

A Logistics Magazine
supplement

Spring
2025

LOGISTICS UK

magazine
Logistics

Van Supplement

Van's the man!

THE BIG INTERVIEW

BVRLA's Head of Decarbonisation and
Future Mobility Catherine Bowen

EMMA PINCHBECK

Climate Change Committee CEO
acknowledges EV challenges

LIFESPAN ISSUE

Why EVs are more reliable than
traditional vans



Van Gold Partners



Brigade





David Wells OBE

Chief Executive, Logistics UK

Welcome

Hello and welcome to Logistics UK's 2025 Van Supplement.

The past few months have seen changes to the van industry as operators are urged to decarbonise their fleets. With new rules around decarbonisation changing the way we deliver goods, operators must consider zero emission options to deliver for customers, and this will change the types of vehicles on our roads.

Meanwhile, responding to US tariffs, the Department for Transport has announced it is relaxing the UK's Zero Emission Vehicles (ZEV) Mandate rules for automakers and giving firms more support on meeting targets.

The changes announced by the UK government on 7 April to the ZEV mandate are welcomed in principle by Logistics UK, but they do not address the practicalities

of incorporating electric vans into commercial fleets.

Vans are the workhorses of the UK economy, and our members will welcome the clarity that this announcement gives, that petrol and diesel vans can be sold alongside full hybrid and plug-in hybrid vans until 2035.

The sector remains fully committed to decarbonisation, but we all know that commercial vehicles are acquired and used very differently to cars, and zero tailpipe emission vehicles must make commercial and operational sense before businesses can incorporate them into fleets.

This supplement faces these issues square on and we are delighted to welcome BVRLA's Head of Decarbonisation and Future Mobility Catherine Bowen who shines a light on the challenges that face fleet operators as they move towards their net zero goals and obligations.

Climate Change Committee CEO Emma Pinchbeck also addresses the key issues facing operators, while Logistics UK's Senior Policy Manager - Road Freight Regulation, Chris Yarsley, looks at recent law changes that are aimed at making it easier to move to electric vans.

Plus, we take a look at a new study that suggests EVs are more reliable and last longer than traditional vans.

I hope you find this supplement interesting and useful and wish you all the very best for the rest of the year.

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The Big Interview: Catherine Bowen

Head of Decarbonisation and
Future Mobility, BVRLA

Catherine joined the BVRLA in 2019. She was promoted to Head of Decarbonisation and Future Mobility in 2024, where she leads the association's work on subjects such as EV charging infrastructure, supporting the transition of commercial vehicles, access to in-vehicle data and adoption of new technologies such as connected and autonomous vehicles.



Tim Southwell

Editor & Chief Copywriter,
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What are the biggest common sustainability challenges facing the whole logistics sector, in your opinion?

One that springs immediately to mind is where people are trying to get good connections at their depots. They've made the decision that they're ready to go electric and they then look to try and get infrastructure in at their depot, but quite often they find that there isn't a grid connection there.

There can be some astronomical costs associated with that, but also the whole process can be quite cumbersome and people don't always understand that process. But we've been doing quite a lot of work with the Energy Networks Association to try and produce some guidance which will help people navigate their way through that complex process that is hopefully going to be out soon.

We found that a lot of the distribution network operators have got some really good tools, but unless you know what you're looking for, it's almost impossible to find them. The guidance is designed to help people navigate towards these tools.

So that's one immediate challenge that springs to mind. Obviously, there's the cost of the vehicles. Residual values is something that's coming up as being an issue, particularly if people are looking to purchase. You know, we've seen a huge drop off in the values on cars, electric cars and we expect to see the same with commercial vehicles as well.

We've seen larger fleet operators continuing to transition

their fleets to electric, you'll have seen announcements from companies like M&S and Amazon, but it's much harder for the smaller operators.

Is it more difficult for the smaller operators and how do they get confidence to follow suit?

Absolutely, it's an expensive outlay and it's very hard for smaller fleet operators to make the same kind of commitment. The other challenge is public infrastructure, particularly where vans are taken home by the drivers. With smaller operators we increasingly see that people have moved away from a depot type model. The driver takes the van home at the end of the shift. It's hard enough to get parked, let alone parked and charged.

Accessibility of public charging is something we've highlighted within the Van Plan. It's not just the size of the bays, there are also quite often height restrictions. Council car parks are a good example where people could potentially park and charge. But the vans are too big and they can't get in.

There's also a number of park and rides which have height restrictions, so we've seen some local authorities put some really good hubs in place, but height restrictions are still a barrier for a larger van.

Furthermore, there is a lack of bookability. Our annual Road to Zero Report Card has a KPI where we try and measure the

ARE THE UK'S NET ZERO GOALS REALISTIC?

Following the ZEV mandate consultation, the government has now announced it will allow diesel until 2035. This is something we have been pushing for, as anything sooner seemed unrealistic.

The cost of charging is something that's also come up as a huge barrier. You know, there is a growing divide between those who can easily charge at home and those that need to charge via a public charging network. So, if you charge at home, I think it's about seven pence per kilowatt per hour, whereas you're looking at circa 80 pence per minute at a public rapid charging station.

For HGVs, we've got the phase-out dates when new HGV sales will need to be zero emission in 2035 (26 tonne vehicles and under) and 2040 (over 26 tonnes).

It's very ambitious and, you know, I think at least with the ZEV mandate for cars and vans we have a pathway. We can see what trajectories we're supposed to be hitting and whether we're on target or not. Those trajectories don't exist in the truck world. I don't know how I feel about a ZEV mandate for trucks, but I think we need more clarity, and I still keep hearing people saying they are going to wait for hydrogen. It all needs clearing up.

