

A Logistics Magazine
supplement

Spring
2025

LOGISTICS UK

magazine Logistics

Multimodal

Fly hard

Pushing the pace of global logistics

THE CASE FOR AIR FREIGHT

By Logistics UK's Senior Policy Manager,
Alexandra Herdman

HAVING IT BARGE...

Are the UK's inland waterways about to make
a comeback?

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Logistics UK bolsters its multimodal team

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Brigade works across all sectors from van to freight and haulage and mobile machinery with a wide product portfolio including collision prediction systems, mobile digital recording, video telematics and integrations including Geotab and Webfleet.





David Wells OBE

Chief Executive, Logistics UK

Welcome

Welcome to Logistics UK's Multimodal supplement 2025 in which we highlight and celebrate all modes of transport in the logistics sector.

Logistics UK is one of the biggest business groups in the UK, supporting, shaping and standing up for efficient logistics. We are the only business group in the UK that represents all of logistics, with members from the road, rail, sea and air industries, as well as the buyers of freight services such as retailers and manufacturers whose businesses depend on the efficient movement of goods.

To that end we have recently bolstered our multimodal team with the introduction of four new non-executive directors from across the multimodal landscape. See page 4.

Elsewhere in the supplement, Logistics UK's Senior Policy Manager Alexandra Herdman puts forward the case for air freight and the Chair of Inland Waterways Freight Group Gerry Heward explores how our canals could be utilised once more to significantly boost freight operations in the UK.

Alexandra is busy in this issue as she also responds to the government's new 2050 deadline for a carbon free maritime sector, while Senior Policy Advisor Ellis Shelton calls for measures to grow rail freight in response to consultation on rail reform.

We also feature the Z1 airship, a significant innovation in cargo aviation, while Logistics UK's Head of Engineering Policy Phil Lloyd analyses the benefits and importance of government and industry's new Maintenance Provision Rating Scheme (MPRS) which promises to bring consistency to performance ratings and generate more transparency for vehicle operators and workshop facilities.

I hope you find the supplement interesting and useful.

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Government issues 2050 deadline for carbon free maritime sector

Shipping “charge ports” and future fuels earmarked as key to decarbonising the industry.

Vessels operating in UK waters and docks will be required to be carbon free, to make emission-free journeys a reality.

The UK government’s maritime decarbonisation strategy will set out goals to reduce emissions by 30 per cent by 2030, an 80 per cent reduction by 2040, and net zero by 2050. Operators of larger vessels such as tankers and cruise ships will

pay more for their greenhouse gas emissions under government plans.

The strategy also sets out plans to reduce emissions from shipping and increase the use of clean fuels and technologies, such as hydrogen, electric or ammonia vessels.

Maritime minister Mike Kane said: “Climate change is one of the greatest challenges we face today. Working together with industry and inter-

national partners, we are driving down emissions in every corner of the economy.

“As part of our plan for change, we’re committed to making the UK a green energy superpower, and our maritime decarbonisation strategy will help us build a cleaner, more resilient maritime nation.”

Logistics UK’s Senior Policy Manager Alexandra Herdman said: “Logistics

UK welcomes any government initiative that could improve efficiency and decarbonisation in the sea freight sector.

“Government direction is vital if the sector is to meet decarbonisation targets, including clarity on future fuels and support for transitioning to alternative fuels and methods of propulsion.” ■



Logistics UK bolsters multimodal team

Logistics UK has strengthened the strategic development of its multimodal offering with the appointment of four new directors to the organisation’s non-executive board.

Mark Grimshaw-Smith, Jamie Hartles, Professor Rem Noormohamed and James Wroath bring a wealth of experience to the organisation from across all sectors of the industry.

“Our new non-executive directors join Logistics UK at a key time for our sector,” says Phil Roe, the organisation’s President, “and bring a wide

range of knowledge to help us drive the organisation on to the next stage of its development.

“With roles covering all modes of transport, as well as business change and digital transformation, they will complement the skills already in place on the board to ensure we are best placed to serve the needs of our members, and the industry as a whole, as it grows and develops. I am looking forward to the challenges and insight that they will bring to our thinking.”

