the impact on their networks, but Local Highway Authorities (LHAs) and maritime/aviation sectors were still exposed to risks.

Annex 2 set out 12 questions on key stages of the process; enabling TIOs to better report climate risk, build evidence/tools, embed adaptation into policy/projects, set standards and expand their capability on climate adaptation, and understand interdependencies.

Two questions asked if respondents support/oppose standardising the approach to climate adaptation (Q17) and a review of transport regulators' remits (Q19). CILT's Environmental Policy Group (EPG) responded to the consultation, broadly supporting these actions. However we felt actions to improve awareness of 'culture' and need for adaptation, together with the understanding of dependencies, would improve the situation but didn't go far enough in addressing the challenges.

We specifically mentioned the need both for working between modes and between transport and other parts of the economy. Our key point was action on resilience of transport networks to climate adaptation is overdue, as the impacts of severe storms in recent years has hampered movement of goods and people.

Following the DfT consultation, the Chartered Institute of Highways & Transport collaborated with the national hub for Decarbonised Adaptable and Resilient transport (DARe), that resulted in publication of a report in Autumn 2024 about climate resilience and adaptation issues faced by LHAs. The first issue identified was the urgency to act now and be prepared, a view echoed in our response.

The Government's climate adaptation strategy for Transport was published on 18 December 2025, accompanied by a report on responses to the spring 2024 consultation. About 1/3 of the 125 responses were from LHAs, many of whom mentioned the urgency to act now and the need for evidence/ research to build a shared understanding with Government and experts.

CILT(UK) wrote to the DfT last month drawing their attention to outstanding concerns on specific actions in the strategy, which fit within its four key themes of:

- **Setting the long-term strategic direction for adapting the transport sector**

In the context of standards, our recent letter about CILT(UK)'s outstanding concerns reiterated our response to Q18 that until a Publicly Accessible Standard (PAS) for Climate Adaptation is finalised, in the interim the International Standards Organisation ISO14090 should be used.

- **Enabling transport operators to mainstream climate adaptation**

As the Minister's Foreword in the strategy refers to the impacts of adverse weather inhibiting movement of people and goods, CILT(UK) feel that road/rail freight operators should also be able to use many of the DfT's climate adaptation tools to develop their climate resilience plans.

- **Taking practical action within distinct parts of the transport sector**

CILT(UK)'s view is whilst the focus of any interdependencies should be on road/rail networks, as these are critical for the movement of both goods and people to/from national/ international gateways, we also welcome the DfT's further consideration of the climate adaptation needs of the maritime and aviation sectors.

- **Strengthening the evidence base that underpins decision making**

We welcomed DfT's commitment to publish 'foundational research' in early 2026 to assess the resilience of the transport network to climate change, details of which were presented at a webinar on the mornings of 17/18 March 2026.

Notwithstanding that further research, in CILT(UK)'s recent letter to DfT, we welcome:

- **Transport for North's data-rich approach to climate adaptation vulnerability they've shared with constituent LHAs and other partners**
- **The West of England Combined Authority's acknowledgement of the extensive work undertaken by the Western Gateway and Peninsula Strategic Transport Bodies (STBs) with Network Rail and National Highways about flooding impact.**

As set out in CILT(UK)'s initial response to Q22, we feel this strengthens the case for greater involvement of all STBs in the Climate Adaptation process.

CONFERENCE & Awards 2026

24/09/26 | East Midlands Conference Centre

Event Sponsorship Opportunities

Align Your Brand with Excellence

Category sponsorship of the CILT(UK) Awards offers a strategic opportunity to enhance your brand visibility, build meaningful relationships, and align your organisation with excellence across the profession.

Join us for a full day of insight, networking and thought leadership, followed by an evening of celebration at the 33rd Annual Awards for Excellence.

10% Discount for CILT partners

Awards Category Sponsorship

- Adaptive Capacity – Strategic & Organisational Resilience
- Excellence in Environmental Impact
- Excellence in Health, Safety & Wellbeing – DP WORLD
- Excellence in Operations and Supply Chain Management – Baringa
- Excellence in Passenger Transport
- Excellence in People & Culture
- Excellence in the use of Technology – aptean
- Logistics Best Practice
- Logistic Research Network
- Operational Excellence in Logistics & Transport – SOLVARES LOGISTICS
- Rising Star
- Sir Robert Lawrence – TOYOTA AUTOMATED LOGISTICS
- Unsung Hero – PTV LOGISTICS

Contribution - £3995 + VAT

On-The-Day & Brand Awareness:
- 2x delegate places to awards and conference
- Exhibitors stand at conference
- Branding on screen throughout the presentation
- A5 print advert and logo in Awards Dinner Programme

Pre-Event:
- Featured as sponsor on all pre-event marketing (across website, news, e-campaigns and social media announcement)

Post-Event Awareness:
- Publicity in Focus Magazine event review - published Nov 2026
- Acknowledgement and thanks in post event CILT(UK) press release (sent to all relevant industry and mainstream media)

Drinks Reception Sponsorship Contribution - £4995 + VAT

On-The-Day & Brand Awareness:
- 4 delegate places
- Room branding for events drinks reception
- A5 print advert and logo in Awards Dinner Programme

Pre-Event:
- Featured as Drinks reception sponsor on all pre-event marketing (across website, news, e-campaigns and social media announcement)

Post-Event Awareness:
- Publicity in Focus Magazine event review - published Nov 2026
- Acknowledgement and thanks in post event CILT(UK) press release (sent to all relevant industry and mainstream media)

Register your interest today!

Contact your nominated Account Manager or email events@ciltuk.org.uk

Introducing the CILT(UK) Membership Representative Group (MRG)

I'm honoured to have the role of Chair of the Membership Representative Group (MRG) at CILT(UK), a role that sits at the heart of how we ensure the Institute continues to serve, represent and evolve for its members.

My professional background is rooted in UK Defence logistics and support, where I've spent my career working across supply chain modelling, data, and capability development. Alongside this, my journey with CILT(UK), progressing to Chartered Fellow and contributing through the Defence Forum has reinforced a simple belief: strong professional bodies don't just set standards, they listen, adapt, and lead on behalf of their members.

That is exactly where the MRG plays a critical role

The MRG exists to ensure that the voice of the membership is clearly heard at the highest levels of CILT(UK). It acts as the formal bridge between members and the CILT(UK) Board, bringing insight, challenge, and perspective from across the profession. In a profession that is evolving rapidly, this role has never been more important. We are operating in a world shaped by digital transformation, global disruption, sustainability pressures, and increasing complexity across supply chains. The skills, knowledge, and capabilities required today are not the same as they were even five years ago, and they will continue to evolve. For CILT(UK) to remain relevant, credible, and impactful, it must stay closely aligned to the needs of its members, not just as they are today, but as they will be in the future.

This is where the MRG comes into its own

The MRG brings together representatives from across sectors, career stages, forums and regions to provide a collective view of what matters most to members. It ensures that CILT(UK)'s strategy, products, professional standards, and engagement activities are informed by real-world insight – not assumption.

Importantly, the MRG is not just a feedback mechanism. It is a proactive force. It helps identify emerging trends, highlights gaps in capability development, and ensures that underrepresented voices, including the next generation of professionals are brought into the conversation.

As Chair, one of my priorities is to strengthen this inclusivity, ensuring that the MRG truly reflects the breadth and diversity of our membership.

Because if we are serious about professionalising the sector, we must ensure we are representing all of it.

Over the coming months, we will also be introducing each member of the MRG, so you the members can put a name to a face and know who represents you. We want to make it easier for members to connect with us directly, whether that's to share ideas, raise challenges, or simply have a conversation.

We are your voice within CILT(UK), and we are here to support and listen

Looking ahead, the MRG will play a key role in supporting CILT(UK) strategic ambitions helping to shape how we develop future skills, support career pathways, and strengthen the profession's influence across industry, government, and academia.

At its core, the MRG is about connection: connecting members to leadership, insight to decision-making, and today's profession to tomorrow's needs.

It is, quite simply, the voice of the membership and it's a vital part of ensuring that CILT(UK) continues to deliver for its community, now and into the future.

If you want to share your views, ideas, or challenges, connect with me on LinkedIn (Paul Salmon FCILT) or via the mrg@ciltuk.org.uk

Supporting net zero and decarbonisation

Achieving net zero is one of the defining challenges facing the UK and the wider global community. Reaching this target requires coordinated action across transport, business operations, environmental management, and skills development. Our qualifications play a critical role in equipping learners with the knowledge, understanding, and practical competencies needed to contribute meaningfully to decarbonisation efforts.

Together, the qualifications offer complementary coverage of environmental standards, low emission technologies, sustainable business practices, and the analytical skills required to assess and reduce environmental impact. This collective approach ensures learners are prepared to support government policy, organisational change, and community-level sustainability initiatives.

TM CPC – Supporting Low-Emission Transport and Cleaner Air

This qualification introduces learners to the technologies, policies, and practices that reduce vehicle emissions. It covers air pollution controls, environmentally focused vehicle design, electric vehicle technology, and Clean Air Zones. Learners gain a clear understanding of how transport policy and modern vehicle systems contribute to national net zero goals.

L3 & L5 – Sustainable Business and Environmental Responsibility

Learners explore the principles of sustainability within organisational contexts, including CSR and ESG. The qualification develops skills in assessing environmental impact, applying circular economy thinking, and working with environmental standards such as ISO 14001. It also introduces carbon offsetting and environmental KPIs, enabling learners to support businesses in reducing emissions and improving environmental performance.

L6 – Environmental Impacts and Analytical Skills

This qualification builds awareness of environmental degradation and the importance of sustainable practice. Learners develop the ability to produce Environmental Scan Reports, equipping them to identify environmental risks and opportunities. These analytical skills support strategic planning related to decarbonisation and sustainability.

Individually, each qualification contributes to specialised areas of environmental knowledge. Together, they provide a holistic framework supporting net zero and decarbonisation by equipping learners with technical skills, enabling responsible organisational practice, developing environmental analysis capabilities, and promoting understanding of clean technologies and policy. Through this integrated curriculum, our qualifications prepare learners to play an active role in shaping a cleaner, more sustainable future and supporting the UK's transition to a net zero economy.

"Fundamentally businesses should focus on where they have the biggest impact – both in terms of where the emissions are but also where they can exert influence."

Louis Worthington

In this issue's exclusive interview, Focus *sits down with Louis Worthington, Team Leader for Industry and Infrastructure at the Climate Change Committee, to get under the skin of where the UK really stands on decarbonising transport and infrastructure. From HGV electrification to Scope 3 emissions and the economic case for the transition.*

For anyone who isn't familiar with the CCC, can you give us a quick overview of what the Committee does and what your role involves?

The Climate Change Committee is an independent, statutory body which advises the UK and Devolved Governments on efforts to address climate change. This is both in terms of reducing the UK's greenhouse gas emissions and ensuring the UK is prepared for a changing climate. We regularly report to Parliament on the progress being made and how well government is delivering against these two aims. Our next report on the UK's progress in reducing emissions will be out on 24 June (2026).

My role involves leading our infrastructure analysis, which spans the transport, industry, water, waste and digital and telecoms sectors.

When you look at the UK's progress on decarbonising transport and infrastructure, what's your honest assessment – are we moving fast enough?

Overall, the UK has made significant progress in reducing emissions – we have cut emissions roughly in half since 1990. To date this has mostly come from decarbonising the power sector by scaling up renewables and phasing out coal power, but meeting Net Zero requires emissions reduction in every part of the economy.

Transport is currently the largest source of emissions across the economy, so it is really important we accelerate progress in cutting emissions from cars, vans and trucks by transitioning to electric vehicles. This transition is well under way, just under one in four new cars in 2025 were electric, and the choice and price of electric cars coming on to the market is getting better all the time. EVs are already cheaper to run than their petrol and diesel equivalents. The recent energy crisis has also shown an increased consumer interest in EVs as a means of people shielding themselves from paying premiums at the pump. We expect the transition to EVs to continue at pace so that by 2030 almost all new cars that are sold are electric, and by 2040, most vehicles on the road are electric.

Decarbonising road freight and HGVs is a real challenge. Where do things stand, and what needs to happen to speed things up?

It is definitely a harder segment to decarbonise than light duty vehicles, but broadly speaking I expect it will follow a similar trajectory to cars and vans by electrifying – albeit on a slightly slower path. In our analysis we see a decreasing role for biofuels as the fleet electrifies, because bioenergy is a scarce resource which we reallocate to parts of the economy that cannot electrify.

Electric HGVs are at an earlier stage than passenger vehicles, but we are starting to see more and more models come to market and some big orders from major retail firms. The upfront costs are a barrier, particularly for smaller logistics firms and getting the right charging infrastructure in place is also key – so government will need to provide support in the early years. There are also some specific logistical challenges, such as the length of charging down-times and weight limits. However, these can all be addressed and taking measures to resolve these would speed things up.

Rail is often seen as part of the solution – but electrification in the UK has been slow. How important is rail to your Net Zero projections?

Rail is already relatively low-carbon, and it is road vehicles that make up the vast majority of emissions in transport. Having said that, we do need to continue to decarbonise rail, which we think will mainly be via electrification. Scotland has made steady progress in rail electrification in the past few years, so they have shown that it is possible with sustained investment. But I'd expect to see an increasing role for battery trains, with a limited role for hybrids too, where electrification isn't economically viable.

THE INTERVIEW

Your team covers both decarbonisation and climate resilience. How do those two things sit together – do they always pull in the same direction?

Decarbonisation and climate resilience are two sides of the same challenge and go hand in hand. They have to be planned together to make sure the UK's low carbon systems are also robust to future climate risks. There are sometimes trade-offs, but there are usually innovative solutions to overcome these.

An example of where the two complement each other is owning an electric vehicle and charging it from home could provide you with backup power in the event of a power cut caused by an extreme weather event.

How well do you think the logistics, transport and supply chain sector is preparing for the physical risks of climate change – flooding, extreme weather, disruption to key routes?

One of the biggest challenges in climate adaptation is the lack of robust, consistent data compared to what is available for emissions reduction, which makes it harder to assess how well different sectors are preparing. That said, the logistics, transport and supply chain sector is built around managing and responding to different types of disruption on a day-to-day basis. Many in the industry will have noticed changes in the seasonal weather patterns and more extreme weather, particularly more flooding and periods of extreme heat. These will continue to get more frequent and severe, so businesses need to factor such risks into their contingency planning. Improved data and real-time information can really help businesses make informed decisions – such as re-routing or optimising storage or transfer points to stay ahead of disruption.

This month, the Committee will be sharing a big new piece of analysis called the Well-Adapted UK report, setting out not just what risks the UK faces but the solutions to address them. I hope this will be a valuable resource for the sector to enable it to continue improving climate resilience.

What's your view on where businesses are stepping up on decarbonisation, and where the biggest gaps still are?

If we think about where the path forward is clear such as the transition to electric vehicles, there's been significant leadership from UK companies in different aspects of the transition. Businesses have different roles – some are bringing products to market or delivering infrastructure, while others are making big orders for EVs which help to bring down the cost and demonstrate operational readiness. Doing more to enable smaller businesses to take advantage of the benefits of electric vehicles should be a focus for government.

Scope 3 emissions are notoriously hard to tackle. What should businesses be doing about them, and what would help them do more?

Fundamentally businesses should focus on where they have the biggest impact – both in terms of where the emissions are but also where they can exert influence. For some it might be in the products they sell, or it might be in their supply chains. Improving the transparency and accuracy of data through the supply chain would make the biggest difference – we're starting to see some innovative digital tools help unblock that.

What are the most important decisions government needs to make in the next few years to keep transport and infrastructure on track for Net Zero?

The UK already has a very supportive policy framework for passenger electric vehicles so this needs to be continued so that businesses can have confidence in the direction of travel. For commercial vehicles, developing a regulatory mechanism to support the uptake of electric HGVs is the next big decision for government. They launched a consultation on this in January and we'll be watching developments closely.

There's a lot of debate about whether the Net Zero transition creates economic risks for UK industry. How does the CCC think about that tension?

Our analysis has consistently shown that Net Zero is an economic opportunity, which far outweighs risk. In transport especially, shifting to clean, efficient technologies delivers significant, long-term savings because electrified transport systems use energy far more efficiently than fossil fuels. Net Zero will also sharply reduce our exposure to volatile fossil-fuel markets and prices – something UK industry has felt acutely in recent years. Our most recent analysis found that the cost of the entire transition to Net Zero by 2050 is less than a single fossil fuel price shock and I think it's important that this type of economic insight is considered in the debate.

Finally – what's your practical advice for logistics and transport professionals who want to get ahead of this rather than be caught out by it?

I think understanding the end goal to be electric transport across the board is key. This doesn't mean every business electrifies their fleet overnight – it will be a transition, and one that can be planned for. For example, it's most practical to ensure assets are replaced in the natural replacement cycle.