Alternative fuels have a key role to play in that interim period. And why wait until we can go all out electric? Why not do what we can when we can.

I do worry that grid connections will be a major barrier. There are several examples coming to the fore where people have identified they have got some power, but they're being told that they're not going to get a connection for 10 years or so.

My big concern is that people will wait until we get much closer to the

phase out dates for trucks and say, OK, we now need to do this and then realise that they're in a very long queue and the chance of a connection is limited. I really do think we need to be educating people now about how to overcome some of those challenges. Work is being done to try and eliminate the queues and push things along, but whether that's going to be enough, I think is debatable.

Education is key and we need to be speaking to operators now about what they need to be thinking of to electrify both their fleets and their depots. I think there are some fleet operators who have perhaps buried their heads in the sand and are maybe thinking well, you know, I'm going to retire and why am I going to commit all this money to electrifying my fleet?

But I've also seen some fantastic examples of both younger generation fleet owners and those more experienced, who are perhaps closer to retirement, who have been very innovative and really embrace this.

We really need to avoid people waiting until the very last minute. How do you make it compelling? This is where education really plays a role in people sharing their knowledge, their understanding of what they've experienced, the pitfalls and how they overcame them. Yes, obviously regulation will play a part, but let's just start talking about this as much as we can and as early as possible.

There are lots of inaccuracies that are put out there. For example, the notion that the vehicle will catch on fire. That incident at Luton airport - automatically it was said that it was an EV that was to blame. But it wasn't, it was a diesel.

This again shows why education is so important and how there is an onus on us all to build this confidence and overcome the barrage of misinformation.

number of bookable charge points, and so far we haven't been able to find any. Anecdotally, we keep hearing that they're coming and there are some in the UK, but it's really difficult to find evidence. Also, when you're looking to book, if you go on an app such as Zapmap, at the moment it wouldn't tell you if there was a van accessible bay, so there's a lack of information as well.

All these infrastructure barriers mean that downtime is a major issue. The infrastructure barrier is a tough one to crack and there is no silver bullet.

In our ZEV mandate response to the government, we asked for a focus on cross-pavement solutions, for example, a cable that can be placed in the pavement between the on-road parking space and the van owner's home where the electric charger would be situated. That's if they can get a parking space outside their home. A lot of local authorities have issues with these as there is a question around liability. If somebody was to trip where the pavement has been altered there could be an issue. There is a grant available to implement these systems but it's only £350, which arguably is not enough.

We've done a lot of work on the regulation around 4.25 tonne vans. It was great to see that the government recently announced it will be dropping the five-hour training requirement (subject to the law being changed). It will extend that derogation to other vehicle types and it will allow towing, but there are still issues where the vehicle has to be MOT'd as though it was a truck, and limitations in how far it can travel beyond its base.

The government recently consulted on removing these remaining regulatory barriers. Fingers crossed we see them removed. We did a short survey and overwhelmingly, the large majority of operators said that these regulations were the biggest barrier preventing them from being able to go electric.

If we were to remove this barrier, looking at fleet cycles and the suggested purchases of those surveyed, the survey found that this could result in 160,000 more 4.25 tonne e-van sales at a market level between now and 2027. This presents a very strong case for the government to act.

What happens to the EV batteries at the end of their life?

Ideally they'll be recycled, but I don't think we're awash with recycling facilities. So that is a bit of an issue. But also I think particularly on the heavier side, there could be an application for the battery beyond its life within the truck.

There's still concern raised about the battery health of a vehicle in its second life, but these concerns are unfounded. With electric cars I think it's about 2% derogation each year. That's not in trucks, that's in a car, but there's no reason to think that it wouldn't be the same. I think you know there will be life in the battery beyond the vehicle itself. And there are people who are looking into this for HGVs.

There are lessons we can learn from the bus world, which has looked to value the battery as a separate asset and how

it can be used beyond the life of the battery, ie as battery storage. I think we will see more of this.

What are the best examples of positive breakthroughs you've seen in the last decade or so?

From a policy perspective, the work that we've done on the Van Plan has been positive. We have three key asks:

The first is around funding and asking for an extension to the plug-in van grant, which we have now secured for another year.

The second is around infrastructure. We would love to see some sort of grid connections fund created and a reduction in the cost of public charging. Let's keep our fingers crossed that something comes out as part of the ZEV mandate consultation and measures needed to drive demand.

The third area is around regulatory alignment, which I hope we will see resolved soon. I'm optimistic that the government will respond. There are still some safety concerns, but it's really difficult to prove or disprove that a 4.25 tonne is any more risky or safer than a 3.5 tonne because there aren't enough being used due to the regulatory barriers holding people back.

There's still concern raised about the battery health of a vehicle in its second life, but these concerns are unfounded. I think you know there will be life in the battery beyond the vehicle itself.



Why was the plug-in grant only extended by one year? Why not five?

I think that there's a challenge because you know, Rachel Reeves announced she was doing a one-year spending review and then subsequently would do a three-year spending review. So, at the moment, we're only looking at putting the case forward for that one-year spending review. Behind the scenes, I'm sure officials are working on the three-year, but at the moment they can only announce anything on that one-year term. We will hear more in the comprehensive spending review in June.

Who is an inspirational figure in logistics decarbonisation?

There are too many to single any one individual out, but the real inspirational figures are the operators who are embracing this change and doing all they can to transfer their fleets to EVs, and sharing their learnings with others as they go.

So with the growing emphasis on sustainability, do you see rail freight competing with road and air transport?