Mark Grimshaw-Smith, Head of Rail and Supply Chain for Cemex UK, brings more than 40 years of experience in the movement of heavy construction materials to his new role. He has operational and development experience in Europe and Mexico and currently leads on safety and best practice for Cemex EMEA for rail and water freight.

Meanwhile Professor Rem Noormohamed has extensive experience in technology, AI, data and intellectual property law, as well as in business

change and digital transformation. He has worked closely with client boards and senior leadership teams on strategic and mission-critical issues and acts for supply chain and end-user organisations. Dual-qualified as a solicitor and professional IT and telecoms engineer, his clients include listed FTSE250 and NASDAQ companies, central government, the voluntary sector and multinationals.

With 18 years’ experience in third party logistics, Jamie Hartles is currently the Chief Executive Officer – Logistics

Logistics UK calls for measures to grow rail freight in response to consultation on rail reform

Responding to the government's 'A railway fit for Britain's future' consultation, Logistics UK emphasised that Great British Railways (GBR) must be held accountable for fulfilling its statutory duty to promote and expand rail freight services.

The response expressed concern over the proposal to downgrade the Office of Rail and Road (ORR) to an appeals body, arguing that the regulator should play a proactive role in setting access principles and monitoring GBR's adherence to them.

Logistics UK also called for GBR to be mandated to produce an annual report, for Parliamentary scrutiny and the scrutiny of the regulator, setting out its measures to protect fair access to the rail network and deliver rail freight growth.

"To ensure that the potential of the UK's rail network is maximised to drive trade growth, it is vital that the concerns of our members are heard and considered when the next stage of the network is developed," says Ellis Shelton, Senior Policy Advisor at Logistics UK.

"Rail freight plays a critical role in decarbonising UK logistics, reducing heavy-goods road miles by millions each year. GBR must not operate without clear, enforceable checks and balances - both to safeguard fair access and to drive growth right across the network. Mandated reporting and a strong regulator are not red tape; they are essential tools to guarantee we meet net-zero targets and support resilient supply chains.

"Our consultation response presses for a streamlined but efficient system which will enable our members to deliver for their customers and the economy at large - we look forward to working with government to take the plans forwards for the benefit of the rail industry and our members." ■



at Howard Tenens. He is passionate about the use of state-of-the-art technology to enhance business resilience and minimise environmental impact of all logistics movements.

Appointed Chief Executive Officer of Wincanton in 2019, James Wroath



previously headed the North American division of LSG Sky Chefs, the airline catering division of Lufthansa AG, and for Kuehne+Nagel as Senior Vice President in North America for both Contract Logistics and Overland Transportation.



Roe is excited about the strength that the new directors will add to the organisation's capabilities: "As we reinforce Logistics UK's position as the preeminent business group in our sector, these new board appointments will add a wealth of knowledge



and experience to help prepare the organisation for its future challenges.

"I am looking forward to working with them, and adding their expertise and input to our development as the sector looks forwards to the challenges to come." ■

The case for air freight

by Logistics UK's Senior Policy Manager Alexandra Herdman

With the government recently announcing greater measures to support sustainable aviation fuel (SAF), there has been a renewed debate regarding just how pivotal aviation is in the logistics sector. Here, Logistics UK's Senior Policy Manager Alexandra Herdman puts forward the case for air freight.



Tim Southwell

Editor & Chief Copywriter,
Logistics UK

How does air freight fit into the broader logistics landscape?

Air freight is pivotal. Without air freight we wouldn't be able to export a lot of the goods that we produce to distant places like China and the US. Commodities like salmon which is the biggest food product produced in Scotland that's exported - that distant market wouldn't exist without air freight.

So, it's an enabler of trade that is supported by the logistics network. Most air freight is moved primarily to the airport by road, so we need good infrastructure. We need to avoid huge congestion that will create delays. A lot of these goods are time sensitive, so any problems with the surrounding infrastructure and hinterland, whether that's road or rail, is going to impact.

Fresh produce clearly needs to be moved by air, what other products specifically benefit?