Climate adaptation

The Department for Transport (DfT) consulted on 'Fit for a changing climate? Adapting the UK's Transport system' in April 2024. *Focus* finds out more.

Author: **KEITH DOVE**
Strategic Policy Adviser, Luton Borough Council

Annex 1 set out how different transport sectors were adapting to the climate change challenge. It concluded rail and strategic road network Transport Infrastructure Operators (TIOs) were making most progress on the impact on their networks, but Local Highway Authorities (LHAs) and maritime/aviation sectors were still exposed to risks.

Annex 2 set out 12 questions on key stages of the process, which the CILT's Environmental Policy Group responded to.

Following the DfT consultation, the Chartered Institute of Highways & Transport collaborated with the national hub for Decarbonised Adaptable and climate Resilient transport (DARe) to produce a report about climate resilience and adaptation issues faced by LHAs. The first issue identified was the urgency to act now and be prepared, a view echoed in our response.

The Government's climate adaptation strategy for Transport was published on 18 December 2025, accompanied by a report on responses to the spring 2024 consultation. About 1/3 of the 125 responses were from LHAs, many of whom also mentioned the urgency, along with the need for evidence/ research to build a shared understanding with Government and experts.

CILT wrote to the DfT last month drawing their attention to outstanding concerns on specific actions in the strategy, based on our previous consultation response. Further details of these are set out in Policy Watch. We welcomed DfT's commitment to publish 'foundational research' in early 2026 to assess the resilience of the transport network to climate change, details of which were presented at a webinar on the mornings of 17/18 March 2026.

The actions set out in the strategy fit within its four key themes of:

- **Setting the long-term strategic direction for adapting the transport sector**

DfT indicated at the webinar that information about the process to develop a public sector standard is expected to be communicated to LHAs in the next few months. However they were reluctant to commit to when the standard would come into operation.

- **Enabling transport operators to mainstream climate adaptation**

The Minister's Foreword in the strategy refers to the impacts of adverse weather inhibiting movement of people and goods. CILT feel the road/rail freight operator sector should also be able to use the climate data portal produced by Defra in conjunction with the Met Office to prepare Climate Adaptation Plans.

- **Taking practical action within distinct parts of the transport sector**

CILT's view is that the focus of any interdependencies should be on road/rail networks, as these are critical for the movement of both goods and people to/from ports and airports.

- **Strengthening the evidence base that underpins decision making**

The DfT have published climate adaptation 'HIVE' for transport, a database of international studies that users input information on the asset type, climate hazard, and climate effect in order to sift appropriate studies.

In March 2025 the DfT published climate risk assessment guidance, an eight-stage process for TIOs to follow in developing their Climate Adaptation Plans.

Two months later DfT also set up a web-page in conjunction with Defra and the Met Office. That includes a set of hazard 'advice notes' based on the impacts that heavy rain/wind, persistent high/low temperatures, and groundwater/river/coastal flooding can have on typical features of the transport network such as surface drainage, embankments/ cuttings.

That web page references other useful resources, including research on the impacts of extreme weather events in the UK that occurred between 2015-20. In 2024 the Environment Agency also undertook a flood and coastal erosion risk assessment in England.

In addition to presentations on some of the aforementioned resources at the recent DfT webinar, it included recent examples of work that metropolitan areas in England along with Combined or Local Authorities were undertaking in developing their climate adaptation plans. Those are summarised below:

Transport for London's (TfL) approach that combines information on the frequency of weather events in the city and the DfT's weather event advice notes to undertake an assessment of both the direct and indirect impacts on different elements of their network. This informed development of TfL's Climate Adaptation Plan in 2023 that assesses risk levels in 2025, 2050 and 2080. The highest risks relate to precipitation, temperature, and storm/ tidal surges. The Plan also informs development of operational procedures based on the interdependency between TfL and network operators. The key interdependency with other networks was the impact of wind on power lines impacting on electrical supply.

Transport for North's data-rich approach to climate adaptation vulnerability they've shared with constituent LHAs and other partners. However, as the impacts of climate change manifest themselves in different ways across the regions of England, for reasons set out in our response to Q22, CILT consider that, as English STBs are a vital link between National and Local TIOs they must also be involved.

Presentations from the West of England Combined Authority (WECA) and Transport for the West Midlands (TfWM) who have undertaken high-level risk assessments.

Work by DARe to develop a Transport Performance & Risk Assessment Framework (due to be published early 2027) with a number of Local Authority partners in Greater Manchester, East Anglia/ Bedfordshire/Cambridgeshire, and Dover/Folkestone.

Consultants Atkins Realis work with the UK Roads Liaison Group and other partners to update the Well-managed Highways Code of Practice, that puts greater emphasis on a risk-based approach. Climate adaptation/resilience will be a standalone section in the highways, structures and lighting sections.

The early bird

Author: **ANDY REES**
Director of Power, Flexibility & Optimisation, VEV

Fleet electrification is already happening at scale across the UK — and the operators leading the way are revealing a set of lessons that will define how the rest of the industry follows.

Ask what determines whether fleet electrification succeeds and most people still point to the vehicles: range, charging speed or payload capacity.

They are looking in the wrong place.

Across early deployments in the UK, from bus networks to waste-collection fleets and logistics operations, a consistent pattern is emerging. Success is not determined by the vehicles themselves, but by how intelligently operators design and manage energy and its associated infrastructure.

The fleets moving fastest are not necessarily those with the most advanced vehicles. They are the ones treating energy as a system to be actively managed, not a cost to be passively absorbed. That shift is now defining the next phase of electrification.

Predictability is the hidden advantage

Fleet operations have a characteristic that much of the wider energy system lacks: predictability.

Operating patterns are often highly repeatable, if not exactly the same. Vehicles return to base. Dwell times can be long and, crucially, known in advance. In many cases, vehicles remain stationary for several hours, and this can be as much as eight to twelve hours between duties.

Repeatability and dwell time creates opportunity.

Charging can be staggered and power can be purchased in advance in small blocks aligned with lower wholesale electricity prices or scheduled to avoid peak demand periods. When managed properly, fleets can electrify without requiring the level of grid capacity that worst-case assumptions often suggest.

This is true whether the fleet comprises urban buses, refuse collection vehicles or heavy goods vehicles operating from distribution centres.

Done badly, fleet charging can create localised peaks and strain networks. Done well, it can reduce system pressure while lowering costs at the same time. Even when dwell times are short, operational adjustments can often be made to allow significant cost savings to be achieved.

Infrastructure is now the critical decision

If vehicle technology is no longer the primary constraint, infrastructure decisions are becoming the deciding factor in whether projects succeed or fail.

Depot design, grid connection strategy and charging intelligence are no longer secondary considerations. They are central to both operational performance and long-term cost.

Across the UK, operators are already combining smart charging with on-site renewable generation and battery storage to manage demand more actively. These systems smooth peaks, reduce exposure to volatile electricity prices and improve resilience where grid capacity is constrained.

Examples are now emerging across multiple fleet types. At Stagecoach's depot in Chesterfield, a long-established site has been transformed into an electrified operation supporting 57 electric buses, with integrated charging infrastructure and on-site solar generation.

In the logistics sector, Maritime Transport is deploying charging infrastructure across no less than 13 sites as part of its transition to zero-emission HGV operations. Once fully operational, these will support high-capacity charging for battery-electric trucks, with infrastructure designed around duty cycles, operational flexibility and future growth.

These projects reflect approaches now emerging consistently across the UK as fleet electrification moves from concept to large-scale deployment.

While the vehicle types differ, the underlying principle is the same: energy systems are being designed around how fleets actually operate, rather than theoretical maximum demand.

These projects demonstrate a broader shift. A depot/base is no longer just a place to charge vehicles. It is an energy asset.

The importance of right-sizing

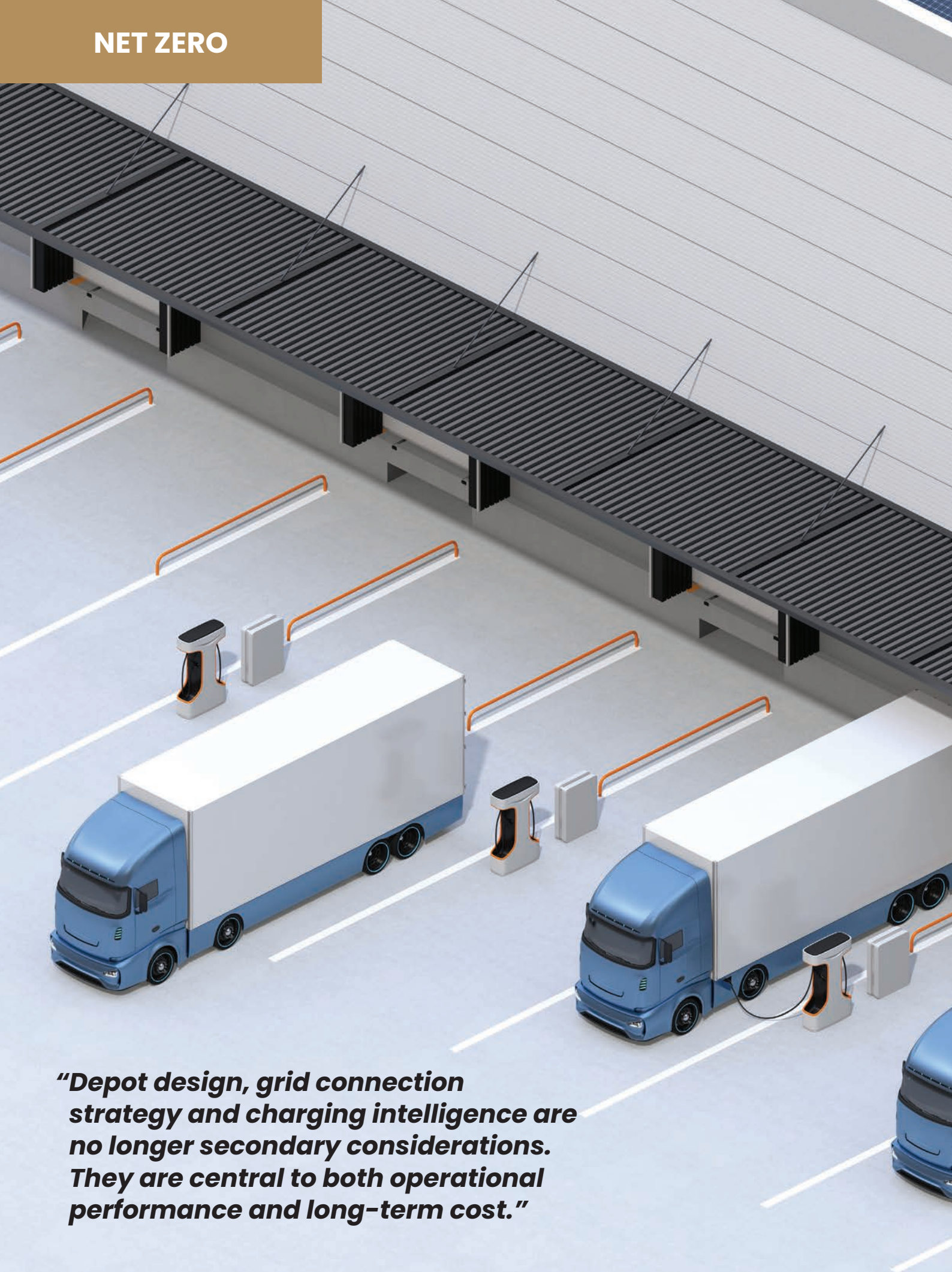
One of the clearest lessons from early deployments is the risk of overspecification.

Many early electrification projects assumed that every vehicle would require a high-powered charger and that all vehicles would charge simultaneously. In practice, this rarely reflects real-world operations.

By modelling duty cycles, battery sizes and schedules, fleets can often support significantly more vehicles with far less connection capacity than originally anticipated.

Staggered charging strategies, combined with a mix of charger types, allow depots to operate efficiently without unnecessary grid reinforcement and incurring unnecessary fixed capacity costs.

This matters not only to fleet operators but also to the wider energy system. If every depot were designed around simultaneous peak demand, infrastructure costs would escalate rapidly. In reality, intelligently managed fleets can operate with much lower peak loads.



"Depot design, grid connection strategy and charging intelligence are no longer secondary considerations. They are central to both operational performance and long-term cost."

From cost centre to system asset

As renewable generation increases across the UK, the role of flexible demand becomes more important.

Fleet depots are well-positioned to provide it.

Because charging demand can be scheduled and controlled, fleets can absorb surplus renewable energy when supply is high and reduce demand during periods of grid stress. In the future, they may also play a role in exporting energy back to the system.

This shifts fleets from passive consumers of electricity to active participants in the energy system in response to the ever-changing wholesale electricity price.

It also opens up new operational and commercial opportunities. Shared depot infrastructure allows multiple operators to use the same charging assets at different times of day, improving utilisation, which lowers the owner's fixed cost base per unit of energy, and reducing capital requirements across the sector.

The same principles apply across all fleets

What is striking about early electrification projects is how consistent the lessons are across sectors.

Bus operators, logistics providers and local authorities managing waste fleets are converging on the same conclusions:

- **Energy must be actively managed**
- **Infrastructure must reflect real-world operations**
- **Charging should be optimised, not maximised**
- **Depot networks should be treated as energy systems, not just facilities**

The specifics differ, but the underlying principles remain the same.

This matters for an industry often divided by vehicle type. The transition to electric fleets is not happening in isolation within each sector. A shared set of operational and energy challenges is shaping it.

Moving from theory to practice

Challenges remain. Grid connection timelines are still long in many areas. Data on network capacity and future pricing can be difficult to access and forecast. Planning and coordination across stakeholders is often complex.

But these challenges are not unique to any one fleet type.

The technology exists. The operational models are emerging. Early deployments are already demonstrating what works.

Across early UK electrification projects, the lesson is becoming increasingly clear.

Across bus, freight and public sector fleets, the same choice is now emerging: continue planning around worst-case assumptions or apply what early deployments are already showing and design fleets as integrated energy systems from the outset.

The debate should no longer be about whether fleets can electrify. In many cases, they already can. The real question is whether we design the energy systems around them intelligently enough to make that transition work at scale.

Fleet electrification is not simply about replacing diesel vehicles with electric ones. It is about redesigning how energy is used, managed and integrated into the systems that keep passenger transport, logistics and essential public services moving.

Electrifying transport

Rising oil prices have sharpened focus on an urgent question: can the UK realistically power its transport network without fossil fuels? CILT(UK) member Peter Gordon works through the numbers – starting with some essential grounding in the units that make sense of the scale of the challenge.

Author: **PETER GORDON**
Member, CILT(UK)

To understand whether electrification is feasible at scale, we first need to understand the size of the task. How much energy does the UK's transport network actually consume – and where does it come from?

The table below draws on the most recent government energy statistics (DUKES 2024) and sets out total UK energy consumption by sector and fuel type. The figures are expressed in thousands of tonnes of oil equivalent (toe) – a standardised unit that allows different energy sources to be compared on a like-for-like basis. For context, one tonne of oil equivalent equals 11.63 MWh. The picture that emerges is striking: transport accounts for a substantial share of total UK energy use, and oil dominates it almost entirely.

It can be seen that 86% of oil is used for transportation. Britain has a lot of long-haul travel explaining the large usage by aviation. Marine transport actually uses more energy than aviation but deep-sea shipping has a choice of where to bunker and it is generally not the UK.

The predominant fuel used for road transport is oil.

To what extent are other sources of energy feasible?

In the case of rail transport, it would be possible to extend electrification and to use batteries over unelectrified sections of track. Many urban networks and virtually the whole of the Swiss network is electrified. For road transport the obvious solution is batteries.

By and large electric vehicles are very practicable with modern cars having a range of up to 400 km or more, although some uses will be difficult. The major issues are the supply chain for batteries – lithium could be in short supply – and also the cost of the recharging network. It can cost in excess of £1m to equip a large bus depot and the national grid would have to be strengthened at a significant cost.

It should be noted that the figure for oil shows the total energy – a petrol engine may only be 25% efficient, lower in traffic jams whilst hybrid vehicles will be higher, whereas an electric vehicle may well be 80% efficient depending upon the losses in the charge cycle in the battery. Offsetting this thermal power stations are typically around 40% efficient and there will be some transmission losses. With electricity and oil, you may not be comparing like with like.

Overall, an electric car may only use a quarter of the power of a petrol one, particularly if there is a significant amount of regenerative braking. For lorries and coaches it may be around a third. Therefore around 10m tonnes of oil equivalent or around 116 TWh of electricity would be needed annually.

Where will the power for electric vehicles come from?