I think rail definitely has a part to play. It's not in our area of expertise. But yes, I think rail and water, you know, both have a role to play in terms of reducing congestion.

London is a good example of the challenges facing fleet operators. Removing the electric vehicle congestion charge exemption is putting an additional cost on operators who are trying to do the right thing. And one thing I'm really concerned about is that we start to see local authorities penalising people for not being able to make the move. But there are lots of good reasons why people can't make the move yet. We definitely need to do more work with local authorities to encourage them.

We did some research last year in terms of how many local authorities were engaging with the fleet community. There had been a slight improvement from the previous year, but it was still over 60% of local authorities that weren't engaging with fleet operators. There are some very proactive fleet operators who are actively ringing the local authorities to ask what they are doing to help operators. This had an impact on the results – I think if it wasn't for this, the results would actually have been worse.

How about infrastructure, is enough being done in that area?

No. Infrastructure is one of the remaining barriers that we really need to try to address. It's not that there aren't enough charge points, the question is – are they van accessible? All the focus is generally on cars and in many cases vans can't fit into the charging facility. For trucks, it's back to grid connections challenges and how we can help operators overcome them.



Zero Emission Van Plan – key asks:

- **Increased fiscal support.**
Grants to make new and used e-vans affordable.
- **Improve charging.**
Regulatory and fiscal support for accessible, affordable and fit for purpose chargepoints.
- **Remove regulatory barriers.**
Full alignment of 4.25t ZEVs with diesel vans.

How do logistics companies deal with first mover hesitancy?

I think it's back to the sharing of best practice amongst operators – pulling people who are perhaps hesitant into meetings with people who are a little bit further down the road. Sharing what worked, what rabbit holes they fell down and how they pulled themselves back out.

Education is the best way we can do this and overcoming any negative press – finding different ways to communicate.

Finally – what does 2025 look like for logistics decarbonisation?

Hopefully we'll see a lot more focus on vans. Hopefully we get to see the regulations drop. I also think we'll see more discussions on things like the sharing of infrastructure. We're already seeing some of the bus companies who were early movers starting to look at how they can open up their infrastructure for others to use.

And then on the truck side, perhaps later this year we'll start to see a bit more in terms of that pathway and potentially a consultation on whether we have a ZEV mandate for trucks and what that looks like.

On the van side, I'm really optimistic, which is not like me! When we hear from our survey that the 4.25 tonne regulations are one of the biggest barriers or the big barrier holding people back, it would be a quick fix for the government to remove that regulation. There is no evidence that there is any more of a road safety risk. I think they just need to get on and do it. ■

One year on:

The AA expands HVO trial to drive fleet decarbonisation

The first year of The AA's hydrogenated vegetable oil (HVO) truck trial has been a success, as we've reduced 165-tonne CO₂e emissions across three recovery vehicles. Now, as part of our award-winning 'test and scale' approach to fleet decarbonisation, we've expanded the trial to 15 vehicles, with plans to reach 27 flatbed recovery trucks (over 10% of The AA's flatbed fleet).

HV₂O, a renewable biofuel made from recycled vegetable oils, is proving to be an effective low-carbon alternative to traditional diesel. Since January 2024, we've operated three HVO-powered trucks in Greater Manchester in partnership with Certas Energy, using dedicated HGV refuelling sites.

The initial trial showed a 95% reduction in carbon emissions at the point of use, with over 66,000 litres of HVO powering 210,000 miles of recovery operations. If performance remains consistent, the expanded trial could save over 700 tonnes of CO₂e emissions in its second year. HVO's advantages extend beyond emissions reductions. Our fleet engineering team has identified a potential reduction in maintenance costs, particularly in Diesel Particulate Filter (DPF) maintenance, due to HVO's cleaner-burning properties. Additionally, HVO requires no modifications to existing diesel engines, meaning fleets facing supply challenges can temporarily switch to diesel without operational disruptions.

For an organisation that delivers roadside assistance and recovery, vehicle requirements are complex. Many current electric vans lack the necessary towing capability, making alternative fuels like HVO a crucial part of The AA's long-term strategy. But we're very mindful that our fleet – comprising over 3,000 vehicles! – makes up 95% of our Scope 1 and 2 emissions. That's certainly driving us to find practical, scalable solutions to achieve net zero by 2035. We'll continue to



James Starling

Director, AA Business Services



explore alternative fuels such as HVO as part of our test and scale approach to decarbonisation.

Equally, the HVO trial is just one part of our wider plans to collaborate with manufacturers and suppliers to develop the best solutions for roadside recovery. With impressive results in terms of miles per gallon and a 95% emissions reduction, combined with no negative impact on truck performance, we're really excited at the prospect of expanding our trials. The price premium for HVO is falling, supply is improving, and fuel efficiency gains are emerging, making it an exciting part of our alternative fuel strategy.

As we continue our multi-fuel approach to fleet decarbonisation, the success of our HVO, BEV and PHEV trials will inform future investments. Always ahead and supporting our customers every step of the journey to decarbonisation, we're committed to staying at the forefront of sustainable fleet innovation in 2025 and beyond.

To keep up date with AA Business Services, follow on LinkedIn.



Five ways fuel cards could benefit your business

Whether you manage company cars, vans, HGVs or electric vehicles, fuel cards offer valuable benefits for fleets of all sizes. Here are the top five ways fuel cards could help enhance your business operations.

FINANCIAL EFFICIENCY AND COST MANAGEMENT

Fuel cards could help reduce fuel expenses through discounts, fixed pricing and flexible pump price options. By consolidating fuel costs into a single invoice, they could improve cash flow and simplify budgeting. Detailed invoices are HMRC compliant, making it easier for eligible businesses to reclaim tax, helping ensure every penny is accounted for. You may not even need to collect driver receipts.