Technically, everything is moved by air freight, but a predominant product is express mail. This is a huge part of aviation freight. Valuable goods like gold need to be transported by air. Also, things that aren't necessarily valuable, but are critical to production lines, all need air freight services.

It could be something going from country a to b which is needed for a production line, without which a company could lose thousands if not millions in losses. Cars, vehicles, engines, machinery - they all need to be moved quickly and that's what air freight delivers - speed and reliability. Pharmaceuticals are reliant on air freight to get to destination as swiftly as possible.

So what are the primary advantages of air freight compared to sea and ground transportation?

Aviation has proved to be something that you can turn to when other modes have failed. So, if we look at the Red Sea, as an example, whilst some vessels have been able to reroute (which obviously takes longer and costs more), some other lines have been inaccessible, so an alternative is required and that's where air freight comes in.



Also, the rush periods, whether it's Christmas or Chinese New Year – businesses turn to air freight because it's the best way to get goods quickly.

When the US tariffs were announced, many businesses were chartering flights to get their goods into the US before the tariff deadline, so air freight also offers that opportunity that doesn't exist elsewhere.

A lot of people don't realise that without the air freight in the belly holds of aeroplanes, many passenger flights wouldn't actually be viable because they wouldn't be making any money.

How does air freight facilitate global trade and market expansion for businesses?

The fact that you can get a product from, say, the Scottish islands to China, South America or Australia the next day demonstrates just how much air freight benefits the global economy.

New airports are moving into freight, smaller airports like Bournemouth and Cardiff. It's a way to boost their local economy. We're an island nation so it's vital that we have these connections. 90% of our goods are moved by water but 40% by value goes through the airport.

When the US tariffs were announced, many businesses were chartering flights to get their goods into the US before the tariff deadline, so air freight also offers that opportunity that doesn't exist elsewhere.

Heathrow is an important hub that moves a lot of our goods and services, but actually the regional airports also have an important role. Without these air freight systems, some of our businesses just wouldn't be able to operate.

A recent report by AICES stated that express services are essential to doing business in the UK, essential to UK international competitiveness, with 93% of businesses surveyed saying that express services were very important or important to their competitiveness.

89% said that was because of speed and 62% valued reliability as integral to their own reputation, it's clear that many businesses are using these.

Air freight services contribute £7.2 billion to the UK economy, representing 49% of non-EU exports by value and 35% of non-EU imports.

So that comes to 40% of total trade by value. But it's only 1% by volume. The value is the important thing.

Air freight is often seen as less environment friendly. How do logistics companies address that?

Companies like DHL are investing hugely in SAF (Sustainable Aviation Fuel). People are taking it very seriously. We're a long way off having green air corridors. The real onus here



is on government increasing supply and production of SAF. It needs to be made available in abundance and the price brought down because it's so much more expensive to use.

SAF is similar to HVO in that it is a biofuel. It's what we call a drop-in fuel, so you don't need to change anything mechanical to use it and the emission savings are what we call "based on our whole life".

For long haul you need to have that powerful fuel. In terms of net zero aviation by 2050, we're still going to be relying on things like emissions trading, carbon capture and storage because net zero emissions from aviation are so difficult to achieve.

Are the airlines legally obliged to use SAF or is it simply available to those who can afford it?

The SAF Mandate is on the manufacturers to produce a certain amount as opposed to businesses to buy it. Operators such as DHL and UPS are buying a lot of SAF. As with road logistics, the big names are going to be leading the way on this and able to spend the money. It will therefore have a trickle-down effect in the future when it brings down the price for everybody else to be able to use it.

Airspace modernisation has a role to play also - route optimisation, making sure that the way planes are flying is using energy as economically as possible. New design of aircraft is also really important because they're just making things more fuel efficient.

What sort of trends do you see in the future of air freight?

It's about collaboration and different international communities doing the same thing. It's about having that SAF available

at both ends for refuelling. It's also about net zero ground handling and net zero airports. These things are coming into play, but it's about having what's available at one end, available at the other, so it's important that everybody's moving in the same direction no matter where you are.

That would suggest that certain countries are being more proactive than others?