The total installed wind generation at the start of 2026 in the UK was 32 GW split roughly evenly between onshore and offshore. The average amount of electricity generated from wind in 2025 was 9.41 GW equating to 82.4 TWh. Obviously, the wind is not always blowing and equipment may be undergoing maintenance and the average output of 30% of capacity is in line with the generally accepted figure of about 33%. There are plans to increase installed wind generation to 60 GW by 2030 and it could be increased to 80 GW. Ireland has tremendous offshore wind potential and could export surplus energy to the UK. It would theoretically be possible to supply the energy to totally electrify road and rail transport if wind generation capacity were increased to 75 GW. There is an obvious problem, intermittency. The wind does not always blow. This requires storage, of which we have relatively little in this country, or a backup source such as gas. The easiest form is pumped storage, but the topography in the UK is not ideally suited (it is ideal for Switzerland), but other sources such as compressed air are being researched but may not be available for many years.

The total amount of electricity generated from solar increased from 5.0% in 2024 to 6.4% in 2025. Unfortunately, sunlight is very seasonal, according to Weatherspark.com eight times as much sunlight reaches the London in June as January. This, to some extent, offsets lower wind speeds in the summer but Northern Europe is not the ideal location for solar energy.

The power could also come from nuclear. Britain is building a new station at Sizewell C with an output of 3,200 MW about 28TWh annually if always operating at full capacity. It would therefore require four Sizewell Cs, five if allowance is made for maintenance to electrify the transport network. It will also take at least ten years to build (many schemes have taken longer) so other sources of power will be required in the interim.

Conclusion

It can be seen that there are no short-term solutions. It may be a shame that we have not already installed more turbines, but to have 30% of electricity generated by wind is still an achievement. More will be required for home heating! Sustainable aviation fuels are some way off.

About units

Units used can be very confusing.

A Tonne of oil equivalent (includes gas, coal, etc) is 11.63 MWh

A kilowatt (kW) is the standard unit of electric power a kWh is one kW used for an hour. There are 8,760 hours in a (non-leap) year so multiply by this to give an annual total.

A kilowatt (kW) = 1,000 watts.
A Megawatt (MW) = 1,000 kW.
A Gigawatt (GW) = 1,000 MW.
A Terawatt (TW) = 1,000 GW.

Not used in this article, but for completeness a kilojoule (kJ) is a kW second. Thus, a kWh is 3.6 MJ, there being 3,600 seconds in an hour.

CILT(UK) Learning Centre

Drive your career *forward*

We deliver high quality, recognised training for those who work in and lead the movement of goods, people and their supply chains. Whether you need a mandatory qualification, a compliance refresher or a pathway to senior leadership, we have the course built for your career.

Transport Manager CPC (HGV & PSV)

June

The legally required Transport Manager CPC, trained and awarded by CILT(UK), the chartered professional body for logistics and transport.

Accredited Refresher (HGV)

May

Legislation changes. Your knowledge should too. Our online refresher keeps named Transport Managers current on the latest rules, compliance expectations and best practice.

Level 6 Professional Diploma Supply Chain Networks

May

For logistics and supply chain professionals ready to lead at a senior level. Build strategic capability and work towards Chartered Membership status.

Enhanced Learning Credits Administration Service – elcas

Approved Training Provider

ELC Number: 1415

CONTACT US TODAY

learningcentre@ciltuk.org.uk

ciltuk.org.uk/career-development/ learning-centre/

Think big, start small, scale fast

Author: **ANNE GRAY**
Flexible Power Systems & Member, Environment & Sustainability Forum, CILT(UK)

The UK's commercial fleet electrification journey is well underway – backed by a £1bn government commitment and driven by operators already proving the business case in real-world conditions. Here, we explore what the transition looks like on the ground, and what lessons early movers are sharing with the wider industry.

The Government has in place legislated production mandates and net zero targets of 2035 for vans and rigids and 2040 for larger HGVs. It has recently consulted on the addition of an HGV mandate with results awaited at time of writing.

On 25th March 2026 the Government announced a £1bn multi-year support package for commercial vehicle electrification, stretching to 2030. This carried forward the success of the Depot Charging Scheme trialled in 2025 and confirmed for a further period a generous purchase incentive for commercial vehicles, with TCO modelling demonstrating that cost parity with diesel HGVs can be achieved on increasing numbers of use cases.

Keir Mather (Minister for Aviation, Maritime and Decarbonisation) announced that "The government is incredibly clear that the EV transition is something that we stand resolutely behind. Is it ambitious? Yes, of course it is. And we as a government are committed to giving you the tools you need to make it happen."

The Environment & Sustainability Forum's December 2025 "Journey to Electrification" (recording available on the CILT(UK) Community page) showcased real-world examples of implementation across different operational settings, fleet make-up and geographies. It is helpful to reflect the learnings of those that are embracing change and willing to share experience:

Paul Herring described how DPD's strategy for roll out of electric vehicles has been anchored in environmental impact mitigation: "We've taken a very targeted approach in the 95% all electric deliveries in London that we currently achieve it's really important we reduce our [air quality] impacts as much as we possibly can in those urban areas where that's most

needed. And of course, urban areas are really well suited to electric vehicles, [and how] they operate in terms of vans at low speed."

Joe Hurst of Nestle explained that within its transition strategy "[transition] needs to be equitable. We work with around 25 to 30 SMEs in the UK who move around 90% of our products. Our own fleet does around 10%. We really need to bring them on along on the transition. So large companies like ourselves have got a responsibility, I feel, to build a network which helps SMEs, rather than just outsourcing to larger companies. We want to bring them along or de-risk the transition for them. So that's a really important part of the shared charging infrastructure piece."

Paul Janacek outlined how Austrian Post used early experience and a strong set of data points developed over time to establish a blueprint for electrification within its own operational scale-up, based on electrification of 60% of its van fleet by 2025: "from my perspective, on last mile delivery for LCV, there is a really great opportunity in terms of TCO and also operations and reliability of these vehicles. You're not talking any longer about fleet, but more of an electric ecosystem, which gives you way more opportunities also in terms of cost savings. You're not talking about a fleet electrification project, but more of a data ecosystem project where you need a lots of data points to really find out what your sweet spot in terms of electrification is." He also emphasised the importance of training across a broad range of stakeholders for technology acceptance and change management.

By way of his experience at pioneering family-owned haulier Welch Group, Jamie Sands reinforced the application of carefully chosen strategic choices regarding vehicles, battery packs and energy generation/procurement/optimisation to close the TCO gap with ICE. Their journey started with a 19T rigid that conveyed huge amounts of valuable learning as well as delivering "predictable energy curves and reliable performance and none of the catastrophic failures people expect when exploring a new technology". A 200-mile range 42T artic followed in September 2024 as part of the ZEHID trials "No one gets a second unless the first does the job", deployed straight into real world operations. A further unit followed in April 2025 and Welch's now operates 5 eHGVs and cites new business wins partly influenced by their decarbonisation strategy.

Jamie cited clear use cases, a clear cost picture and enough lived experience to trust the technology. "At this point you stop thinking about chargers and vehicles and start thinking about energy and systems – you are designing your operation around electric vehicles, rather than bolting them onto the side. Now we're looking at expanding the electric rigid fleet with full confidence in both TCO and operational capability," including supporting electrification even when there is no grid capacity available through battery backed DC charging, and shifting the business model by bringing in new revenue streams through generation assets and infrastructure sharing. "The ability to finally take control of [the fuel] cost line is a single biggest advantage a fleet can have".

The transition to a zero-emission fleet will necessarily take time: EV adoption rates will vary significantly depending on factors such as geography, industry and organisational scale, making it crucial to understand the underlying data and dynamics that can unlock opportunities for more sustainable and cost-efficient operations.

The advice of operators with experience of electric vehicles, though, is 'Think big, start small, scale fast'.

Market commentary is increasingly pivoting to the importance of an 'energy ecosystem' encapsulating all energy assets, covering vehicles, charge points, buildings, the energy grid, self-generated energy, energy storage and overlayed with energy optimisation technology, with a revenue generation perspective also emerging.

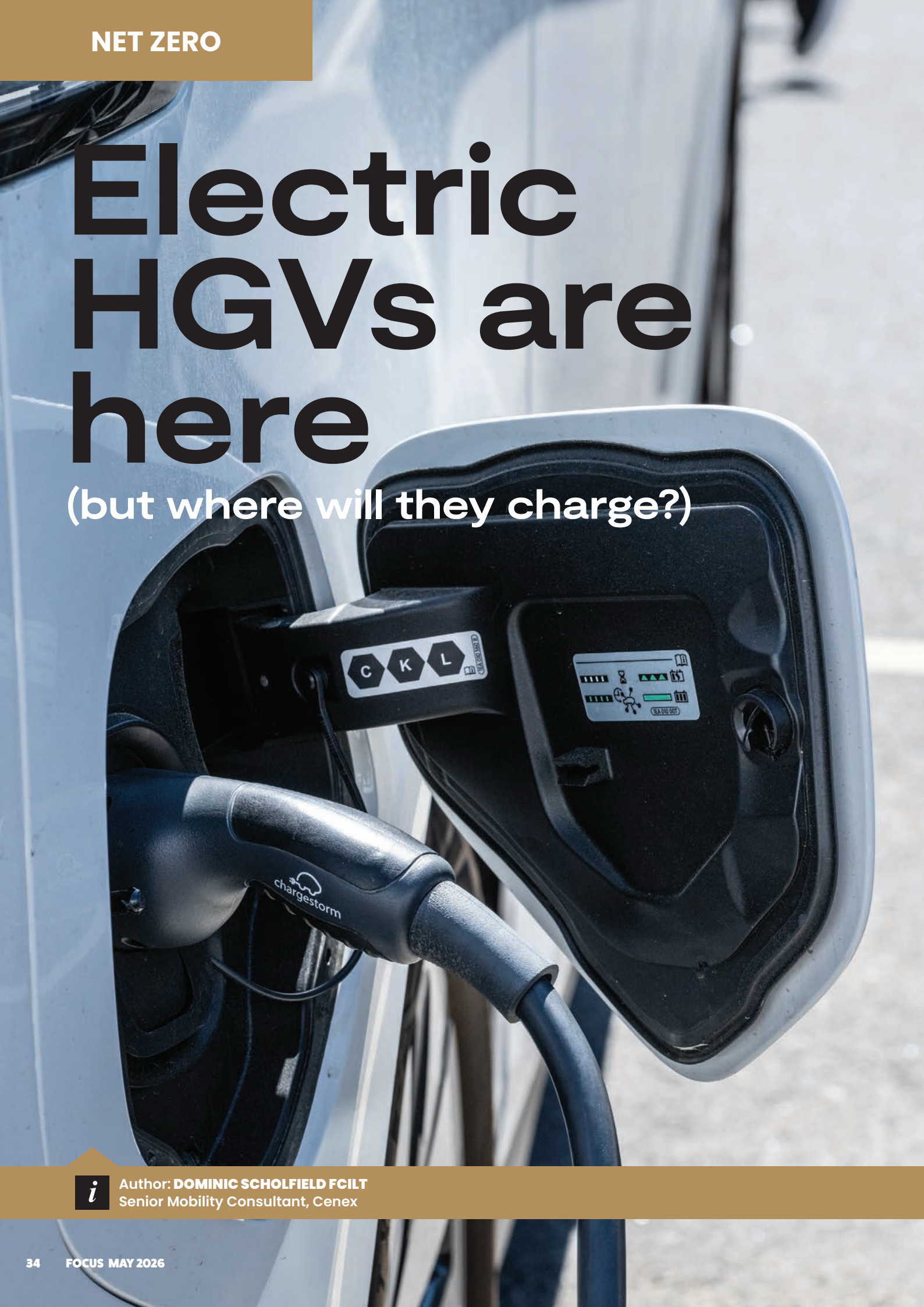
Indeed, pioneering companies backed with a sound business case, that have capitalised early on understanding how and where electric vehicles fit within their operations, expound competitive advantage.

What is clear is that electrification reaches well beyond right-sized vehicles and chargers. Software that provides a fleet first, hardware agnostic, grid aware depot energy brain and that can optimise charging against connection limits, tariffs, load peaks/job schedules will be the ones that can demonstrate the strongest business case for electrification.

CPMS+ software is the binding agent between chargers, vehicles, and fleet operations.

Electric HGVs are here

(but where will they charge?)



Author: **DOMINIC SCHOLFIELD FCILT**
Senior Mobility Consultant, Cenex

As the first electric HGVs hit UK roads, the question of where – and how affordably – they'll charge is emerging as one of the defining infrastructure challenges of the freight industry's net zero transition

The first electric HGVs are now on our roads, but it's probably fair to say that the freight industry is undergoing something of a paradigm shift in its expectations around where they will charge. Where once it was assumed that fleets faced a binary choice, either charge at the depot or pay a high price to charge elsewhere, a more nuanced picture is now emerging, with a range of options in between.

Charging on a spectrum

It's easy to see the appeal of depot charging – vehicles can charge while they're parked up overnight, electricity price is a known quantity. By contrast, fleet managers are concerned about charging at public locations such as services and truck stops. Based on the experience of car charging the expectation is of much higher prices, limited numbers of chargers with the possibility of having to wait, and no guarantee that they will even work. If this is the alternative, then depot charging has to be the mainstay, with charging away from depot only when absolutely necessary to complete longer journeys.

However, the industry is recognising that there is a need and opportunity for a wider range of solutions in between these extremes. Some vehicles will charge overnight but still need a high-power top up at or near the depot during the day to complete a full shift. Some vehicles can't charge at the depot overnight because the drivers take them home, or because there isn't enough room at the depot, or the fleet doesn't own its depot and can't install chargers.

In fact, the picture that emerges is a spectrum of charging options. Some are near to home or destination and used regularly with lower costs to match, others are further afield and/or used on more of an ad hoc basis at commensurately higher cost.

The first step away from a pure depot-charging approach has been the growing interest in depot-sharing. Cenex carried out an Innovate UK-funded project to evaluate this, working with platform provider Paua, and found that it can create financial benefits for both 'host' and visiting fleets. This approach is particularly applicable to depots housing fleets that have a very regular duty cycle – bus depots are especially well suited as they are rapidly electrifying but largely empty during the day, and often in dense urban areas where other charging options are scarce. First Bus are pioneering this, opening up their depots in Glasgow, Leicester and London, helping pay for their infrastructure while providing other fleets with (relatively) low-cost charging during the day.

The next step on the spectrum would be sites which are run by third parties rather than any individual fleet and could be broadly termed 'shared hubs'. Located on logistics parks or nodes, near to fleets' own depots or key destinations, they are designed to complement depot charging. They would offer high power top-up charging (for vehicles based nearby or visiting the site), overnight charging for depots without sufficient power, or for some fleets just a backup option. They may provide the ability to contract for more power at a lower price, and to book charging 'slots' ahead of need.

Sites focused purely on en-route charging are also emerging, but to compete they are likely to offer bookable slots as utilisation increases, alongside contract options (like fuel cards) for cheaper energy. And of course, shared hubs may also provide an en-route charging option, especially if they are located next to major trunk routes. This will help them to achieve enough utilisation to be viable in the short term, but as demand from their contract customers increases they are likely to allocate less capacity to passing trade.

Charging away from the depot isn't always more expensive

As noted above, the key reason that fleets have mostly assumed that depot charging is essential is cost. Industry typically buys electricity at around 25p/kWh, while rapid chargers at motorway services typically cost around 80p/kWh.

However, just over a year ago Milence opened the first dedicated public HGV rapid charging hub in the UK, next to Immingham port. In the process they set a new benchmark for the cost of HGV charging – 39.9p/kWh.

At ~40p/kWh hub charging can be cost competitive with depot charging, once the capital cost of infrastructure and capacity charges are factored in. While most fleets will primarily charge their vehicles overnight (at relatively low power), many will also need to 'top-up' during the day in order to work vehicles for a full shift, and some may choose to use high power chargers for all their charging to double shift vehicles.

High power chargers cost significantly more to purchase and install per kW of power provided, and because they are used in shorter bursts they typically have lower overall utilisation. They also push up peak power demand on a site. A depot using low power chargers overnight may not require any additional peak power capacity as other power demands on site are likely to reduce at that time, but high-power charging during the day will mean paying for extra peak capacity or installing battery storage to smooth demand (or both).

Sharing high power chargers, and the grid capacity that supports them, makes financial sense. Whether by depot sharing or through third-party shared hubs, sharing this infrastructure drives up utilisation and so drives down the unit cost. By contracting with local fleets to take regular charging slots, creating booking systems and aggregating both demand for charging and the supply of power, shared hubs can create a business model that is attractive to investors at a price point that competes with depot charging, especially for rapid charging.