STREAMLINED ADMINISTRATION AND OPERATIONAL OVERSIGHT

Managing fuel expenses can generate a lot of paperwork. Fuel cards help reduce this hassle by providing detailed, itemised reports on fuel usage and spending, and your drivers don't need to keep the receipts. Fuel cards help you to stay in control of your fleet's fuel spend, and using supporting tools like Copilot, find the best driving routes, adapt driver behaviour for more efficient operations, and it could save your business money.

ENHANCED SECURITY AND FRAUD PREVENTION

Fuel cards come with security features designed to prevent unauthorised spending. With controls that restrict purchases to fuel and vehicle-related expenses, and often with cards linked to specific vehicles or drivers, businesses could significantly reduce the risk of misuse by adopting fuel card use into their fleet. Chip technology and real-time monitoring add extra layers of protection, making sure funds are spent in the right place.

DRIVER CONVENIENCE AND NETWORK FLEXIBILITY

Fuel cards could help simplify processes for drivers by removing the need to carry cash or personal cards. With access to a vast multi-branded network of fuel stations and electric vehicle chargers, drivers can conveniently refuel or recharge no matter where they are. This network flexibility means your fleet can find reputable locations, whether on a long journey or in an unfamiliar area, enhancing both safety and convenience.

BETTER BUDGETING AND FORECASTING

Because of the reporting you get from fuel cards, it can give your business a clear view of fuel expenses and trends over time. This streamlined data across all fuel spend not only helps reduce admin but also offers actionable insights. Fleet managers can monitor fuel consumption trends, make more accurate financial forecasts and set budgets with greater confidence.

Looking for the right fuel or EV charging solution for your business?

We're partnered with The Fuelcard Company and Allstar to provide the right fuel and EV charging card for your business. These products help reduce costs, enhance security, streamline administrative tasks, improve driver convenience, as well as simplify refuelling, EV public charging and home charging. With access to the UK's largest fuel card network and the largest and fastest multi-branded electric vehicle charging payment network, Allstar and The Fuelcard Company have options to suit fleets of all types and sizes.





New study shows EVs are more reliable and last longer than traditional vans

If there is one thing that tends to put operators off acquiring EVs – apart from the lack of infrastructure and perceived cost – it's the lifespan issue. However, a new study has revealed battery-powered electric vehicles (BEVs) are just as reliable – and can run for longer – than traditional vehicles.

According to the research, published in *Nature Energy*, BEVs can match the longevity of traditional petrol and diesel cars and vans. Teams from the University of Birmingham, London School of Economics and Political Science (LSE), University of California San Diego, and University of Bern in Switzerland revealed that, on average, BEVs now have a lifespan of 18.4 years and can travel up to 124,000 miles – more than the traditional petrol car from the same generation.

The researchers analysed nearly 300 million UK MOT test records spanning from 2005 to 2022, which track the

condition and legality of vehicles on the road, and used the data to estimate vehicle lifespans.

While it was found early BEVs were less reliable than internal combustion engine vehicles (ICEVs), advances in technology have seen newer BEVs reaching comparable lifespans, even under more demanding conditions.

BEVs demonstrated the fastest improvement in reliability, with a 12% lower likelihood of failure for each successive year of production, the study showed, compared to 6.7% for petrol vehicles and 1.9% for diesel vehicles.

For vehicle longevity, Tesla led the way among BEVs.

Co-author of the research, Robert Elliott, Professor of Economics at the University of Birmingham, said: "BEVs offer significant environmental benefits, especially as Europe switches to a more renewable energy mix.

"Despite higher initial emissions from production, a long-lasting electric vehicle can quickly offset its carbon footprint, contributing to the fight against climate change – making them a more sustainable long-term option.

"Our findings offer consumers reliable data to make informed decisions about their vehicle purchases, while policymakers can use our insights to shape regulations and incentives that promote the adoption of durable and environmentally-friendly vehicles and plan ahead their end-of-life treatment."

Fellow co-author, Dr Viet Nguyen-Tien, from the LSE, added: "Our findings provide critical insights into the lifespan and environmental impact of electric vehicles.

"No longer just a niche option, BEVs are a viable and sustainable alternative to traditional vehicles – a significant step towards achieving a net-zero carbon future."

Michelle Gardner, Logistics UK's Deputy Director - Policy said: "This research is encouraging for the van sector, whose operators face many challenges when looking to decarbonise their fleets.

"Logistics UK members remain fully committed to decarbonising, but significant barriers are preventing many of our members from being able to adopt zero tailpipe emission vans, including particularly challenging use cases.

"If BEVs are just as reliable and can run for longer – as the research suggests – than traditional vehicles, it will give businesses more confidence to commit to EVs on their road to net zero.

"However, the only way to achieve a fair transition to decarbonising the sector is through partnership, with a plan co-developed between businesses and government to get to net zero and phase out fossil fuels." ■

Law change makes it easier to move to electric vans

There are over five million vans on the road in the UK and one in 10 workers – over three million people – relies on a van for their job.

The adaptability and flexibility vans afford mean they are critical for a broad range of industries, from engineering and construction to emergency and rescue services, as well as supporting a host of tradespeople

and home delivery services in completing their daily tasks.

The batteries in electric vans make the vehicles heavier than equivalent size petrol or diesel vans, and currently they attract additional regulations because they are classified as 4.25 tonne vehicles.

The announcement by the Office for Zero Emission Vehicles (OZEV) on 25

February has removed the need for category B licence holders to undertake five hours of additional training before operating 4.25 tonne electric vans and allows the same towing capabilities as internal combustion engine (ICE) equivalents.