If you're looking at a country like the UK, we have this ambitious 2050 target, but lots of other countries don't. We're a developed nation and I suppose not everywhere we fly to is.

Can you explain what the night flight regime is?

The night flight regime has been in force for decades, and since 1993, the regime has limited the number of movements that can take place overnight. There are also limits on the amount of noise that airports are allowed to produce during this period - known as the night quota period. It's a combination of how many aircraft movements can take place plus how much noise they can make - their QC limit.

Logistics UK is fully understanding and appreciative of this, but we support what's called the balanced approach which is about the perceived benefits versus the perceived negatives. There was a consultation last year about the night flight regime. That was rolled over for another three years. DfT is undertaking a study on aviation noise. We are advocating for it to also do a review of the perceived positive benefits on the economy. ■

GOVERNMENT INTRODUCES ADDITIONAL MEASURES TO BACK SAF PRODUCTION

The government introduced the Sustainable Aviation Fuel Bill to Parliament on 14 May, which enables the implementation of a revenue certainty mechanism to support Sustainable Aviation Fuel (SAF) production in the UK, and is providing an additional £400,000 of funding for producers.

These measures sit alongside the requirements under the SAF Mandate, introduced in January this year, which specifies that at least 10% of all jet fuel used in flights taking off from the UK from 2030 should be made with sustainable fuel, rising to 22% by 2040.

"Sustainable aviation fuel (SAF), as a drop-in fuel, is a vital alternative to traditional kerosene jet fuel," says Herdman, "reducing aviation lifecycle greenhouse gas emissions by up to 80%. With no zero-emission alternative currently viable for long haul flight, SAF is the most significant opportunity to reduce aviation emissions in the medium term.

"SAF reduces carbon emissions but also lowers other harmful pollutants, such as particulate matter and sulphur oxides, contributing to better air quality around airports and reducing the aviation sector's overall environmental impact.

"By integrating SAF into the fuel supply chain, and adopting higher SAF blends, the aviation industry can make significant progress towards achieving international climate targets and support the UK's commitment to reaching net zero emissions by 2050.

"Producing SAF domestically in the UK carries several economic and strategic advantages. First and foremost, producing SAF in the UK will increase availability, addressing a key concern around security of supplies, as well as helping to reduce overall costs as the industry is scaled up."

Choosing a telematics provider innovation and responsibility go hand in hand

As the logistics sector drives economic growth, senior decision makers must ensure that this progress is built on solid foundations: safety, efficiency, and innovation. Choosing the right telematics partner isn't just a technical decision — it's a strategic one.

At Brigade, we combine nearly 50 years of safety expertise with cutting-edge technology, helping fleets improve performance while protecting lives. Our advanced video telematics platform and integration with Geotab's market-leading platform, offer a unified solution that delivers both insight and impact.

So, what should executives look for in a telematics provider?

1 INTEGRATED INTELLIGENCE

Brigade's solutions combine AI-powered video telematics with Geotab's data-rich analytics to deliver a complete safety and fleet management ecosystem. From 360° AI cameras that detect humans and eliminate blind spots, to dual-camera dashcams that monitor driver behaviour, every feature is designed to reduce risk and support proactive safety coaching — all accessible through a single platform.

2 SECTOR-SPECIFIC FLEXIBILITY

No two fleets are the same. Regardless of the application, Brigade provides scalable systems tailored to your environment. With no unnecessary add-ons and future-ready infrastructure, your investment is protected as your fleet evolves.



3 DATA SECURITY AND OWNERSHIP

Data is power — and it must be protected. Brigade is ISO/IEC 27001:2013 certified and ensures full control and security of your fleet data throughout our systems and supply chain.

4 LONG-TERM PARTNERSHIP

We don't just sell systems — we support you every step of the way. With a dedicated service team and a trusted network of Brigade Service Partners across the UK, our relationship continues well beyond installation.

For forward-thinking fleet leaders, telematics isn't just about tracking — it's about transforming operations, safeguarding drivers, and shaping a safer, more efficient future. ■



Having it barge...

Are the UK's inland waterways about to make a comeback?

The UK was the first country in the world to establish a national waterways system and there are still 5,000 navigable miles waiting to be put to freight use.