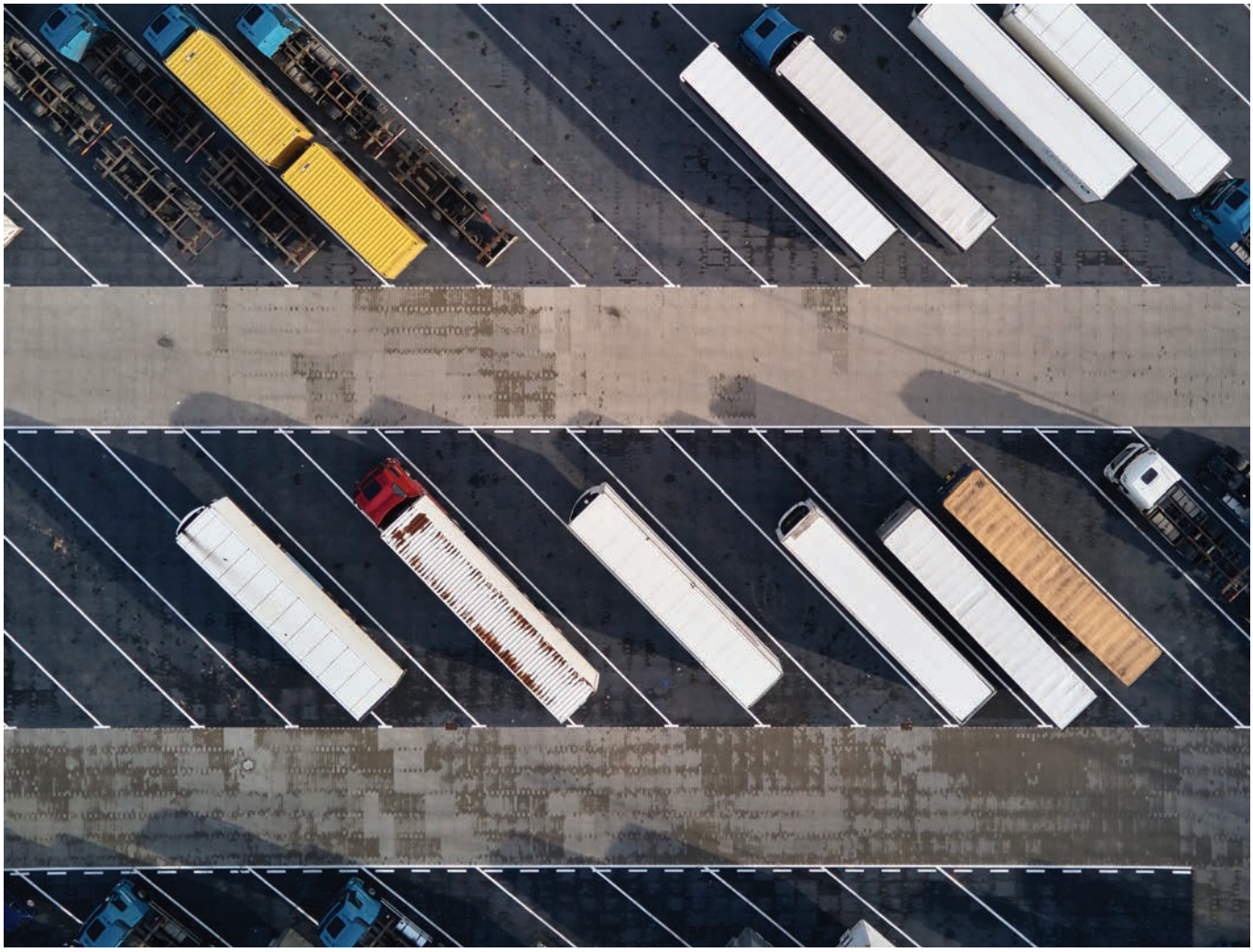
Local shared facilities will be essential to the eHGV transition

Third party local shared charging hubs are showing that they can compete with depot charging on price and thus establish a place in the charging market. As they roll out, they bring a range of other benefits as commercial vehicles transition to electric operation, specifically:

- **Allowing fleets to add the first electric vehicles to their fleets without committing to the capital cost of installing depot charging first**
- **Allowing fleets that for whatever reason cannot install chargers in their depot to electrify, especially SMEs**
- **Ensuring high, optimised utilisation of scarce grid capacity**
- **Providing a vital backup charging option for fleets, enhancing operational resilience**

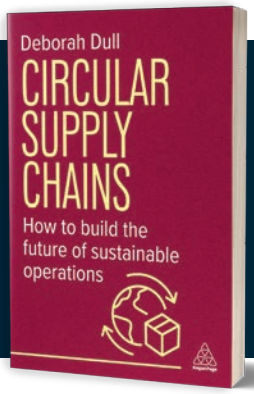
Creating a broader understanding of the niches in this emerging 'charging ecosystem' is an urgent imperative. Those within the electrification sector have already seen the need – firms seeking to develop a range of charging sites with different models have a vision and investors behind them. Fleete has created a charging hub at Tilbury Port and announced another to be built at Hamms Hall, Gridserve is installing rapid HGV charging hubs at multiple locations and Aegis have announced the first of a network of truly multi-function hubs is to be installed close to the Dartford Crossing.

However, planning authorities, landowners, energy companies and government at all levels will need to play a part. They will especially need to think about providing sites for charging hubs near fleet depots on industrial estates and logistics parks, not just assuming that public charging will all be at truck stops and motorway services. There will also be a need for fleets to collaborate with each other, with their landlords and with charging providers. With less than a decade before the ban on sales of diesel HGVs (up to 26t) sites such as warehouse developments, ports and even small industrial areas in our towns and cities need to be including vehicle charging in their plans today.



Save 30% on all sustainable logistics books with code FOCUS30

Shop now at **koganpage.com/logistics**



Explore the future and application of circular operations so that you can build a roadmap towards a circular supply chain.

Save 30% with code FOCUS30

~~£32.99~~ **£23.09**

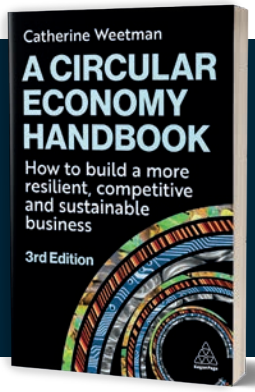
Scan the QR code to secure your copy today

Transform procurement practices with this step-by-step guide to successfully drive sustainability across the supply chain.

Save 30% with code FOCUS30

~~£49.99~~ **£34.99**

Scan the QR code to secure your copy today



Learn how the circular economy enables businesses to thrive and make crucial sustainability improvements.

Save 30% with code FOCUS30

~~£41.99~~ **£29.39**

Scan the QR code to secure your copy today

How can organizations close the gap between the supply chain capabilities they have and the supply chain capabilities they want?

Save 30% with code FOCUS30

~~£44.99~~ **£31.49**

Scan the QR code to secure your copy today

Make the most of this exclusive discount code today

Save 30% with code **FOCUS30**

KoganPage

Decarbonisation won't happen in silos

Transport doesn't decarbonise in isolation – and neither should the policies designed to drive it. CILT(UK) Policy Chair Sue Terpilowski sets out why whole-system thinking is now essential.

Decarbonisation is now the defining challenge for transport, and we need to be honest about how difficult that really is.

Across passenger and freight, the direction of travel is clear. The question is no longer whether we decarbonise, but how we do it in a way that actually works in practice, without undermining reliability, affordability or the wider economy.

From what we hear across the sectors, the challenge isn't ambition. It's delivery.

Too often, we are still trying to decarbonise in silos, by mode, by department, or by individual policy, when the reality is far more interconnected.

A whole-system challenge

Decarbonisation is still too often framed around vehicles, electric cars, zero-emission trucks and new fuels. That's important, but it's only part of the picture.

Author: **SUE TERPILOWSKI OBE**
Policy Chair, Public Policy Committee, CILT(UK)

In reality, this is a whole-system challenge.

CILT(UK)'s work on heavy goods vehicles has been very clear on this. Vehicle regulation on its own won't deliver the transition. Progress depends just as much on infrastructure, energy systems, electricity pricing, financing and how freight demand is structured.

The same applies to passenger transport. Electrifying fleets or improving public transport only delivers real benefit if everything around it, planning, infrastructure and operations, works together.

That sounds straightforward. But in reality, it isn't.

Passenger and freight: more connected than we admit

Passengers and freight are still too often treated separately in policy. On the ground, they are anything but.

They share the same roads, the same rail capacity, the same energy systems and, increasingly, the same constraints.

Though freight brings additional complexity. It is commercially driven, highly diverse, and often operating on tight margins. Many smaller operators cannot move at the pace policy sometimes assumes.

But freight is also what makes passenger places work. It underpins the economy and daily life. If we don't properly account for it in decarbonisation strategies, we risk solving one problem while creating another.

Policy matters – but it's not enough

We are seeing more policy frameworks, targets, mandates and standards emerging. These are important and, in many cases, welcome.

But we need to be realistic about what they can and cannot do.

No single policy lever will deliver decarbonisation and treating them as if they will is part of the problem.

We also see challenges around clarity and sequencing. Asking stakeholders to engage without full visibility of how frameworks will work in practice makes it harder to plan and invest with confidence.

Fragmentation is a real risk

One of the biggest risks we see is fragmentation.

That can be within the UK, across departments, modes or levels of government, but also internationally.

The IMO Net Zero Framework is a good example. It's an important step forward, but it also highlights how complex and, at times, fragmented approaches can become. Different timelines, mechanisms and interpretations create real uncertainty for operators.

At its core, this is the same issue: decarbonisation is being approached in silos, even where the system itself is not.

We see similar patterns elsewhere. Misaligned policies, inconsistent standards and competing priorities all make delivery more difficult.

For sectors like logistics, which operate across borders and modes, this isn't theoretical. It directly affects decisions, costs and the pace of change.

Integration has to mean something in practice

Decarbonisation reinforces something CILT(UK) has been saying for some time: transport only works if it works as a system.

Integration is often talked about, but not always fully understood. It's not just about connections between modes; it's about how the whole system operates together.

For decarbonisation, that means aligning transport with energy, planning with operations, and passenger priorities with freight realities.

It also means being open about trade-offs. There are no perfect solutions here, only better coordinated ones.

A critical friend

CILT(UK) does not lobby for specific interests. Our role is to support informed discussion, bring together professional expertise, and help shape practical, workable policy.

That means being a supporter where progress is being made, but also a critical friend where things don't yet stack up in practice. Because at the end of the day, decarbonisation will not be delivered by policy statements alone; it will be delivered, or not, through how those policies play out on the ground.

Moving forward

The ambition is there. The momentum is building. But delivery is where the focus now needs to be.

This means:

- **Aligning policy with real-world operations**
- **Recognising the full system, not just individual parts**
- **Supporting all parts of the sector, including SMEs**
- **Being prepared to adapt as we learn**

If we are serious about decarbonisation, we have to move beyond siloed thinking – because the system we are trying to change doesn't operate that way.

CILT(UK) will continue to play its part in that conversation, but we cannot do it alone.

Please do join our policy groups and discussions. We need your expertise to help shape the right messaging, the right responses, and ultimately the right outcomes for the sector.

The road to electrification

Battery-electric HGVs are moving from concept to reality faster than many expected. Brian Robinson FCILT reports from the front line of the UK's largest zero-emission freight demonstrator programme.

Author: **BRIAN ROBINSON FCILT**
Independent consultant, ZEHID Assessor and Member, Environment Policy Group, CILT(UK)

In March, around 400 industry stakeholders gathered in London for the annual Zero Emission HGV and Infrastructure Demonstrator (ZEHID) Progress Summit, hosted by Innovate UK and Department for Transport. With the (somewhat predictable) recent demise of the programme's sole hydrogen-only project, the event this year could focus entirely on what is rapidly becoming the most viable pathway to road freight decarbonisation; battery-powered eHGVs. The three remaining projects (Electric Freightway, eFreight 2030 and ZENFreight) all showcased how their projects are moving from planning to deployment and demonstration, and shared much of what they've learnt along the way.

The audience heard from the project leads, various operator partners, infrastructure specialists and many other experts. While the overwhelming messages of the day were that eHGVs are here, the infrastructure for them is growing rapidly and a business case can already be found for their use in certain applications, it was also made clear that several challenges remain.

Chief amongst these were felt to be the Total Cost of Ownership (TCO), charging infrastructure complexities and payload limitations.

TCO issues

While medium term projections indicate that as battery prices continue to fall and eHGV production ramps up, upfront vehicle costs will eventually achieve parity with diesel equivalents, for the time being the projects highlighted how eHGV purchase costs remain substantially higher than conventional ICE vehicles. To generate a positive TCO, therefore, operators need to be able to see significant savings in their in-use costs. The key factors at play here are the cost differential between diesel and electricity, annual mileage, and usage period. A TCO model developed by one of the projects, for example, highlighted the sensitivities to quite modest changes in assumptions, and how a 20p per litre increase in diesel costs (to £1.30 per litre), coupled with a 6p per kWh reduction in electricity costs (to 20p/kWh) could generate a very favourable TCO case for eHGVs doing around 120,000 km per annum over an assumed lifetime of eight years.

Keir Mather MP, DfT's Minister for Aviation, Maritime and Decarbonisation, gave a keynote address. Without giving away any details on the day, he dropped various hints that an announcement on eHGV funding would be made soon and, sure enough, the following week DfT presented a £1 billion package of support, mostly around renewal of the Depot Charging Scheme and further extensions to the Plug-In

Truck Grant. With operators now able to access up to £1 million each for depot charging infrastructure and up to £81,000 per vehicle off the cost of the heaviest eHGVs, not to mention the uptick in diesel fuel costs courtesy of the war with Iran, the TCO for eHGVs looks set to improve further over the coming months and years.

Operators presenting on the day, including Maritime (Tom Williams, Deputy CEO) for example, also confirmed that they are seeing a range of wider benefits of eHGV adoption that are difficult to monetise directly, and thus don't feature in their TCO calculations, but that nevertheless make a valuable contribution to the overall business rationale. These wider benefits, which can collectively be termed the Total Opportunities of Ownership (TOO), include driver satisfaction, well-being, retention and recruitment, attracting new clients and contracts, improving air quality in and around depots and improving brand image.

Charging infrastructure issues

Depot-charging is widely considered to be the first choice for most eHGV operators, as it allows full control over charge scheduling, costs and convenience, but the process of installing infrastructure and getting it energized can be complex, costly and time consuming. The audience heard how it important it is to engage with all stakeholders at an early stage and how long-term planning with electricity network operators could pay dividends, for example by agreeing a progressive ramp up of connections over several years (as your eHGV fleet grows), and/or by taking advantage of flexible connections that allow access to more power at different times of day.

Much was also made of the potential for shared charging infrastructure, which could simply mean opening your own depot chargers to third parties, or installing chargers on your customers' premises, or developing shared charging hubs through collaborations with other local hauliers. These can create an additional revenue stream, further helping the TCO, and help to minimise overall infrastructure costs. High utilisation was identified as the key enabler of cost-effective charging infrastructure, but operators were also advised that to achieve that high utilisation, they must ensure that drivers have access to good quality facilities and refreshments.

The final piece of the charging infrastructure jigsaw is the public eHGV charging hubs. The Electric Freightway project, led by Gridserve, have begun to open such subs; Baldock and Exeter opened in January 2026, and more will follow later this year (at Tamworth, Thurrock, Leeds, Chester and Strensham North Services). High utilisation is again key to these hubs' long-term viability.