Logistics UK Senior Policy Manager - Road Freight Regulation Chris Yarsley explains why its members



Chris Yarsley

CEO of Climate Change Committee acknowledges EV transition challenges



During a session of the Energy Security and Net Zero Committee, MPs heard from newly appointed CEO of the Climate Change Committee (CCC) Emma Pinchbeck, and Head of Net Zero at the CCC, Dr Emily Nurse.

The Climate Change Committee says it wants to better understand challenges with transition to electric vans. The pair highlighted that transport and heating decarbonisation should be the government's top priorities.

When answering questions from MPs on transport, Emily Nurse explained that the uptake of electric vans is a major chal-

lenge and stated the CCC is eager to engage directly with van fleets to better understand barriers to adoption. Logistics UK will contact the CCC to provide information on this.

Emma Pinchbeck highlighted the need for detailed government strategies to meet decarbonisation targets. She underscored the importance of addressing systemic regulatory and policy barriers, particularly in areas like renewable energy deployment and energy efficiency.

Pinchbeck stressed that achieving net zero is a cross-government effort, requiring strong leadership, Treasury backing and the alignment of responsibilities across departments.

In addition to decarbonisation, the CCC is calling for greater emphasis on climate adaptation. Pinchbeck acknowledged that adaptation has historically been overlooked and under-resourced compared to mitigation.

Michelle Gardner, Deputy Director, Policy for Logistics UK said: "The logistics sector is committed to decarbonising, but this must be a fair transition

that keeps costs down for businesses, public services and households while maintaining resilient supply chains.

"The only way to achieve that is through partnership, with a plan co-developed between businesses and government to get to net zero and phase out fossil fuels.

"Logistics UK - alongside partners of the Zero Emission Van Plan Campaign - has been calling on government to ensure van fleet operators have the confidence to invest in zero emission vehicles.

"A simple legislative change requiring no infrastructure would be to align 4.25 tonne electric vans with 3.5 tonne diesel vans. The batteries in electric vans make them heavier than the equivalent sized diesel vans, meaning operators that make the switch are exposed to costly licensing, more expensive MOTs and drivers' hours rules designed for HGVs.

"Logistics UK welcomes government consulting on regulatory flexibilities for zero-emission vans and will be responding on behalf of members in the coming weeks." ■

"Achieving net zero is a cross-government effort, requiring strong leadership, Treasury backing and the alignment of responsibilities across departments."

will welcome the changes and calls for full regulatory alignment between 4.25 tonne electric vans and 3.5 tonne diesel vans: "Removing the need for additional training to operate electric vans and aligning towing regulations with equivalent sized ICE vans will help our members, and the industry in general, integrate zero emission vehicles into their fleets.

"It is the first step to achieving the full regulatory alignment between 4.25 tonne electric vans and 3.5 tonne diesel vans, which Logistics UK as part of the Zero Emission Van Plan coalition has long been campaigning for, and will speed up the adoption of electric vehicles.

"The current situation, where 4.25 tonne electric vans are treated dif-

ferently to their ICE counterparts, is nonsensical and is limiting the use of cleaner electric vehicles. The vehicles are the same size and perform the same tasks as traditional vans: it is only the extra weight from the batteries which moves them into a heavier weight category with additional regulations.

"The extra training needed to operate

electric vans was an additional expense for thousands of van operators and a significant barrier for operators looking to integrate zero emission vehicles into their fleets.

"Vans are the workhorses of the UK economy and all barriers to their use need to be removed so drivers can use a zero emission van just as easily as a petrol or diesel equivalent." ■

Van Partner Suppliers' directory

The Van Partner scheme has more than 20 partners who agree to support its aims by promoting the development of safe and efficient best practice and recognising excellence in the operation of vans and light commercial vehicles. They are also committed to publicising these aspirations across their media and PR contacts. The Gold Partners support our van events during the year.



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GOLD VAN PARTNER

Gold Partners

Support a wide variety of Van Partner activities including: Public Services Logistics, Operating Light Commercial Vehicles, Van VIP Event, Urban Logistics and Vans Forum, The Logistics Awards.



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Silver Partners

Support the Van Partner scheme in a significant way or are a Logistics UK Affinity Partner.



LOGISTICS UK
INDUSTRY VAN PARTNER

Industry Partners

Made up from a variety of suppliers to the van industry.





The AA

The AA delivers award-winning support across the entire vehicle lifecycle, helping businesses stay on the road with minimal downtime. From expert roadside assistance to advanced fleet management, driver training, and predictive maintenance, we optimise efficiency, reduce risk, and drive innovation - keeping businesses moving 24/7, 365 days a year.

Our commitment to innovation does not start and end at the roadside. We are continuously striving to satisfy and anticipate customer requirements. Combined with our investment in support services for the booming electric vehicle sector, The AA is Always Ahead and continues to play a significant role in future mobility solutions in this rapidly changing and high energy environment.

The AA remains committed to supporting the commercial and operational transport sectors having launched a number of van-related initiatives over the last few years, both at the roadside and behind the scenes, reflecting our ongoing ambition to be the leading breakdown assistance service for van operators and drivers. We have a longstanding relationship with Logistics UK through the provision of the Logistics UK Recovery Service and we are pleased and proud to retain our position as a Gold Van Partner.

■ The AA's services for businesses: 0800 55 11 88



Allstar Business Solutions

Logistics UK collaborates with Allstar Business Solutions and The Fuelcard Company to provide fuel solutions for its members. These solutions help keep drivers on the move whatever their fuel type.