Gerry Heward

Chair of Inland Waterways Freight Group

Imagine a motorway without any junctions. It simply would not make any sense: “the motorway seems great, if only you could get on or off it.”

However, this is the situation in which the UK's inland waterways freight operators operate. A marvellous transport network exists, but there is nowhere near sufficient access.

With the advent of the motorways in the early 1960s the trend has been to move more freight by road, with a steady increase in lorry sizes to accommodate more freight, to the detriment of both rail and waterways goods delivery.

As the UK's economy moved away from manufacturing and towards logistics and distribution, many of the historic water-side areas that supported the Industrial Revolution have been completely redeveloped, some to the point that before and after pictures would render the final scene unrecognisable.

Nobody doubts the need for new housing units, and the ever-increasing pressure to build more houses has resulted in many of these former industrial brown field sites being

redeveloped for housing. These units come with an attractive (for the builder) premium for a waterside view. This shift has made it progressively harder for inland waterways freight operators to identify appropriate access points and wharves for loading and unloading their barges, creating a big challenge in delivering freight services to prospective customers.

The UK imports through our major ports approximately 426 million tonnes of goods every year, all of which must then be distributed country wide. This is why logistics plays such a massive but often under-appreciated role in the UK economy both through contributing a substantial portion to the GDP and as a job creator.

When Oxford Economics was commissioned by Logistics UK, the resultant report found that logistics plays a key role in boosting the country's long-term economic potential by “providing UK businesses access to wider markets nationally and globally and improving their competitiveness, which helps improve productivity and raises the UK's economic productive potential.”

A 2024 report found that the logistics sector contributes £185 billion to the economy every year and employs 8% of the UK's workforce. However, congestion and delays, lack of investment and lack of freight transport capacity are making UK logistics less efficient, and the UK's ranking is slipping globally.

Clearly, logistics is a crucial component of the country's trade and supply chain: without it and put simply, nothing moves. It supplies hospitals, schools, factories, shops, and homes with everything we use.

So why are we not using waterways to potential? What we need is an integrated transport strategy that utilises road, rail and waterways freight transport for the efficient movement of goods around the country. The good news is that it already exists. The UK's canal network was a cornerstone of the Industrial Revolution, shaping the nation's economic and industrial development.

We were the first country in the world to establish a national waterways system. These canals revolutionised transportation through the efficient and cost-effective movement of raw materials to manufacturing hubs and goods to consumers, far surpassing the limitations of land routes. And all of it on water. Why not let freight float again on the 5,000 navigable miles we already have?

This extensive infrastructure also includes world-famous feats of civil engineering, including the Anderton Boat Lift, the Manchester Ship Canal, and the Pontcysyllte Aqueduct to name just three. In a remarkable legacy, this historic network continues to inform modern transport and infrastructure planning, demonstrating the enduring legacy of past innovations on today's logistics and commerce.

We know it works; we have the network in place, gifted to us by our ancestors; we just need to be able to access and utilise it to sensible capacity once more. And of course, it needs to be maintained.

This is why the Inland Waterways Association (IWA), lately through the Fund Britain's Waterways campaign, has made representation to the government to invest sufficient funding, and by acting as secretariat for the All-Party Parliamentary Group on Waterways to campaign at parliamentary level.

IWA has now identified the opportunity to exploit the UK's inland waterways as an underutilised mode of transport infrastructure that reaches most major towns and cities in the UK. The 5,000 miles of inland waterways in Britain already exist: a clear case of looking to the past to find the solutions for today.

While it is unlikely that the narrow canals of the Midlands will see much freight again, the larger waterways of the North East, Manchester Ship Canal and the major rivers where large barges can operate are where the real potential for growth lies.

What are the benefits of inland waterways freight transport? Barge transport is considerably more environmentally friendly than road or rail per tonne moved and helps to achieve government's net zero target. Moving goods by barge uses only 17% of the energy required to move goods by road, and 50% of the energy required to move goods by rail.