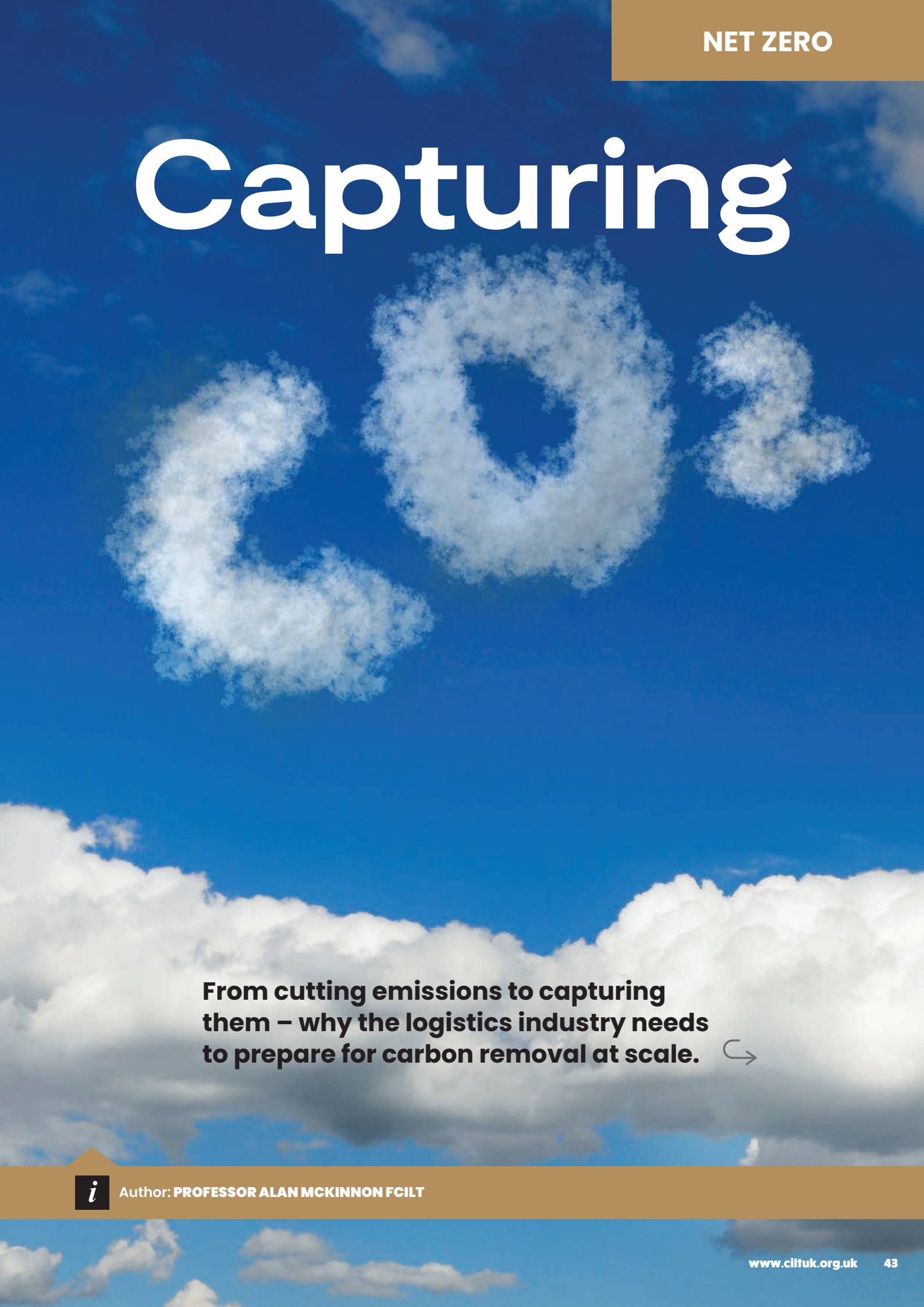
Payload loss issues

While most HGV movements are either part-loaded or volume-constrained, many of the operators involved in ZEHID are concerned about weight-constrained cargoes. Under current weights and dimensions legislation, and with today's battery technologies, eHGVs can only operate up to the same maximum gross (44 tonnes) and drive axle weight (11.5 tonnes) as diesel HGVs, despite their batteries often weighing considerably more than the diesel drivetrain components they replace. This means eHGVs are currently unable to carry some cargoes that can routinely be carried by ICE vehicles. To move the same goods by eHGV would therefore mean putting more vehicles on the road to compensate for this payload loss, which at current pricing is simply not feasible. While a variety of potential technical solutions exist or may well develop over the coming years, including dynamic charging, battery swapping and new battery chemistries with improved energy density, for now the most obvious solution, and the one promoted most vociferously at the event, is to amend the legislation. The RHA have, for example, recently called for eHGVs to be allowed to operate at up to 46 tonnes gross weight and with the maximum permissible drive axle weight raised to 12.5 tonnes. DfT are known to be reviewing the legislation, so stand by for further information and, hopefully, some changes being announced in the not-too-distant future.

Conclusion

Overall, though, this event showcased clearly how eHGVs and their charging infrastructure are evolving rapidly and starting to enter the mainstream, as well as how they can and will reduce emissions and costs, while delivering many other benefits. Operators need to recognise the early-market barriers and challenges to be overcome, but should start making the switch now, or risk very quickly being left behind.

Capturing



From cutting emissions to capturing them – why the logistics industry needs to prepare for carbon removal at scale.

Author: **PROFESSOR ALAN MCKINNON FCILT**

Net zero is still widely perceived as something that can be achieved just by cutting emissions. Unfortunately, that is no longer possible either in the UK and globally. Factored into Net Zero trajectories is the sequestration of huge amounts of CO_2 already in the atmosphere. To conform to IPCC guidelines[1], this carbon dioxide removal (CDR) must be from the atmosphere, be 'durable' and involve human intervention.

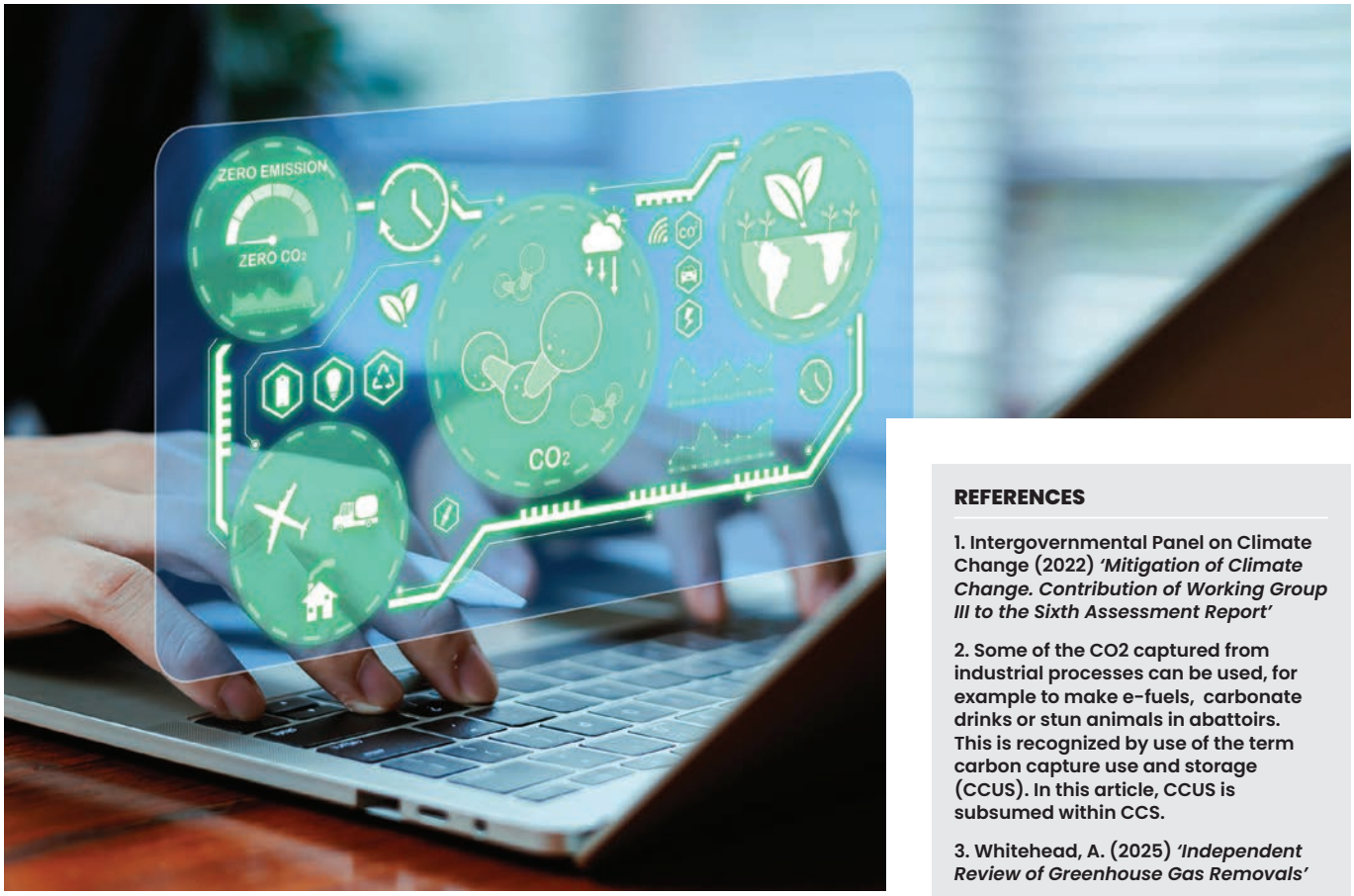
The first of these conditions distinguishes CDR from the installation of carbon capture and storage (CCS) on industrial premises[2]. This 'point-source' form of carbon capture currently receives much more attention and investment in the UK than CDR. It essentially supplements decarbonisation, particularly in hard-to-abate sectors such as petrochemicals, steel and cement. Capturing CO_2 from chimneys before it is released is technically easier than CDR as concentrations of the gas in exhaust fumes are hundreds of times greater than in the atmosphere. CDR and CCS, nevertheless, share common logistical challenges.

These challenges are examined in a recent Independent Review commissioned by the UK government[3], particularly those relating to the transport of captured CO_2 to underground burial sites. Because of its long history of exploiting oil and gas from the North Sea, Britain is well-endowed with such sites. Its depleted oil and gas fields represent roughly a third of Europe's geological storage capacity for sequestered CO_2[4]. Much of the legacy network of pipelines used to bring the oil and gas ashore can now be repurposed to handle a return flow of CO_2 for permanent burial. The four coastal industrial clusters being developed as CCS hubs have pipeline access. The pursuit of Net Zero, however, will also require the application of CCS more widely to inland industrial premises from which the movement of captured CO_2 will require Non-Pipeline Transport (NPT), by road, rail, ship or barge. The UK government[5] has recently run a consultation on ways of promoting NPT for consignments of CO_2. It has been suggested that this could represent an important new 'revenue stream' for road hauliers[6].

From a logistics standpoint, it would be desirable to co-locate CDR with CCS in places where pipeline infrastructure and NPT services can be shared. This would apply to two of the main 'novel' methods of CDR, bio-energy carbon capture and storage (BECCS) and direct air carbon capture and storage (DACCS), both of which are at a very early stage in their development but expected by the Climate Change Committee to be capturing over 30 million tonnes of CO_2e per annum by 2050[7]. BECCS involves using biomass to absorb CO_2 from the atmosphere. This is harvested and transported to power plants with CCS from which the captured CO_2 is moved for subsurface storage. DACCS uses carbon scrubbing machines, rather than vegetation, to sequester CO_2 directly from the air.

Positioning BECCS power plants and DACCS scrubbers beside CCS hubs would help to optimise the final link in the CDR supply chain by consolidating flows of captured CO_2 for geologic storage. However, it does not necessarily optimise the end-to-end CDR supply chain in terms either of cost or the net amount of sequestered CO_2 after allowance is made for carbon emissions from logistics and other activities along the way. Some studies[8] have suggested that emissions across a BECCS supply chain could actually exceed the amounts of CO_2 captured, rendering the whole exercise counter-productive. A 'carbon navigation system' modelling tool has been developed to help minimise this risk[9].

It is important, therefore, to adopt this wider supply chain perspective, especially as both BECCS and DACCS are transport-intensive upstream of the CO_2-capture point. For BECCS, this includes afforestation-related transport and the movement of harvested biomass to pelletisation and power plants. Global scale-up of the 'engineered' capture of CO_2 from flues and the atmosphere may ultimately require the manufacture of tens of thousands of carbon scrubbing devices. Most will probably be sourced internationally, though in the UK there is a target to achieve 50% local content 'in CCS value chains from 2030'[10].



Devices capturing CO_2 from industrial flue gases or the atmosphere consume large quantities of chemicals, some of which may have to be transported long distances. They also have high demand for renewable electricity. The logistics of providing additional renewal energy capacity for CDR and CCS must also be factored into the supply chain analysis.

To complicate matters further, assessments of the logistics of carbon capture must extend beyond BECCS and DACCS to other novel methods of sequestration, such as the enhanced weathering of silicate rocks, the use of a charcoal-like product called biochar spread over agricultural land and ocean alkalinity enhancement (OAE) achieved by crushing and dissolving silicate and carbonate rocks in the sea. As these methods lock CO_2 into, respectively, minerals, soils and sea water, they avoid the challenges of transporting and storing captured CO_2, but they are logistics-intensive in other ways. For example, to sequester 1 tonne of CO_2 by OAE, between 1.4 and 1.7 tonnes of limestone[11] has to be crushed and dispersed in the sea, while around half a tonne of biochar[12] has to be produced and distributed to remove tonne of CO_2 by this means.

Between 2022 and 2025 in the UK all the novel methods of CDR removed only around 8000 tonnes of CO_2 from the atmosphere[13]; so their current impact on the country's logistical systems is negligible. According to the Climate Change Committee figures, this tonnage will have to ramp up around 4500 times to meet Britain's 2050 Net Zero commitment. The government also wants the country to commercially exploit its geologic CO_2 storage capacity by becoming a repository for other countries' sequestered CO_2. It expects 'CO_2 shipping to play a significant role in unlocking the economic opportunities that arise from the UK offering CO_2 transport and storage services for international volumes'.

In the meantime, the rate of CCS adoption by UK industry is expected to accelerate rapidly over the next decade. Carbon capture in its various forms is therefore likely to have a substantial impact on the future of UK logistics. We need to be doing more to prepare for the opportunities and challenges that this will bring.

REFERENCES

1. Intergovernmental Panel on Climate Change (2022) *'Mitigation of Climate Change. Contribution of Working Group III to the Sixth Assessment Report'*

2. Some of the CO2 captured from industrial processes can be used, for example to make e-fuels, carbonate drinks or stun animals in abattoirs. This is recognized by use of the term carbon capture use and storage (CCUS). In this article, CCUS is subsumed within CCS.

3. Whitehead, A. (2025) *'Independent Review of Greenhouse Gas Removals'*

4. ARUP (2025) *'Carbon Capture and Storage in the UK; Accelerating towards a Merchant Model'*

5. Department for Energy Security and Net Zero (2026) *'Carbon capture, usage, and storage (CCUS): consultation on non-pipeline transport (NPT)'*

6. Wood, J. (2026) *'Carbon capture's next market: moving CO_2 could be a new revenue stream for hauliers'* Freight Carbon Zero, 27 February.

7. Climate Change Committee (2025) *'The Seventh Carbon Budget'* e.g. FERN (2022) 'Six Problems with BECCS'

8. Freer, M. et al (2021) *'Carbon optimal bioenergy with carbon capture and storage supply chain modelling: How far is too far?'* Sustainable Energy Technologies and Assessments, vol.47.

9. UK Government (2025) *'The UK's Modern Industrial Strategy: Clean Energy Industries'.*

10. Renforth, P, Jenkins, B.G. and Kruger, T. (2013) *'Engineering challenges of ocean liming.'* Energy, vol 60,

11. Fawzy et al (2022) *'Atmospheric carbon removal via industrial biochar systems: A techno-economic-environmental study'* Jour of Cleaner Production, vol 371.

12. Lomax, C. et al (2025) *'The UK State of Carbon Dioxide Removal'* CO_2RE, University of Oxford.

13. Department of Energy Security and Net Zero (2026) op.cit.

The long goodbye

The UK government's 2040 target to phase out diesel-only trains is fast approaching, but the railway industry faces a complex web of engineering constraints, supply chain pressures, and fleet economics that make a clean break far harder than the headline figure suggests. *Focus* explores what a realistic transition might actually look like.

On 31 January 2026, the first rapid charge battery train in the UK completed a full day of passenger services, replacing the diesel train which normally operates the services. The battery train, trialled on the West Ealing to Greenford branch line for 22 months provided the entire Saturday service, 12 minutes each way. The battery only took three-and-a-half minutes to recharge between trips, with a 2,000kW charger connected to a few metres of conductor rail that only becomes live when the train stops above it.

Martin Fleetwood, Chair of CILT(UK)'s Strategic Rail Policy Group, says while it's an exciting milestone, the wider goal of an all-electric rail system is still a long way off.

"It is unlikely that there will be a total phase-out of diesel by 2040," he says, "but phasing out diesel-only trains is more achievable." The government's 2040 target is pivoting to focus on removing diesel-only trains which means that bi-mode and tri-mode solutions – trains that can switch between different power sources mid-journey – are a more realistic destination, particularly for freight.

The physics of heavy freight trains is a large constraint. The power required to move a loaded freight train from a standstill is significant, and battery or hydrogen systems cannot yet deliver that economically or within a standard size locomotive. With most freight sidings lacking overhead electric systems, diesel is still the only practical option for that initial pull. Once the train is moving, it can switch to a cleaner source – overhead electric or battery – but the diesel engine stays on board. With passenger trains, lighter rolling stock means battery or hydrogen are becoming viable alternatives alongside electrification, and a phase-out of diesel-only passenger services by 2040 is plausible, with heritage railways the likely exception.