The Fuelcard Company helped develop The Logistics UK Fuel Card. It offers discounted fuel prices, interest-free credit, and streamlined administration processes.

Members also gain access to Allstar Chargepass®. Chargepass is an all-in-one solution that simplifies refuelling and electric vehicle (EV) charging. It gives access to the UK's largest and fastest combined fuel and EV charging network. Plus you get HMRC-compliant invoicing, control over fuel spending, and much more.

■ For more information, please visit: www.allstarcard.co.uk



Brigade

Brigade

Brigade Electronics is a market-leading supplier of safety devices, with solutions to suit all commercial vehicle and industry types. Through 40 years of expertise, Brigade has developed a comprehensive range of products to reduce the risk of collision and maximise efficiency, assisting the driver whilst also protecting vulnerable road users. Brigade's comprehensive product portfolio includes 360° camera monitor systems, white sound® warning alarms, ultrasonic detection sensors, mobile digital recorders and radar systems. Brigade continues to lead the way in vehicle safety, by pioneering, developing and patenting new technology, such as AI products.

In addition, Brigade offers an outstanding installation service through its nationwide network of Brigade approved, professional and trained fitters who ensure all products are fitted to the highest standards.

Brigade has also recently launched the Brigade Van range to help combat safety challenges faced in the van sector, exclusively for the fast-moving market. Working alongside the primary Brigade range, Brigade Van's portfolio has been especially selected to offer quality products at competitive prices.

- +44 (0)1322 420300
- hello@brigade-electronics.com
- <https://brigade-electronics.com/>



LEX AUTOLEASE

Lex Autolease

Change is inevitable. The power to take charge of it is yours. Wherever your business is on its journey, your fleet holds the key to driving change. In the fast-moving fleet industry, it can be hard to know the right path forward. To navigate the rising costs, environmental and social trends impacting your business, you need expert guidance.

At Lex Autolease, we have the change-making knowhow you need to take charge of change and future-proof your fleet. Since day one we've been leading the charge towards a net zero future, helping over 280,000* vehicles of Britain's fleets not just navigate change but thrive in it.

Using our unrivalled insight, benchmarking and expertise across diverse sectors, you can be confident that you'll always get the fleet solutions you need.

And we don't stop there. We become an integral part of your team and focus on the long-term evolution of your fleet. That's why our end-to-end products, services and transparent cost model exist to support you - one step at a time. Because together, we go further.

Change is inevitable. So let's take charge of it, together.

- For more information visit lexautolease.co.uk/business-leasing/fleets/vans

*FN50 Data 2024 (www.fleetnews.co.uk/fleet-leasing/fn50-data/)



LOGISTICS UK

**Fleet Management
Software**

Logistics UK Fleet Management Software

Say goodbye to chasing paper checksheets

FleetCheck Driver App is a robust way to plan, carry out, communicate and record all forms of essential vehicle and driver safety."

Benefit from:

- Instant visibility of your vehicle inspections.
- DVSA Earned Recognition compliant processes.
- Easy communication of your company policies.
- Simple collision management reporting.
- Proactive driver fit to drive declarations.

■ For more information visit www.logistics.org.uk/fmsvs

LOGISTICS UK

Fuel Card

Logistics UK Fuelcard

Logistics UK recognises that fuel costs account for a significant percentage of annual expenditure and their successful management can be pivotal to the success of our members' profitability. In partnership with Fleetcor, the Logistics UK Fuelcard offers discounted fixed weekly pricing to reduce the cost of refuelling. It gives you access to the UK's largest commercial diesel network for LCVs and HGVs, with over 3,000 multi-branded sites in strategic locations on trunk routes, motorways and in all key cities and towns nationwide. Meaning greater control over your fuel management, single monthly HMRC approved invoices to reduce your paperwork and online reports to highlight where your vehicle performance can be enhanced.

■ For more information visit www.logistics.org.uk/fuelcard

LOGISTICS UK

**Fuel Price
Information Service**

Logistics UK Fuel Price Information Service

Logistics UK's Fuel Price Information Service in partnership with Portland is an additional subscription service, providing insight into the way fuel is priced and designed to monitor costs and reduce spend.

Through access to a range of fuel buying toolkits, we allow members to see how fuel prices are calculated, enabling them to challenge suppliers on pricing, check costs against supplier/transport agreements and understand developments in the oil market.

Our toolkits cover all major grades and the entire fuel supply chain from refinery to pump, suiting every purchase method.

Logistics UK members can save 5% on subscriptions using the promo code LOGISTICSUK5.

■ For more information visit www.logistics.org.uk/fpisvs



2Rent

2Rent is a leading specialised vehicle hire supplier that is dedicated to understanding and achieving your bespoke fleet requirements.

Ranging from small vans to high speed traffic management including welfare vans, it's fair to say that nobody else customises vehicles for commercial use like we do. We work for clients across civil, traffic management, airports and energy industries, for who we create tailored vehicles. Backed up by the 2Rent Promise, our expertise and experience ensure you get the most efficient and effective solutions... when and where you need them.

■ www.2rentuk.com

ALPHABET

Alphabet

Alphabet is one of the UK's largest providers of business mobility, helping customers manage employee mobility in an economical and sustainable way.

With more than 25 years of experience, our dedicated commercial vehicle team provides specialised support throughout the entire sourcing, livery and conversion process. We are adept and passionate about simplifying vehicle specification, preparation and mobilisation, ensuring that even the most complex requirements are expertly implemented.

We pride ourselves on being a partner our customers can trust to deliver tailored funding, fleet management, and in-life solutions for vehicles up to 4.25 tonnes.