The use of Hydrotreated Vegetable Oil (HVO) instead of red diesel reduces CO2 emissions by 90%. Converting inland water-



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ways barges to electric is fairly straightforward and just needs charging points to be put in along the waterways. Moving more freight by barge will reduce congestion on the road network with the associated pollution and air quality reduction with its negative impact on health, together with the attendant costs.

The solution? More wharves, access points and hard standing areas that are dedicated to waterway freight and waterway maintenance use. Crucially, not surrounded by housing because of the inevitable conflict that creates with residents.

These wharves also need to connect back into the road and rail network to provide a fully functioning multimodal transport network. IWA has been looking to the planning sector to consider these points when examining transport plans and to remember to include the potential for waterways transport along with rail and road.

Britain's roads are polluted and congested. It is estimated that road traffic congestion will cost British business £18m during 2025 and increase kerbside pollution in urban areas.

Meantime, under our noses, the UK's inland waterways are an underutilised asset with a pivotal role to play in reducing congestion, lowering emissions, and improving logistics efficiency. By protecting and investing in more dedicated wharves and better integration with road and rail, we can have a truly multimodal transport network that supports both the economy and the environment.

As road traffic and pollution continue to rise, it is time for planners and policymakers to recognise the value of barge transport and ensure our waterways are part of the solution for a sustainable future. ■

For more information, click or tap [here](#)

Minimum train driver age lowered from 20 to 18



The government has announced that following a Department for Transport consultation last year, the minimum age to drive trains will be lowered from 20 to 18, to help address driver shortage concerns.

The government has outlined that thousands of jobs and apprenticeships will be made available to those between 18 and 20 years old as early as December 2025, offering skilled roles, valuable experience and long-term career opportunities.

Logistics UK responded to the consultation, supporting the decision to lower the minimum age requirement for train drivers and welcomes the news, with Ellis Shelton, Senior Policy Advisor at Logistics UK commenting: "This announcement marks a significant step forward for both the rail industry and young people across the country. Lowering the minimum age for train drivers from 20 to 18 – and creating thousands of apprenticeships from December 2025 – will open doors to high-skilled, rewarding careers at the very start of working life.

"By welcoming 18- and 19-year-olds into driver training programmes, the sector is investing in the next generation of rail



Ellis Shelton

professionals. These apprenticeships will combine rigorous classroom instruction, hands-on experience and structured mentoring to ensure new recruits meet the highest safety and performance standards.

"At the same time, rail operators will benefit from a broader talent pool and a faster pipeline of qualified drivers to keep both passenger and freight services running smoothly. These roles won't just be jobs; they will be the foundation for lifelong careers in one of the UK's most vital sectors." ■



Thunderbirds are net zero!

Say hello to the Z1 airship, featuring an innovative Air Cushioned Landing System which gives it operational versatility, allowing it to land on fields, water, snow, ice, and sand.

The Z1 - which resembles Gerry Anderson's iconic Thunderbird 2 before its green paint job - is designed for low-emission, long-range operations and the team behind it expects it to transform cargo transport, humanitarian aid missions and disaster relief in hard-to-reach locations worldwide.

When hybrid airships take flight, around 80% of their lift is provided by helium and 20% from the aerodynamic lift generated by the shape of the hull and 'vectored thrust' from the craft's four engines.

Above and beyond the versatility the craft enjoys through its landing system, it has a range of up to 1,400 nautical miles – and that's fully laden with a 20-ton payload and up to 19 passengers.

The airship uses one-fifth of the fuel and produces one-tenth of the carbon emissions of a heavy lift helicopter, and Straightline Aviation of Bridgnorth in the West Midlands has just placed a \$50 million order with AT² Aerospace to launch the Z1 hybrid airship into service for the first time.

AT² Aerospace evolved from US defence company Lockheed Martin to develop the airship to be commercially viable and operationally capable. The company's President and CEO, Bob Boyd, was previously Hybrid Airship program manager at Lockheed Martin.

Lockheed designated Straightline as its preferred hybrid airship operator due to its experience of operating airships in 38 countries, over five continents.

Mike Kendrick, Chairman and Co-Founder of Straightline Aviation, said: "With decades of experience in airship operations, we understand exactly what it takes to deliver reliable, efficient and sustainable transport solutions.