The barriers run deeper than funding

Overhead electrification is widely regarded as the most effective long-term replacement for diesel traction, but it carries a problem that goes beyond the cost of installation. "With a limited pipeline of overhead electric installations, there is an additional cost of having to train new people for each project, as the gap between projects is often such that skilled workers leave the UK to work on other overhead line projects elsewhere," Martin explains. "This means that costs never come down as much as they should for the next electrification project."

The relatively high cost of full electrification has helped to shift recent thinking towards "discontinuous electrification" – overhead wires on the busiest, most economically justified corridors, with battery power bridging the gaps. Martin says it's a pragmatic approach, but it carries its own risk: if a freight train stops between electrified sections, it needs enough stored power to restart from rest.

Supply chains tend to be overlooked in public debate about decarbonisation. The UK must take its turn on the global train manufacturing pipeline. UK trains are relatively bespoke and unlikely to attract priority from a large international manufacturer with easier contracts on the table. Rare earth metals, essential for battery technology, face growing demand worldwide (often from non-transport industries), and procurement timelines are lengthening. If orders for new trains are placed by the mid-2030s, it may be difficult to say if they will be built, delivered and tested in time to allow them to replace all existing diesel trains by 2040.

Fleet economics also impact the timeline for rail decarbonisation, as most trains have an expected economic life of around 30 years. Rolling stock that was ordered or delivered recently with diesel engines still has decades of anticipated service life ahead, and the companies that own and lease those trains will push for their continued operation. If Government tries to phase these trains out before the end of their economic lives and leases are cut short, higher lease costs are likely to come in the medium term as the lessors look to recover their investment costs in the trains over a shorter timeframe.

Signs of change

Away from the policy debates, there is evidence that the industry is already adapting. New train orders are increasingly accompanied by depot upgrades, with maintenance facilities being prepared so that the right infrastructure is in place when the trains arrive. Martin describes this as "arguably one of the easier parts of the process away from diesel to achieve."

The National Skills Academy for Rail is actively working to build the workforce for a lower-carbon railway, where diesel expertise is being gradually replaced by skills in electric and hybrid systems. The same pattern is playing out across transport more broadly, as bus fleets move towards electric and hybrid operation.

Rail and road are now drawing on the same pool of workers with electric vehicle maintenance skills as well as those for modern, efficient diesels. With competition for those people intensifying, Martin notes the dilemma.

"Cleaner conditions make rail more attractive for some, but there is also a greater demand for their skills elsewhere," he says.

Keeping on track

Internationally, the UK remains relatively well-positioned on rail decarbonisation, with a stated commitment to a net-zero carbon goal. However, Martin notes that elsewhere there is a broader global recalibration, as governments weigh environmental targets against cost pressures and public appetite for the investment required for full decarbonisation.

In the UK, the debate has moved from "no diesel at all" to an acceptance that diesel within a hybrid or multi-mode solution is a workable outcome, at least for now. "It is likely that a pragmatic solution will be reached," Martin says, "retaining a number of trains with diesel power alternatives where expedient to do so." Whether the overall cost, the difficulty of proving that the investment is worthwhile, workforce challenges, or the physical availability of sufficient amounts of the required equipment pushes the 2040 deadline off course, Martin says that only time will tell.

From aspiration to action

Jessica Tomkins, Supply Chain Projects Director at DP World UK, is turning sustainability from a strategic ambition into a measurable, commercial reality. From the UK's first Carbon Inset Programme to modal shift incentives that have transferred over 165,000 truck journeys to rail, she talks to *Focus* about building the business case for net zero.

DP World's Carbon Inset Programme is one of the UK's first. What does that actually mean in practice, and how did you build the internal business case to get it off the ground?

Our Carbon Inset Programme trial is first of its kind, but that only matters if it changes what organisations can actually do. In practice, our trial is moving decarbonisation from a strategic aspiration into something operational, measurable and claimable within the customer's own value chain. Rather than asking customers to look outside their value chain for offsets, we built a model that rewards import cargo moving through our UK terminals with verified carbon inset credits linked to lower-carbon activity in the logistics chain. That is a fundamentally different proposition as it makes Scope 3 action more tangible, more auditable and much closer to the flow of goods itself.

DP World launched the programme in January 2025 at Southampton and London Gateway, initially at 50kg CO2e per loaded import container, with first certificates issued in April 2025. The programme was then extended due to demand and from October 2025, the per-container credit level was increased to 250kg CO_2e. Funding for new initiatives such as this have been funded by our market level tariffs at DP World in the UK such as the Energy Transition Contribution (ETC) and the Modal Shift Programme (MSP) fee.

The internal business case for the Carbon Inset Programme Trial started with a simple question, if customers are under growing pressure to reduce Scope 3 emissions, why would we wait for regulation or market convention to catch up before creating a practical mechanism? The strongest business cases in sustainability are rarely just environmental, they sit at the intersection of customer demand, commercial differentiation and credible data. For us, that meant showing that insetting could strengthen customer retention, support premium sustainability-led conversations and reinforce DP World's wider decarbonisation strategy rather than sit beside it as a marketing exercise.

The wider point for the industry is that we need to stop treating decarbonisation as a future compliance issue and start designing products that help organisations act now. Carbon insetting is not the whole answer, but it is a practical way to address residual emissions today and a clear example of how supply chain businesses can turn sustainability from a cost centre into a service proposition.

Modal shift is talked about a lot, but the operational and commercial hurdles are significant. What have been the biggest barriers you've encountered, and how have you navigated them?

The biggest misconception about modal shift is that it is mainly a messaging challenge. It is not. Most customers already understand that rail is lower carbon. The real barriers

are commercial confidence, network practicality and operational consistency. Rail has to compete against road in a market that prizes immediacy, flexibility and familiarity. If the rail option is perceived as less responsive, less visible, or more expensive at the point of decision, then good intentions disappear very quickly. That is why modal shift has to be designed as a system change, not a marketing campaign.

The DP World Modal Shift Programme trial was introduced in September 2023 to make rail more financially attractive for import laden containers moving inland within 140 miles from DP World Southampton port. That matters because one of the most stubborn barriers is the cost premium of rail versus road. Our programme uses a financial incentive which has evolved over time as market conditions and rail share performance have changed. That willingness to refine the model is important, if sustainability schemes are too rigid, they fail the moment the market moves. Since launch, DP World has moved over 100,000 containers by rail rather than road, with more than 165,000 truck journeys transferred to rail which represents around 40,000 tonnes of CO_2e reduction.*

For me, the broader lesson is that modal shift succeeds when sustainability and operations stop being treated as separate conversations. If decarbonisation depends on customers absorbing more cost, more complexity and more risk, adoption will stall. But if we redesign the commercial model and the operational proposition together, low-carbon choices stop looking like compromise and start looking like better supply chain design.

As a chartered accountant leading sustainability programmes, how do you approach the tension between short-term financial pressure and longer-term decarbonisation investment? Is that tension easing?

My finance background probably makes me more comfortable with that tension rather than less. In any capital-constrained environment, there will always be pressure to justify why decarbonisation should compete with other priorities. But I think the framing is changing. The question is no longer "can we afford to invest in decarbonisation?" It is increasingly "what is the cost of failing to build lower-carbon supply chains quickly enough?" For operators, that cost shows up in customer expectations, asset risk, future regulation, energy exposure and lost commercial relevance.

What helps is grounding the discussion in transition pathways rather than perfection. A chartered accountant is trained to look for materiality, sequencing and credible returns. That is exactly how I think about sustainability programmes. Modal shift, carbon insetting, HVO and now EVITA are not random projects; they are staged interventions with different payback profiles and different roles in the transition. HVO, for example, is not the endpoint, but it can be an effective near-term lever because it works with existing vehicles and can reduce emissions significantly while the industry builds towards electrification. DP World's Low Carbon Truck Programme trial explicitly positions HVO as a transitional step, and the EVITA trial extends that logic by helping operators start testing zero-tailpipe-emission vehicles in live container operations.

Decarbonisation doesn't stop at your own operations. How do you drive meaningful progress across your supply chain partners and with customers who may have very different levels of maturity on this agenda?

You have to meet people where they are, but you cannot leave them there. One of the biggest mistakes in supply chain decarbonisation is assuming every partner or customer is ready for the same conversation. Some are asking for verified Scope 3 reductions and detailed reporting. Others are still trying to understand which levers are practical, affordable and available now. Progress comes from creating pathways that allow different levels of maturity to move forward without lowering the ambition.

Carbon insetting gives cargo owners a credible, reportable mechanism linked to their own supply chains. Modal shift provides a commercially supported route into lower-carbon inland transport. The Low Carbon Truck Programme trial is particularly important because road freight remains one of the hardest areas to decarbonise at pace, especially for smaller operators. We are working to lower the barrier to entry rather than simply telling hauliers to change.

For me, meaningful progress depends on three things: making the low-carbon option easier to access, making the carbon outcome easier to evidence and making the commercial case easier to understand. If we can do those three things, maturity starts to matter less because the pathway becomes clearer. The bigger call to action for the industry is collaboration cannot just mean shared ambition. It has to mean shared mechanisms that help customers, carriers and operators all move faster together.

Looking ahead five to ten years, what does a genuinely net zero logistics operation look like – and are you optimistic we'll get there?

An operational net zero logistics operation (focussed on scope 1 and 2 only), will be defined by orchestration. It will combine renewable and zero carbon energy generation, far greater electrification, more rail where modal economics allow, better asset utilisation, better data and much closer alignment between commercial design and carbon performance. Battery energy storage solutions to balance energy load will be very common. In other words, it's not about one big fix, but about building a system that cuts waste across the board, less carbon, less time and less unused capacity.

Scope 3 net zero is far more complex and requires significant co-ordination between suppliers, operators and customers. It's not feasible for logistics to achieve this within 10 years, and DP World's target is to achieve net zero by 2050.

Am I optimistic? Yes, but not complacent. I am optimistic because the industry is moving from passive intent to active experimentation. We now have real examples of insetting, modal shift incentives, low-carbon fuels and electric truck trials happening in live operations, not just in strategy decks. But optimism only makes sense if it drives urgency. The next five to ten years will depend on whether we can scale what works, share the risk of early adoption, and stop waiting for perfect conditions.

For all enquiries contact:
europe.sustainability@dpworld.com

***Current transport emissions are calculated using EcoTransIT World, a certified software tool compliant with ISO 14083, the GHG protocol and GLEC accredited.**

Tipping point

Author: **GEOFF CLARKE FCILT**
Member, Environment & Sustainability Forum and North West Committee, CILT(UK)

Sales of Battery Electric Vehicles (BEVs) have been growing fast in certain parts of the automotive sector but not yet in trucks. There are several reasons for this which will be explained in this article as well as a viewpoint from the UK's leading truck manufacturer on what is being done to address these issues.

DAF is part of the PACCAR group which includes American truck brands, Peterbilt and Kenworth and the Headquarters is in Seattle. The company has 9 plants worldwide which produced 144,200 trucks worldwide in 2025. This article has been prompted following an excellent visit to DAF Trucks Assembly Plant in Leyland, Lancashire early in March. A write-up of that visit, which was organised by the Environment & Sustainability Forum and the North West Group, can be seen in the Communities section of this edition of *Focus*.

European truck market, models, registrations and targets

The European Automobile Manufacturers' Association (ACEA) compiles an annual overview of zero-emission trucks and buses that are already on the market or due to be launched shortly. The 2025 article said there are at least 45 truck models now available, ranging from urban and regional delivery to heavy-duty long-haul trucks, although it may be that some of these are not yet offered in right hand drive versions.

In 2025, an estimated 23,700 ZE-HDVs (including medium/heavy trucks) were sold in the EU-27 (of this around 5,000 were >12 tonnes). Germany leads in volume, followed by the Netherlands and Denmark. The Netherlands had a 9.3% market share of ZE heavy duty trucks (>12 tonnes) with 887 sold. ZE-HDVs (with a weight above 3.5 tonnes) had a sales share of 4.5% in 2025, compared to 2.5% in 2024. Sales grew rapidly in the ZE 3.5–12 tonnes sector, where the ZE share doubled between 2024 and 2025, from 10.4% to 21.0%.

Demand is currently not keeping pace with supply-side requirements, as persistent Total Cost of Ownership (TCO) gaps, high upfront and operating costs, infrastructure and grid delays, and uneven implementation of EU legislation continue to slow ZET (Zero Emission Truck) uptake.

One of the factors influencing operator's decisions to acquire ZETs is that EU Member States are free to introduce full or reduced toll exemptions on motorways and toll roads for zero emission trucks. Two countries offer full toll exemptions and eight give partial fee reductions. This along with new vehicle subsidies and charging system grants that vary by country are having some effect. But CO_2 emissions from the freight sector is still a major concern.

VECTO (Vehicle Energy Consumption calculation Tool) is the simulation tool developed by the European Commission to determine CO_2 emissions and fuel consumption from heavy-duty vehicles (HDVs). Since January 2019, the use of VECTO has been gradually extended to cover an increasing number of vehicle groups including various truck configurations, buses and coaches. A variety of mission profiles have been developed and incorporated into the tool which is available as a downloadable file designed for use on a single computer. VECTO relies on characteristic parameters to determine the power consumption of each relevant vehicle component, including rolling resistance, air drag, masses and inertias, gearbox friction, auxiliary power, and engine performance. These input values are used to simulate CO_2 emissions and fuel consumption on standardised driving cycles.

Under current VECTO targets, Europe's HGV fleet must demonstrate a 43% reduction in CO_2 emissions versus 2019 in 2030, 65% by 2035 and 90% by 2040, with fines for manufacturers if this is not achieved.

Chinese EV truck market

Before looking at the UK market it is worth noting the Chinese market, as increasing production capacity there is likely to impact the European market in years to come as already seen in the bus and car sectors. The sales share of ZE heavy trucks in China has expanded markedly in recent years, rising from 6% in 2023 to 29% in 2025 with over 450,000 units sold. The deployment of ZE heavy trucks there, has been driven by both market forces and policy support. The economics of ZE heavy trucks are improving as Chinese manufacturers make products more affordable and the difference in energy prices between diesel, liquefied natural gas, and electricity improves the total cost of ownership proposition of e-trucks. On the regulatory side, policy tools like the ultra-low emission campaign on heavy industry set clean transport targets for industrial sectors (e.g., power plants, steel, and cement), which have driven companies to electrify transport fleets to be compliant.

UK EV truck market and registrations

According to SMMT (Society of Motor Manufactures and Traders) data, electric truck (HGV) sales in the UK grew rapidly in 2025, rising 171% to 587 units, but this still represents just a 1.4% market share. For heavy goods vehicles, adoption is only just beginning, reflecting the sector's diverse operating requirements, high upfront costs and the scale of charging and refuelling infrastructure still needed. However, the start to

2026 has seen an uplift in adoption following improvements to the Plug in Truck Grant, which has now been renamed as the Zero Emission Truck Grant, with subsidies of up to £81,000. There is further financial assistance with the Depot Charging Scheme, supporting operators with up to 70% of the cost of their depot charging infrastructure for commercial vehicles.

The Department for Transport opened a consultation on the regulatory framework for the CO_2 reduction on HGVs. For the passenger car and van sectors, we have seen a ZEV mandate to drive adoption, so the purpose of the consultation is to understand what the right approach is for HGVs.

As of early 2026, DAF Trucks is the undisputed market leader with a 29.7% share of the UK truck market for vehicles above six tonnes GVW. It wants to maintain or further improve on this situation, so it needs to understand and address its customer issues whilst exploring new technologies in the commercial vehicle sector.

DAF has been developing a range of electric trucks and some of these are now being manufactured in Lancashire. Louis Jones, EV & Connected Services Director, DAF Trucks is leading the companies' approach to growing industry transformation to battery electric freight systems.

Questions and answers

There are a number of concerns that decision makers such as Transport Managers and Fleet Managers have in weighing up the options before moving away from the tried and tested technology of the diesel engined truck.

- **Industry recognition of the technology**

Technology has improved to the point of an electric truck model being awarded International Truck of the Year accolade. The new generation DAF XD Electric and XF Electric trucks have been elected as International Truck of the Year 2026.

- **Few suitable electric vehicle models on the market**

Most original equipment manufacturers (OEMs) have launched BEV models in the last three years and increasingly these are covering the whole weight range. One of the most difficult models is the 44 tonne artic tractor unit due to lack of space to locate sufficient batteries. DAF has recently introduced a 6*2 tractor with an unpowered tag axle that does cater for part of this market.

- **High initial cost**

Battery Electric trucks are more expensive to buy than diesel trucks, however the Zero Emission Truck Grant supports the upfront cost by up to 40%. When you combine this with the cheaper operating costs for electric trucks, it can make a positive Total Cost of Ownership for electric trucks.

- **Low levels of in-service testing and experience**

There were 587 electric trucks registered in 2025 making the cumulative total around 1,000. A large proportion of these vehicles were procured through the ZEHID (Zero Emission HGV and Infrastructure Demonstration) Programme, which is gathering valuable learnings from vehicles in operation. As well as this, there have been a number of other trials and demonstrations, such as the BETT (Battery Electric Truck Trial).