■ www.alphabet.co.uk
 ■ 0370 0120 351
 ■ LCVSales@alphabet.co.uk
 ■ www.linkedin.com/company/alphabet-gb/



Arval

If you manage a fleet of vans, access to expertise, advice and support is paramount. Arval is able to offer a dedicated team with a wealth of industry experience, tried and trusted processes, consultancy expertise and great manufacturer relationships. From vehicle selection and fit-out to in-life management, we help you minimise downtime and will ensure that the vans you choose meet both your operational and sustainability requirements.

What's more, we'll also support you with flexible funding and maintenance options whilst working with you to drive fleet productivity and minimise costs.

■ arval.co.uk/manage-fleet/lcv-fleet-management



Axle Weight Technology (Axtec)

Axtec, the UK's only specialist manufacturer of axle weighing systems, provides a range of solutions for any van weighing application. Hundreds of LCV operators benefit from Axtec OnBoard which features:

- Simple to understand numeric and graphic weight display.
- Automatic visual and audible overload warnings.
- Tamper-proof with no driver input required.
- Cost saving customer calibration facility.
- Four camera inputs, with "Touchcam".
- Telematics connectivity options.

From Weighpads for spot checks and driver training through to Axle Weighbridges offering high accuracy, simplicity and long life, Axtec offers a complete one-stop axle weighing service.

■ info@axtec.com
 ■ www.axtec.com



Ayvens

Ayvens was created by the global merger of ALD Automotive and LeasePlan, bringing together over 60 years of experience and a fleet of over three million vehicles, across 42 countries.

We have the expertise to understand and the resources to meet the unique requirements of logistics operators, so we can provide you with the appropriate commercial vehicle funding and fleet management solutions.

Our team is known for its mission-critical fleet expertise and recognised for delivering industry-leading solutions including TCO+ for optimising fleet costs, productivity, and decarbonising large CV fleets.

Ayvens has been recognised as 'Leasing company of the year' by *WhatVan?* for seven years in a row and named 'GreenFleet Leasing Company of the Year', for our consultancy, online tools to help companies assess their readiness for e-LCV adoption.

For more information, please contact our expert team

■ lcv@ayvens.com
■ ayvens.com



CoolKit

As the largest converter of temperature-controlled and refrigerated vans in the UK, we are widely recognised by OEMs, fleet funders and operators as the foremost specialist in the industry. We provide our customers with solutions to complex transportation challenges, optimising vehicle productivity while minimising owning and running costs.

Our unrivalled workshop capacity allows us to accommodate up to 60 vans at a time, ensuring efficient and timely conversions. We are fully committed to maintaining the highest standards of quality, safety and environmental management, as evidenced by our certifications, including ISO 9001 and ISO 14001. Additionally, we hold numerous OEM accreditations from leading manufacturers such as Ford, Mercedes-Benz, Volkswagen, Renault, MAN TGE, Toyota and Stellantis.

■ www.coolkit.co.uk



Fraikin

While you focus on your business, we take care of your fleet. Take advantage of Fraikin's unique approach to contract hire, vehicle rental and fleet management. Our services have a lot to offer.

Because all companies are unique, we take time to understand your business. Our flexible approach allows us to personalise services and deliver experienced, independent advice, across many sectors.

More than a job, for us it is a passion to review and adapt your fleet to our changing industry. With a deep understanding of alternative fuels and sustainable solutions, we will ensure you make the right choice for your business.

Looking to optimise your fleet performance? We answer with the latest connected technologies. Our turnkey solutions, with Smart Basics included in every Fraikin Full Service, is the digital solution that will deliver all that is necessary for optimal use of your vehicles.

You drive your business growth while we care for your fleet needs. Want to know more?

■ Talk-to-us@fraikin.co.uk
■ www.fraikin.co.uk



Jaama

Ensuring that vehicle software is cutting-edge to improve operating efficiencies and business effectiveness is vital for any conscientious fleet.

Key2, Jaama's innovative web-based fleet management system, is a totally integrated vehicle, asset and driver management solution covering all aspects of fleet management, from acquisition to disposal of vehicles, plant and asset related equipment, as well as instant secure driver licence checking with the DVLA and integration with the DVSA as a validated IT supplier on its Earned Recognition Scheme.

Jaama is committed to working in partnership with customers and industry bodies to promote best practice and raise standards across the fleet industry by providing practical solutions to ensure fleet operators meet their health and safety responsibilities under compliance regulations.

As a Logistics UK supplier since 2012, Jaama is the industry's benchmark for quality and innovation and is established as the UK's most recommended software and driver licence checking supplier in the fleet, leasing and hire markets.

■ enquiries@jaama.co.uk
■ www.jaama.co.uk



KINTO

Step inside KINTO and you'll meet a team of commercial vehicle experts managing over 20,000 specialist and equipped vans.

Our expertise spans across a wide range of market sectors, including utilities, corporate, housing associations, the public sector and not-for-profit. And from large, heavy-duty fleets to one-off light commercial vehicles, we understand that your vans are essential to keeping your business moving.

Combining bespoke CV fleet management with a well-managed support network, we focus on minimising vehicle downtime and work with you to determine the service level agreements and key performance factors that are right for your business.

Why not talk to us and find out how we are different?

KINTO, your trusted fleet and mobility partner.

■ www.kinto-mobility.co.uk



Licence Check – DAVIS

DAVIS is an award-winning platform that provides integrated services to effectively manage occupational road risk. From licence checking to fleet management, DAVIS automates tasks and analyses data, highlighting risk in a simple yet actionable way.