"The Z1 hybrid airship is the culmination of years of innovation, and our team's expertise ensures we can maximise its potential to meet our clients' needs. Whether it's remote logistics or humanitarian aid, this aircraft gives us an unprecedented capability to operate in areas where traditional aviation simply cannot."

Bob Boyd at AT² Aerospace added: "The partnership with Straightline Aviation represents a transformative moment in sustainable aviation. Our hybrid airships will transform cargo transport by providing an environmentally responsible solution while maintaining operational efficiency." ■

Revolutionising

customers' end-to-end customs, logistics, and CRM processes

CNS Enterprise is revolutionising customers' end-to-end customs, logistics, and CRM processes using a single, online solution.

CNS Enterprise enables businesses to manage their shipping and cargo processes on a single cloud-based platform. By combining a powerful ERP (powered by SeaRates) with CNS' suite of customs products, CNS has changed the landscape of customs technology.

Incorporating the hugely successful Customs Declarations Management Software, Safety & Security, Pre-Lodgement and Port Community into its overall offering, CNS Enterprise will also provide a CRM to enhance sales capabilities, quotations, contracts, billing and invoicing for efficiency, shipments and tracking for visibility and analytics and insights for business/commercial planning.

The platform facilitates digital freight forwarding across air, land and sea, offering customers direct booking to major carriers, as well as real-time updates on sailing schedules and all freight movement milestones.

CNS Enterprise is a cost-effective, competitively priced, single online solution specifically designed for the logistics and freight forwarding industry. It aims to address the unique needs and challenges logistics companies face in managing their costs by integrating essential functionalities like customs management, freight forwarding, and financial management within a single, integrated platform.

Here is a further breakdown of CNS Enterprise's key benefits:

- Strategic cost efficiency: unprecedented cost savings can be made by automating key functions, reducing the need for manual oversight and leveraging real-time analytics and insights.



- Operational enhancement: by accessing total visibility, customers optimise business processes and gain real-time shipment monitoring, centralising crucial data and protocols.
- Unified business operations: CNS Enterprise will allow customers to achieve seamless collaboration across customers, agents, carriers, and customs agencies, synchronising operations and offering a centralised hub for efficient data sharing and enhanced financial management, whilst remaining tax compliant.
- End-to-End integration: CNS Enterprise provides a versatile cloud solution, integrating air/sea/land logistics with customisable operational and billing support.

CNS Enterprise is supported by the stellar CNS service desk, which boasts a team of technical experts available 24/7, in multiple languages, available for customers in a wide range of territories. The exceptional customer experience delivers prompt, reliable support that consistently delivers above industry standard levels of service, to ensure smooth operations for customers. ■



New industry maintenance benchmark is a “beacon of confidence”

Designed to raise standards and drive confidence across the unregulated commercial vehicle maintenance sector, government and industry has united to launch the Maintenance Provision Rating Scheme (MPRS).

Anounced on 29 April 2025, MPRS is a new single rating system introduced to bring consistency to performance ratings and generate more transparency for vehicle operators and workshop facilities.

The industry-led scheme, steered by IRTE, is the result of a significant collaboration across the commercial vehicle sector and was developed in conjunction with Logistics UK, DfT, Traffic Commissioners, DVSA, SMMT, RHA, CPT, BVRLA and NFDA. Daimler Truck UK and DAF also took part in the MPRS pilot.

MPRS reflects the sector’s desire to continually improve commercial vehicle compliance and differentiates workshops and maintenance providers, based on the competency of their people and the quality of their facilities.

A “Qualified” rating indicates that a workshop has the tools, equipment and staff competencies to meet minimum industry compliance standards, while the highest “Platinum” level, will be awarded to operators at the leading edge of maintenance

technology, ensuring full readiness for future vehicle trends, including electric, hybrid, and hydrogen-powered systems.

Phil Lloyd, Logistics UK’s Head of Engineering Policy, said: “It provides a trusted way for maintenance providers to demonstrate their competencies to reassure operators, who will know that their vehicles are being maintained by workshops and facilities that are serious about quality, compliance and safety.” ■

Phil Lloyd