- **Maintenance costs**

As there are fewer moving parts and lower amounts of lubricants on an electric vehicle, it is expected that maintenance costs and Vehicle Off-Road (VOR) time will be less, thus saving money.

- **Lack of trained electrical technicians**

Many companies have recognised the need to upskill technicians and recruit new people to the industry. DAF has 200 IMI Technicians (Institute of the Motor Industry) in training at the moment. DAF has 130 dealers across the UK who know the importance of having skilled electricians in their workshops.

- **Distance – lack of range**

Battery technology is ever improving, with the tractor units that DAF has deployed achieving 250-300 miles on a full charge on average, with some operators achieving over 300 miles. As new truck models across the whole sector are introduced range is improving at a fast rate.

- **Depot charging**

Many operators have diesel tanks at their depots which are the mainstay for their energy supplies. However, many depots are likely to need an electrical power upgrade in order to electrify the majority of their fleets. This is something that all fleets need to consider over the next 10 years. The Depot Charging Scheme can support the cost of this installation.

- **Lack of charging points on the road network**

The provision of heavy duty electrical chargers suitable for commercial vehicles is only just starting to be rolled out by a number of energy companies. New alternative fuel energy stations are being installed in various locations at ports, large industrial estates and across the Strategic Road Network. Key locations have been launched over the past 18 months, such as the Milence Hub at Immingham, and the Fleete Hub at the Port of Tilbury.

- **Battery life and warranties**

Battery technology is moving rapidly, LFP (lithium ferrophosphate) battery chemistry is becoming increasingly accepted as the preferred option due to its protection against thermal runaway, and DAF offers an 8-year battery warranty.

- **Uncertainty about energy cost, both electricity and diesel prices**

With these uncertain times about the price of oil and the knock-on to other energy prices, it is difficult to predict likely annual expenditure. The uncertainty caused with the current Iran war has caused a large increase in the price of diesel (40p/litre). It is the relative difference between energy costs that is all important. If an operator is charging at their depot location, then the running costs of electricity are cheaper than diesel.

- **Insufficient power to run ancillary equipment**

A proportion of the commercial vehicle market (trucks and vans) is for the 'tools of the trade' type of application. Here a vehicle might be stationery for several hours at a time with the engine running to operate power take-off applications and hydraulic systems. Some ancillary units can run on electrical power but this drains the main vehicle batteries and can significantly reduce the vehicle range. Applications where this is crucial includes emergency services, agriculture, temperature controlled units, construction and utility services. Alternatives such as the use of hydrogen may be appropriate for these applications.

- **Unknown residual value**

Typical life cycles of diesel HGVs have been well documented over the years and relate to age, miles run and intensity of operation. There is no background knowledge of how electric HGVs will be towards the end of their operational life so this risk needs to be accounted for, however residual values are increasingly improving as more vehicles enter the marketplace.

- **Total cost of ownership (TCO)**

The business case for acquiring new vehicles needs to factor in everything from initial price, servicing, energy and maintenance costs to residual value. It is expected that energy and maintenance costs will be significantly lower over the life of a truck. This will help to defray the additional cost of acquiring the vehicle. Over time new BEV prices will come down towards a parity with diesel trucks. Policy measures such as CO_2-based road tolls and carbon pricing have been introduced in certain countries to close the total cost of ownership (TCO) gap with traditional diesel vehicles. It is difficult to factor in every externality when considering TCOs but important to make the best decision based on known information and likely contingencies.

Conclusion

There are many factors to consider in vehicle replacement. Moving away from tried and tested technology needs research, information and confidence that the new vehicles will be capable of at least performing as well as the outgoing vehicles. The title reflected on whether the Truck Market has reached a Tipping Point yet, where ZETs are taking at least a quarter of the market? They are already in China and are moving that way fast in some European countries but have more to do to get there in the UK.

We are grateful to DAF Trucks Limited for providing an industry viewpoint on the various issues.

Delivering sustainability from warehouse to doorstep

For UK retailers, an effective fulfilment and delivery strategy is no longer just about speed and accuracy. Customers, investors and regulators are now scrutinising the sustainability credentials of supply chains as closely as sales figures. And when it comes to reducing environmental impact, the biggest opportunities often sit with warehousing, packaging and last mile delivery. The right logistics partner can help brands turn ESG ambition into tangible progress, without compromising service. Whistl Fulfilment brings that balance: scalable and tailored 3PL capability, backed by a science-based, net zero pathway that meets the operational and sustainability goals of eCommerce brands.

Consumers demand sustainable solutions

The case for cleaner, greener logistics has never been stronger. Whistl's own consumer research shows that shoppers increasingly notice the hidden impacts of delivery. When asked which factors have taken on more importance in the last 12 months, eco-issues came out on top. A panel of 1,000 UK online shoppers ranked consolidated deliveries and recyclable packaging as their fastest-rising priorities, amongst 62% and 58% of respondents respectively.

This gives a clear signal: sustainability is moving from a 'nice to have' to a deciding factor in loyalty, repeat purchase and brand trust.

Cutting emissions and reducing waste

Across the Whistl Group, sustainability is built into how we operate. Our ESG framework is structured around three pillars: preserving our natural environment, valuing colleagues, and the creation of fulfilling opportunities. Environmentally, our near term and long-term targets have been validated by the Science Based Targets initiative (SBTi), with a commitment to achieve net-zero by 2045. We are already demonstrating momentum, delivering three consecutive years of carbon reduction against our 2022 baseline, supported by network optimisation, cleaner energy and the introduction of low carbon fuels.

For retailers, those targets matter most when they translate into practical improvements in the areas that shape every order. Across our sites, renewable electricity procurement reached 98% in 2025. We're also improving energy efficiency through data-led monitoring and trials such as voltage optimisation, alongside investment in sub metering and asset upgrades. On waste and circularity, we're working towards zero operational waste-to-landfill and have achieved a 78% recycling rate through a specialist partner. And in fulfilment operations, our packaging review has consolidated and standardised over 250 packaging SKUs – already delivering a 20% reduction in SKU complexity to cut excess materials and avoidable waste.

What should a retailer ask of its 3PL?

- Can they prove progress, not simply promise it? Look for science-based targets, measurable reductions, and credible reporting that supports your own ESG disclosures.
- Do they reduce impact across the customer journey? Warehousing energy, packaging choices, transport optimisation and last mile options all contribute to your footprint.
- Will they tailor the operation to your brand? Sustainability works best when it is designed around your products, peak patterns, returns profile and customer promise.
- Will they give you transparency? Clear KPIs, proactive forecasting and operational visibility help you improve performance and reduce waste.

Award-winning proof: Muddy Puddles

Muddy Puddles has inspired children to embrace outdoor adventure for more than 20 years, combining durable design with a strong commitment to environmental responsibility. As a Certified B Corporation, the brand demands a fulfilment experience that protects that reputation. Whistl Fulfilment has supported Muddy Puddles for over a decade, delivering the consistency that builds confidence. This includes 99.93% pick accuracy and 99% on-time dispatch, even during high-pressure peaks such as Back to School and Black Friday. All of which is reflected in high levels of customer satisfaction and a 4.8 Trustpilot score.

In 2024, the partnership delivered two milestones that show how sustainability and service can move forward together. First, Whistl implemented a new API integration to the John Lewis Drop Ship programme, expanding Muddy Puddles' retail reach with on-time delivery and seamless order flow. Second, we rolled out eco-friendly, recyclable packaging across operations, reducing plastic use by more than 90%. The result is fulfilment that protects brand trust, as recognised by a joint-win for Best Business to Consumer Performance (Baby, Children & Family) at the 2025 Direct Commerce Awards.

"For more than ten years, Whistl has been a trusted partner. Their reliable fulfilment and commitment to sustainability help us keep our promises to families season after season." Melissa Norton, Commercial Director, Muddy Puddles

As ESG expectations accelerate, brands need logistics partners that can deliver measurable progress on sustainability, alongside the everyday fundamentals of fulfilment.

Whistl provides fulfilment that fits with the operational and ESG goals of eCommerce brands. If you're reviewing your fulfilment strategy, now is the time to choose a 3PL that helps you meet sustainability targets while protecting your brand promise.

whistl fulfilment

COMMUNITIES

Regions, Nations, & Groups
01536 740116
regions@ciltuk.org.uk
www.ciltuk.org.uk/regions

Forums
01536 740140
forums@ciltuk.org.uk
www.ciltuk.org.uk/forums

NORTH WEST REGION

DAF trucks factory visit

DAF Trucks welcomed us to their Leyland plant with a delicious lunch. The event included two presentations on DAF Trucks before going on a tour of the Parts Distribution Centre and the Assembly Plant.

Jon Tinsley, Production Scheduling Manager, DAF Trucks Limited gave the first presentation which covered the history and development of the company as well as details on current production. The origin of the plant was the Lancashire Steam Motor Company in 1896. The purpose-built modern Leyland Assembly Plant was established in 1980 and is locally known as LAPLAND. DAF is part of the PACCAR group which includes American truck brands, Peterbilt and Kenworth and the Headquarters is in Seattle. The company has 9 plants worldwide which produced 144,200 trucks worldwide in 2025. DAF Truck's biggest plant is in Eindhoven in the Netherlands. The company employs 30,000 worldwide.

DAF Trucks is the undisputed market leader for Heavy Goods Vehicles (HGVs) in the UK, having held this position for over three decades. As of early 2026, DAF holds a 29.7% share of the UK truck market for vehicles above six tonnes GVW. The factory produces around 300 vehicles per week based on a 40 hour week, Monday to Friday. Around 40% of the vehicles produced in the UK are exported and these are shipped to around 40 different countries.

The second speaker and organiser of the visit was Louis Jones, EV & Connected Services Director, DAF Trucks. DAF has been developing a range of electric trucks and some of these are now being manufactured in Lancashire. We learned about the growing industry transformation to battery electric freight systems. The new generation DAF XD Electric and XF Electric trucks have been elected as International Truck of the Year 2026.

After the presentations we went on a PDC (Parts Distribution Centre) tour of what is the second largest PACCAR parts supply point in the world. They carry £21 million of stock associated with 42,000 parts. We heard about incoming raw materials; the company brings in around 50 shipping containers worth of stock each day.

The Factory Tour followed the production process from start to finish viewing the variety of manufacturing tasks. It takes approximately 7.5 hours to build a truck. The plant is unique, as well as producing vehicle chassis they offer a body building line so customers can buy a complete vehicle from the plant. The manufacturing uses a blend of staff skills with automation and robotics. 1,000 people work on the site which is the biggest employer in the town. The company organises a wide range of activities for the benefit of the staff. The tour finished with seeing some diesel and electric vehicles leaving the plant.

We are grateful to DAF Trucks Limited for providing an excellent visit.

(Notes by) **Geoff Clarke**
Environment & Sustainability Forum and North West Committee

SCOTTISH REGION

Living streets Edinburgh

As vehicles have become more accessible to people with mobility challenges, so the pedestrian element has become recognised as the most challenging part of the journey chain.

Provision for pedestrians can be poor even in the areas most frequented by visitors, with action only recently taken against traders illegally spreading across the pavement. However the Cowgate has been pedestrianised between 3pm and 5am during festival times, and in Tollcross roadworks allowed an opportunity for narrowing the carriageway to create a wider pavement and a cycle-lane.

The Scottish Government has maintained that it has no powers to create Continental-style crossings with zebra stripes but no beacons, however one exists right outside the Holyrood Parliament! At Tollcross a long intergreen period turned out to be an allowance for drivers going through a red light. The Council has now been auditing crossings, resulting in reduced waiting-time at two dozen.

Edinburgh now has a 20 mph limit on most roads which has yielded a sharp reduction in pedestrian casualties, but there appears to be no enforcement – and two-thirds of speed cameras are not in use.

Living Streets campaigned for a ban on pavement parking and also one on A-boards which because they could be shifted around were hazardous for visually-impaired people.

The 'pointless poles' of Slateford Road numbered fifteen in one mile, all shorn of the signs that they once carried!

Utilities ought to pay lane rentals as in England so as to reduce duration of roadworks. Wheelchair ramps are sometimes installed without regard to whether location of barriers allows them to be accessed.

The relationship between trams and cycleways has proved uneasy on Leith Walk, where putting cyclists in the middle of the road is useless. Pedestrians are supposed to be above cyclists in the Scottish Government's hierarchy of transport modes, but this is not applied in practice when construction of cycleways encroaches on pavements. Too often active travel has referred only to cycling, and the legacy of the post-lockdown Spaces for People programme has been to leave some strange cycle-only provision.

The Edinburgh Access Panel has proved an ally on dropped kerbs and blue-badge parking, providing for debate on floating bus stops. There is difficulty mobilising pedestrians who because walking is universal tend not to complain. Alliances can be useful with disability groups, cyclists and community councils, but can also create tensions over allocation of roadspace.

David Hunter

GOLF FORUM

CILT(UK) Golf Society kicks off

The forum also known as the CILT(UK) Golf Society kicked off its season with a brilliant Chairman's Cup meeting under sunny skies at the welcoming and impressive West Hill Golf Club near Woking.

Despite some early morning travel issues, the majority of members arrived in time to participate in the AGM which has traditionally been a prelude to this event. Having served 30 years as GS Chairman Paul Symes relinquished the role at the end of 2025. So new Chairman, Cameron Grant, led us through a review of 2025 and outlined plans for 2026 and beyond.

Cameron presented an optimistic picture for the forum largely due to two factors:

- **An updated and vastly improved relationship with the management of CILT(UK) itself**
- **Modernisation of our membership policy**

Both these developments have enabled the forum (society) to promote its declared aim "to provide members with the opportunity to foster professional, business and sporting contacts".

The benefits of these changes have already become apparent with 5 of the 22 members attending this event being new to the Golf Society – including a new lady member and a past President of CILT(UK).

Under the revised membership policy new members must either be current of previous members of CILT, or have been a guest at a previous event. When questioned about their motivation to join the society, new members highlighted three key reasons:

- **Previous guests found the society welcoming and had made new friends and business contacts**
- **Those completely new to the society were looking forward to playing new, good quality golf courses, as well as widening their circle of contacts – both social and business**
- **At least one recent recruit stated that it helped de-stress from hectic business life**

Following the AGM, needing sunscreen but extra layers of clothing, 22 members and 2 guests took to the beautifully-prepared course to compete for the Chairman's Cup.

FORTHCOMING COURSES

For queries and to stay up to date with online courses, contact the relevant department.