- DAVIS Licence Check – Easy and flexible driver onboarding with instant licence results.
- DAVIS Fleet – All the data and reporting you need to manage owned/leased vehicles efficiently.
- DAVIS Grey Fleet – Automating employee-owned vehicle checks for complete compliance assurance.
- DAVIS Coaching – Continuous app-based learning for improved driver engagement and safety.
- DAVIS Driver Audit – The first step to identifying and qualifying occupational road risk.

■ sales@licencecheck.co.uk

■ www.licencecheck.co.uk



Ogilvie Fleet

We are the UK's leading independent contract hire and leasing company with an award-winning commercial team that brings value to fleets of all sizes.

Ogilvie's dedicated LCV experts can manage every aspect of your commercial fleet from fit out and branding through to vehicle disposal.

With over 40 years' experience and over 20 industry awards in the last decade, Ogilvie is the partner of choice for some of the UK's biggest commercial fleets.

Our daily rental division has access to thousands of LCVs across the UK, while our specialist EV teams are supporting our customers with their transition to electrification.

■ www.ogilvie-fleet.co.uk

■ linkedin.com/company/ogilvie-fleet-ltd



RED Corporate Driver Training

RED Corporate Driver Training, a leading driver risk management business delivering online, practical in-vehicle, classroom and webinar training, supported by a cloud-based 'SafetyFirst' driver risk management platform. It won a Logistics UK Van Award in 2024!

With online driver assessments, digital licence checking and a whole range of newly developed video-based e-learner modules, the RED platform provides ongoing, bespoke training to all drivers, and a comprehensive suite of actionable reports.

The RED training centre at Donington Park delivers training in Skid Training, 4x4, B+E, C and C1; RED also has trainers covering the whole of the UK and a range of engaging Driver CPC modules.

■ www.redtraining.com



Reflex Vehicle Hire

Reflex Vehicle Hire is committed to supplying commercial vehicles to businesses when they need them most. Our flexible vehicle rental services are equipped to deal with the busy environment of a thriving business, supporting customers' unique requirements as needed.

Reflex offers an extensive selection of vehicles so that we can support customers with the transport solutions they need, whenever and wherever they need them.

Whether you want to hire a van with crew capacity to transport your whole team, or hire an executive car, we will support your business with the safest of vehicles.

We pride ourselves in assisting our unique customers with tailored transport services: from racking and livery, to towbars and technology.

- sales@reflexvehiclehire.com
- <https://www.reflexvehiclehire.com/>



Zenith

Zenith is the UK's leading independent leasing, fleet management and vehicle outsourcing business.

For over 30 years, Zenith has been trusted by many of the UK's leading blue-chip companies to deliver solutions that support their strategic priorities and keep their fleets moving. And because we're independent, we have the freedom to give our customers the flexibility they need. We deliver innovative and intelligent solutions across corporate, commercial and consumer sectors with our digital direct-to-consumer leasing business, ZenAuto. We now manage over 150,000 vehicles, from vans, cars and trucks to trailers and specialist vehicles. You name it, we can manage it, 24/7/365.

- 0344 848 9311
- oneteam@zenith.co.uk
- W: www.zenith.co.uk

Logistics UK Shop

As a trusted supplier to the industry for over 50 years, Logistics UK's Shop is open to both Logistics UK members and non-members and the requirements of our customers continue to be of paramount importance.

Shop offers a wide range of great value products specifically sourced for van and car operators, to ensure the safe and compliant operation of your vehicles.

Shop with us and you can take advantage of the following benefits:

Save time

- A one-stop-shop for all your transport supplies.
- Quick and easy ordering online and by phone.
- Urgent delivery on request.

Save money

- Quantity discounts available – contact us to discuss your requirements.

Peace of mind

- Over 50 years' experience in supplying the industry.
- Many of our products are unique to Logistics UK Shop.



**Van Vault Slider Secure
Tool Storage Drawer
52.5kg**



Product Code: S12779-VM



**Virtus Fleet Daltec Brake
Light Camera 1080P AHD
NTSC/PAL - Ford Transit 2014
Onwards**



Product Code: S13123-VM



**Daltec TITAN 1 Forward
Facing Camera & 128gb
SD Memory Card**



Product Code: S7136-VM



**DEWALT Henderson
Brown Waterproof S3
Safety Boots**



Product Code: S1018



**MASCOT SAFE SUPREME
Blackpool Yellow/Black
Hi-Vis Softshell Jacket**



Product Code: S1073



**Snickers AllroundWork
6241 Black Trousers with
Holster Pockets**



Product Code: S1021



**Mechanix Wear®
Mechanix® Utility Black
H15-05**



Product Code: S0963



**SelectaDNA Van and
Commercial Vehicle Kit**



Product Code: S7420-VM



**Bulldog High Security
Door Lock - GR250**



Product Code: S7102-VM



Bulldog Steering Wheel Lock - BW600 Van's HGV's & Motorhomes



Product Code: S7103-VM



Logistics UK Stretchy Steering Wheel Cover 40cm



Product Code: S7630



Little Giant KING COMBO INDUSTRIAL



Product Code: S12899



LCV Drivers' Handbook



Product Code: S4273



Portwest Heavy Duty Hand Wipes (80 Wipes)



Product Code: S0991-VM



Portwest Vehicle First Aid Kit BS 85992 - 8 Persons



Product Code: S0989-VM



Logistics UK LGV Vehicle Check and Defect Report - Including Alternative Fuels (Duplicate)



Product Code: S7651



Daltec Number Plate Camera With Surround 720P AHD NTSC/PAL



Product Code: S13139-VM



JHM SOS Booster 12/24v 2400/1200CA



Product Code: S7085-VM