CILT Awarding Organisation:
01536 740170 or ao@ciltuk.org.uk

PTRC Courses:
020 7348 1970 or info@ptrc-training.co.uk

↘ 01536 740166 ↘ pd@ciltuk.org.uk ↘ info@ciltuk.org.uk

CILT ONLINE COURSES

FUNDAMENTALS OF BUSINESS PLANNING SYSTEMS

Location: e-Learning
Register: ciltuk.nimble-elearning.com
CPD hours: 2

SUPPLY CHAIN PRINCIPLES AND CONCEPTS

Location: e-Learning
Register: ciltuk.nimble-elearning.com
CPD hours: 2.5

FUNDAMENTALS OF STAKEHOLDER MANAGEMENT

Location: e-Learning
Register: ciltuk.nimble-elearning.com
CPD hours: 1.5

AWARDING ORGANISATION

AEO CERTIFIED PRACTITIONER

Centre: Morley Consulting Ltd
Location: Live Virtual Classroom
Booking: www.morley-consulting.co.uk
CPD hours: 22

ADVANCED CUSTOMS PRACTITIONER

Centre: Morley Consulting Training Ltd
Location: Live Virtual Classroom
Booking: www.morley-consulting.co.uk
CPD hours: 12

CERTIFICATE OF CUSTOMS COMPETENCY

Centre: Morley Consulting Training Ltd
Location: Live Virtual Classroom
Booking: www.morley-consulting.co.uk
CPD hours: 28

DIPLOMA IN PRACTICAL TRADE COMPLIANCE

Centre: Morley Consulting Training Ltd
Location: Live Virtual Classroom
Booking: www.morley-consulting.co.uk
CPD hours: 12

LEARNING & DEVELOPMENT

CILT(UK) LEVEL 6 ADVANCED PROFESSIONAL DIPLOMA IN SUPPLY CHAIN NETWORKS

26 May
Centre: CILT(UK) Learning Centre
Location: e-Learning & Online Classrooms
Booking: learningcentre@ciltuk.org.uk

TRANSPORT MANAGERS EREFRESHER FOR PASSENGER TRANSPORT

10–11 June
Centre: CILT(UK) Learning Centre
Location: e-Learning and online classrooms
Booking: learningcentre@ciltuk.org.uk

TRANSPORT MANAGERS CPC BLENDED LEARNINGFOR ROAD HAULAGE

18 June
4 August: Exam
(One day per week for approx 6 weeks)
Centre: CILT(UK) Learning Centre
Location: e-Learning
Booking: learningcentre@ciltuk.org.uk

TRANSPORT MANAGERS CPC BLENDED LEARNING FOR PASSENGER TRANSPORT

30 June: Virtual day
20 July–24 July: In person training week at Corby
Centre: CILT(UK) Learning Centre
Location: Corby
Booking: learningcentre@ciltuk.org.uk
CPD hours: 59

TRANSPORT MANAGERS EREFRESHER FOR ROAD HAULAGE

6 & 13 July
Centre: CILT(UK) Learning Centre
Location: e-Learning and online classrooms
Booking: learningcentre@ciltuk.org.uk

TRANSPORT MANAGERS CPC BLENDED LEARNINGFOR PASSENGER TRANSPORT

25 August
6 October: Exam
(One day per week for approx 6 weeks)
Centre: CILT(UK) Learning Centre
Location: e-Learning and online classrooms
Booking: learningcentre@ciltuk.org.uk

CPD ELEARNING SHORT COURSES

Online – anytime
Centre: CILT(UK) Learning Centre
Location: e-Learning
Booking: learningcentre@ciltuk.org.uk
CPD hours: Various

OLAT - ROAD HAULAGE ELEARNING

Online – anytime
Centre: CILT(UK) Learning Centre
Location: e-Learning
Booking: learningcentre@ciltuk.org.uk

TMCPC FOR PASSENGER TRANSPORT VIA SELF STUDY

Online – anytime
Centre: CILT(UK) Learning Centre
Location: e-Learning
Booking: learningcentre@ciltuk.org.uk
CPD hours: 40

TMCPC FOR ROAD HAULAGE VIA SELF STUDY

Online – anytime
Centre: CILT(UK) Learning Centre
Location: e-Learning
Booking: learningcentre@ciltuk.org.uk
CPD hours: 40

WHAT'S ON

Nations, Regions & Groups
01536 740116
regions@ciltuk.org.uk

Forums
01536 740140
forums@ciltuk.org.uk

Events
01536 740148
events@ciltuk.org.uk

CILT Corporate | CILT Forums | CILT National | CILT Regional | CILT Association

MAY

7th

GOODS-TO-PERSON AT SCALE IN THE UK: A CASE STORY FROM THG FULFIL AND GEEK+

14:00 - 15:00

Online

Speaker: Tom Killeen, COO, THG Fulfil; Simon Houghton, Geekplus Director of Sales, UKI_EMEA

Cost: Members: Free
Non-members: Free

CPD hours: 1

11th

FLEET ELECTRIFICATION IN SCOTLAND

18:00 - 19:00

Online

Speaker: Various

Cost: Members: Free
Non-members: Free

CPD hours: 1

12th

VISIT TO SHOREHAM PORT AND BOAT TRIP

17:45 - 20:00

Location: Shoreham Port, Nautilus House, 90-100 Albion Street, Southwick, Brighton BN42 4ED

Cost: Members: Free
Non-members: Free

CPD hours: 0.5

13th

INCLUSIVE RECRUITMENT

12:00 - 13:00

Online

Speaker: Avery Morgan, CEO, Pod Talent; Bob Edward, Talent Pipeline Manager, GXO Logistics Inc.

Cost: Members: Free
Non-members: Free

CPD hours: 1

21st

VISIT TO M6 TOLL OPERATIONS CENTRE & NETWORKING LUNCH

09:30 - 14:00

Location: M6 Toll Operations Centre, Express Way, Weeford, Lichfield, Staffs WS14 0PQ

Cost: Members: £5 inc. VAT
Non-members: £20 inc. VAT

CPD hours: 2.5

COVENTRY VERY LIGHT RAIL (CVLR) PROJECT

10:30 - 11:30

Online

Cost: Members: Free
Non-members: £5 inc. VAT

CPD hours: 0.5

STUDENT MEMBERSHIP PRESENTATION

12:00 - 12:45

Online

Speaker: Julia Ohela, Membership Recruitment Manager, CILT(UK)

Cost: Members: Free
Non-members: Free

CPD hours: 0.5

26th

LIFE IN THE BUS LANE

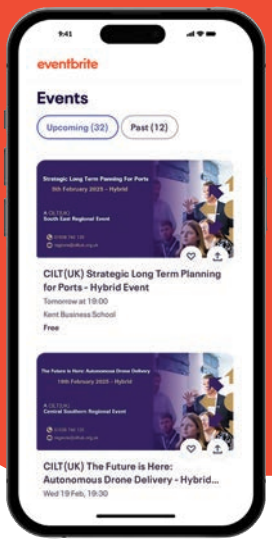
18:30 - 20:45

Location: East Sussex College Lewes, Room 313, Cliffe Building, East Sussex College, Mountfield Road, Lewes BN7 2XH

Speaker: Chris Chatfield, Managing Director, Compass Travel

Cost: Members: Free
Non-members: £5 inc. VAT

Full listings of Associated events can be found online:
ciltuk.org.uk/events



CILT(UK) NOW ON eventbrite

Stay in the know with our event details, special announcements, and ticket availability, follow our Eventbrite page

01536 740104 membership@ciltuk.org.uk www.ciltuk.org.uk/grades

MEMBER ELECTIONS

The following members have been elected to **Institute Membership** and are now entitled to use the post-nominals **MILT**

Oladayo Ogunsemowo, Transportation Route Planner, RCCG Freedom Centre

Kristian Holland, Operations Manager, SSG Contracts

Leila Kamalian, Project Manager, Arcadis

James Carmichael, Transport Manager, Gate Group

Emre Sergici, Operations and Customer Manager, Capella Tour Ltd

Thomas Frank, Technical Director, Rovia Transport Planning Ltd

Muath Bin Mansour, Logistics Pharmacist, SMSA

Chidi Ebere, Logistics and Distribution Manager, Rugged Warehouse Ltd

Aakash Sonny, Receipt and Distribution Lead, NHS Shared Services Partnership

Darren Andrew, National Fleet and Depots Manager, ATM Ltd

Matilda Nemasango

Alexandra Hubbard, Managing Director, Squarcle

James Gordon, WOME Logistics and General Munitions Supervisor TSI, DE&S

Chi Wai Kwok, Senior Operations Officer, Citybus Ltd

Harry Hollies, Transport Manager, Customer 1st Logistics Ltd

Oyindamola Oyadara

Vanessa Tappin, Operational Support Control Room Manager, EKFBjv/BAM

Hazel Kerr, Transport Manager, On Track Technicians Ltd

Lucy Rudd, Inventory Manager, DE&S

Maiwand Sayed Habib, Senior Procurement Manager, Wiley

Mathew John, Training Manager, Transport Consultancy Wales

Nicola McKay, Transport Assistant, Angus Council

Jakub Golata, Head of Construction Logistics, Skanska UK

Michael Woodward, Control Room Specialist, Cencora

Daniel Hyde, Trainer, Transport Consultancy Wales Ltd

Matthew Hennessy, Logistics Supervisor, Greenhous Fleet and Retail

The following members have been elected to **Chartered Membership** and are now entitled to use the post-nominals **CMILT**

Jack Beall, Operations Manager, Civil Service

Omolara Afolabi, Supply Chain Lead, The Woodland Trust

David Parkes, Principal Supportability Engineer, Amentum

Olatunde Arogundade, Chief Operating Officer, Bisedge Logistics & Infrastructure Ltd

Thomas Pettyt, Principal Transport Planner, Mott MacDonald

Alan Roe-Wotton, Senior Logistics Manager, EKFB HS2 KIER

Olalekan Oladapo Adelusimi

Letty Askew, Principal Transport Planner, Jacobs UK Ltd

Dale Watkins, Senior Manager of Projects, Training & Development, Country lion (Northampton) Ltd

Joshua Bowmaker, Commercial Operations Manager, Newcastle City Council

Srihari Deverala, Raw Material Planner, Monster Energy

Andrew Fiddy, Head of Fleet Portfolio and Sustainable, BT Group

Ryan Travers, Inventory Manager, DE&S

Scott Forsyth, Operations Manager, Defence Equipment & Support

Kate Goodyear, Regional Operations Manager, STEF Langdons Limited

Steven Griffin, Transport Manager, M J Griffiths Transport Ltd

Solomon Martin, Area Logistics Manager, Strabag

Jamie McLane, Consultant, Engage Technical Solutions Ltd

Viraj Lal, Director, Supply Chain Risk/AI – Europe, RESILINC

Philippa Young, Associate Director, AtkinsRéalis

Allen Hodkinson, Transport Manager, EDE's (UK) Ltd

Chibonga Banda, Principal Airfield Engineer, Mott MacDonald

Lee O'Donnell, General Manager, International Forwarding Ltd

Elena Rees, Supervisor, Procurement Logistics, Kellogg Brown & Root Ltd

Jay Shah, Principal Transport Consultant, AECOM

Alan Smith, Operations Manager, AGC Glass UK Ltd

Abhi Ghadge, Associate Professor of Supply Chain Management, Cranfield School of Management, UK

Pius Akwasi Asoampah, Logistics Lead, BCM Group Ltd

Raymond Howells, Training Project Manager, GXO

Nicola Hallam, Office and Transport Manager, P&D Specialist Services Ltd

Robert Nunn, Group Transport Manager, Chartway Group Ltd

Hannah Mae Browne, Operations Manager, Ministry of Defence

Prakash Jeganathan Perumal, Manager - Engineering, Supply Chain Tech, Genuine Parts Company (GPC)

Julian Adolfo Barona Motlak, Senior Lecturer department of Logistics & SCM, Higher Colleges of Technology

James Perkins, Head of Health and Safety, ATL Haulage Contractors Ltd

Ben Smith, Associate Consultant, WSP

Yajna Naidoo, Business Enablement Manager, DP World

Sahithi Bandi, Commercial Manager, NHS Blood and Transplant

Luke Van Spall, Group Transport and Compliance Manager, Camfaud Group Ltd

Kieran Fox, Transport Site Manager, Watson Fuels

Caroline Brooks, Associate Director, AECOM Ltd

Hannah Barrett, Associate Transport Planner, WSP

Chantelle Bega-McCarron, Consultant, Visku

Kirk Watson, Head of Quality and Transport, North Tees & Hartlepool NHS Trust

Javier Ruiz, Control Room Manager, Cencora Alliance Healthcare

Greg Cawood, Warehouse Operations Manager, boxxe

Gareth Hughes, Compliance Manager, Orion Travel Coaches Ltd

Roderick Campbell, Logistic Operations Manager, Civil Service

Adam Teague, Principal Engineer, Pell Frischmann Consultants Ltd

David Chant, Operations Manager, Cardiff Bus

Jemma Lindsay Lee, Senior Operations Manager, DE&S

Hazel Morton, Associate Director, Systra Ltd

Louis Clark, Logistics Process Owner, AB Inbev

James Gidman, Transport Manager, DHL Supply Chain

Stuart Harrington, Commodity Assurance Manager – Operations Manager Professional II (C1), DE&S

Miles Hodgson, Senior Associate Director, Jacobs Engineering Consultancy

John Jones, Group Head of Supply Chain & Distribution Development, Holland and Barrett International

Wayne Minney, Transport General Manager, Bretts Transport Ltd

Elaine Nichol, Road Maintenance Manager, North Lanarkshire Council

Michael Paul, Operations Director, Keenan Recycling (Part of Biffa Group)

David Ritchie, Deputy Customer Operations Manager, Royal Mail

Josh North, Project Manager, Octopus Energy Services

Bhryce Coz, Principal Consultant, AECOM

Katie Rutherford, Carrier Manager, Zigzag Global

Lee Probert, Warehouse Manager, NWSSP Shared services partnership

Racheal Begg, Head of Quality and Regulatory, Mediq Healthcare UK Ltd

Ioannis Settas, Senior Advisor Performance and Strategy, Aegean Experts

The following members have been elected to **Chartered Fellowship** and are now entitled to use the post-nominals **FCILT**

Richard Tucker, Founder, Director & Consultant, Logistics Strategy Consulting Ltd (LSCL)

Leah Coburn, Technical Director, WSP UK

Chris Coull

Derek White, Consultant

Ollie Neaves, Technical Director, Mayer Brown Ltd

Darren Bow

Jon White, Chief Commercial Officer EMEA, InXpress UK Ltd

John Brockbank, Associate Director Non-Emergency Patient Transport, Guy's and St. Thomas' NHS Foundation Trust

David Hughes, Transport Planning Manager, DP World

Jason Silver, Director, Government & Defence Engagement, GB Global Government & Defence

Anacin Kum, Chief Executive Officer, Hutchinson Ports Sohar

Micheál Lynham, E3 Marketing Manager, Trinity College Dublin

Phillip Prosser, Director Joint Supply, Defence Support, NAD Gp, MOD

Gail Clayton, Managing Director, Stanton Miller Consultancy Ltd

Ricky Sprought, Regional Transport and Depot Manager, 1st Inrail Ltd

Mathew Atkins

Paul Love

01536 740104 membership@ciltuk.org.uk www.ciltuk.org.uk/membership

MEMBER RECOGNITION

We continue our member recognition in listing those celebrating their membership anniversary in May. This list was compiled on 7th April 2026 and includes those members who qualify up to 31st May 2026.

5 years (2021)

Julian Phatarfod CMILT
Jordan Dunn CMILT
Neil Jones CMILT
Matthew White CMILT
Fabian Watson CMILT
Bryan Hepburn CMILT
David Thompson CMILT
Fiona Appleton CMILT
Phil Evans CMILT
Nauman Awan CMILT
Jane Ugbari CMILT
Peter Knight CMILT
Keith Bute CMILT
Oliver Ricketts CMILT
Christopher Rice CMILT
Stephen Telling FCILT
Simon Thwaites FCILT
Mark Horsman FCILT
Anthony Fletcher FCILT
John Fletcher FCILT
Darran Clarke FCILT
Abdulaziz Alageel FCILT
Richard Telling FCILT
Stephen Marshall FCILT
Anna Herriman MILT
Kirsty Astin MILT
Christopher French MILT
Catalin Mindrila MILT
Evies Thlatlogang
Ythel Arimas
Darren Twiselton
Matthew Dallisson
Serge Mugaruka
Onyeka Chukwuka

10 years (2016)

Keith Doe CMILT
Marny Moruzzi CMILT
Simon Rolfe CMILT
Robert King CMILT
Robbie O'Brien CMILT
Hitesh Patel CMILT
Harshil Shah CMILT
Craig Wright FCILT
Duane Henderson FCILT
Sidi Sun MILT
Graeme McGinley MILT
Susan Evans MILT

20 years (2006)

Parmjit Sahota FCILT
Craig Morgan FCILT

30 years (1996)

John Podgorski CMILT
John Martin CMILT
Graham Jones CMILT
David Allan FCILT
Rupert Anderson MILT
Grahame Wiggin MILT
Kristine Kenward MILT
David Powell MILT
Ian Shadbolt MILT
Christine McNeill

40 years (1986)

Jon Webster FCILT

50 years (1976)

John Buckley CMILT
James Steer FCILT
Richard Keegan FCILT
Kenneth Button FCILT

JANE UGBARI CMILT

"My membership of CILT(UK) underpins my commitment to continuous professional development, enabling me to apply industry best practice and uphold high standards of governance."

JULIAN PHATARFOD CMILT

"What I value about being a member of CILT(UK) is the breadth it keeps in my line of sight. Even as my work becomes more specialised, CILT(UK) helps me stay connected to the wider movement of people and goods. Whether it's reading Focus *or keeping up with new ideas and innovation across the sector, membership keeps my curiosity sharp and my perspective broad."*

ROBERT KING CMILT

"Being a member of CILT(UK) has been instrumental in strengthening my professional credibility and keeping me connected to the evolving landscape of logistics and supply chain management. It provides access to valuable industry insights, a global network of professionals, and I'm able to stay informed and demonstrate a clear commitment to maintaining high professional standards in a rapidly changing industry."

CILT(UK) Next Generation Conference

Fuelling Future Logistics

Date: Thursday 11 June 2026
Location: John Lewis Distribution Centre, Fenny Lock NDC

Whether you are starting out, switching sectors or looking to invest in your early careers team, this is the place to be. A day of real industry insight, expert speakers and the connections that will shape the future of logistics and transport.

What you'll gain:

- Candid talks from senior leaders at DHL, Whistl, Unipart and more
- Insight into the trends reshaping the industry, including AI, automation and sustainability
- Practical career guidance from people who've been exactly where you are
- Opportunities to grow your network across the wider professional community
- Clear, actionable ideas to support future talent in your organisation

Secure your place:

ciltuk.org.uk/nextgen

With Thanks to: whistl