

A Logistics Magazine
supplement

Spring
2026

LOGISTICS UK

magazine Logistics

LCV

GREEN FLEETS, RED TAPE

Why EV progress is stalling
by Maddi Solloway-Price

"ADAS SYSTEMS HELPING KEEP DRIVERS SAFE"

Logistics UK responds to new research

HELLO, LITTLE FELLA...

New micro EV enters last mile market

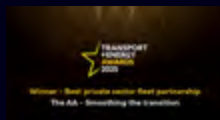
Van futures

Navigating electrification and operational reality

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Ben Fletcher

Chief Executive, Logistics UK

Ben Fletcher

Welcome

It has been another defining year for the UK's van sector. Vans now travel over 50 billion miles annually across the UK and account for around one in six vehicle miles on our roads, underlining their essential role in keeping businesses supplied and communities connected.

The sector itself has continued to grow, with more than five million vans now in operation, driven in part by sustained demand for home delivery and servicing activity. At the same time, the transition to zero-emission mobility is beginning to gather pace: registrations of battery electric vans have increased again over the past year, but still represent only a small proportion of the overall fleet,

reflecting the real-world operational challenges faced by operators.

Against this backdrop, the past few years have been particularly challenging as van operators are urged to decarbonise their fleets while maintaining efficiency and reliability. With new rules reshaping how goods are delivered, vans continue to grow in importance within the logistics sector.

Vans remain the workhorses of the UK economy, and our members will welcome the clarity that petrol and diesel vans can continue to be sold alongside full hybrid and plug-in hybrid models until 2035—providing a vital bridge as the industry transitions at a pace that is both commercially and operationally viable.

The sector is fully committed to decarbonisation, but there are still significant barriers preventing more widespread adoption, and our members cite increased vehicle costs, lack of usable public charging, the time and cost of installing infrastructure at depots and higher regulatory burdens.

These are practical concerns that need to be addressed, and we continue to urge government to work closely with the logistics industry and give operators the confidence to invest in green fleets while ensuring the resilience of the UK's supply chains moving and delivering the goods that we all rely on every day.

This supplement faces these issues square on and we are delighted to welcome Logistics UK's Maddi Solloway-Price, Head of Road Freight & English Regions Policy, who writes our lead feature in which she calls for government acceleration of regulatory reform for electric vehicle fleets.

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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Green fleets, red tape

Why EV progress is stalling

The government must accelerate regulatory reform for electric fleets in order to give operators the confidence to electrify.



Maddi Solloway-Price

Head of Road Freight & English Regions Policy,
Logistics UK

In a recent *Fuel for Thought* article, my Logistics UK colleague Stephanie Haszczyn examined former Roads and Local Transport Minister Guy Opperman's assertion that logistics has reached its 'tipping point' on the journey to decarbonisation, suggesting that the hardest part is now behind us.

Stephanie rightly highlighted our sector as a leading example of progress, with both van and HGV operators investing heavily in cleaner technologies and innovative solutions. However, while the sector is driving change, the pace of progress is being somewhat held back by the pace of government regulatory reform.

Our recent report, *Powering Change: Building a Credible Plan for Decarbonising Road Logistics*, highlights widespread uncertainty across the sector regarding government support, clear guidance, and infrastructure provision. This concern is echoed by our members, who consistently tell us of the challenge of transitioning to heavier electric fleets for both HGVs and vans without sacrificing payload, and the need for improved infrastructure to support decarbonisation.

The electrification of vehicles is essential to meeting decarbonisation targets, but for logistics businesses that often op-

erate on extremely tight margins, any reduction in payload capacity represents a disincentive to invest in electric vehicles. This is particularly acute in our sector where vehicle utilisation and load efficiency are often critical to profitability.

The question is not whether decarbonisation should happen. Instead, the question is how we ensure it happens in a way that supports operators. That's why when thinking to the future of decarbonisation and HGVs, a comprehensive review of vehicle weights and dimension regulations is urgently needed.

Van fleet operators need government leadership in this area, and they need it quickly. The challenges caused by 4.25 tonne electric vans being classified as HGVs due to battery weight illustrates this. This categorisation brought electric vans under rules such as drivers' hours and training requirements, creating significant burdens for our sector.

Unfortunately, this situation also demonstrates just how long unfavourable regulatory changes can take to remedy. A consultation outcome on driver licence flexibility was released in 2023. We are now in 2026 and following extensive engagement by Logistics UK, the DfT confirmed it had laid down in Parliament the draft Statutory Instrument required to introduce the regulatory flexibilities for ZEVs up to 4.25t that Logistics UK had requested in the 2025 consultation.



It is hoped that the draft legislation *The Goods Vehicles (Testing, Drivers' Hours and Tachographs etc.) (Amendment) Regulations 2026* will become law imminently. This timeline underscores the urgent need for a more responsive, streamlined regulatory process which in turn would improve operator confidence in investing in decarbonisation.

The van sector is ready for the next steps for electrification, but without a comprehensive approach from government, covering regulation, infrastructure, grid upgrades and implementation, progress will stall, and some businesses will struggle to innovate. Logistics UK will continue to work closely with government to emphasise the need for this joined up strategy and ensure that the voice of industry is heard at the highest level.

We may have reached the 'tipping point' for logistics decarbonisation, but to cross the finish line, regulation and infrastructure must keep pace with ambition.

If you would like to be part of the conversation on shaping solutions to this and future challenges for our industry, please consider joining our Future Road Regulation working group. To get involved, please email Maddi on:

msolloway-price@logistics.org.uk. ■





Business sentiment towards EVs is improving

Latest analysis from Europcar Mobility Group reflects a positive picture for electric fleet adoption in 2026, due to the analysis of data in 2025.

Fewer employees are reporting that barriers are standing in the way of their employer switching to a more sustainable fleet, with 21% reporting that none of the barriers applied to 2025 compared to 11% in 2024.

Other challenges, including charging infrastructure and a lack of knowl-

edge and cost, are also being considered less of an issue. 29% of employees cited charging infrastructure in 2025 compared to 35.5% in 2024; lack of knowledge held back 16.8%, down from 20% in 2024; and cost was mentioned by 38% of employees.

Improvements in UK charging infrastructure, a better understanding of the reality of electric driving and the growing range of vehicle options are all posited by Europcar as reasons

why fewer employees are viewing barriers to electric vehicle adoption.

Tom Middleditch, sustainability spokesperson at Europcar said: "In our experience, when drivers get behind the wheel of an electric car or van, they soon discover many of their initial concerns fall away. And EV rental enables businesses to introduce the new drive train without having to make any long-term commitments."

Lamech Solomon, Head of Decarbonisation at Logistics UK said: "This analysis is an encouraging sign that efforts to accelerate electrification of commercial fleets are starting to reduce the number of hurdles facing operators in making the transition.

"Infrastructure and costs are commonly cited reasons that operators struggle with on making the transition, so money and investment will help with issues that arise." ■

"ADAS systems helping keep drivers safe": Logistics UK responds to new research

Research from Volkswagen Commercial Vehicles shows that Advanced Driver Assistance Systems (ADAS) helped almost half (45%) of UK van drivers to avoid one or more accidents in 2025.

Surveying 1,000 UK van drivers in December 2025, the implementation of ADAS supported safer roads, as one in five (19%) avoided multiple

accidents in the last 12 months.

For the drivers that did narrowly avoid an accident in 2025, parking sensors were the most effective technology, preventing accidents for 58% of respondents, followed by collision warning (40%), park assist (32%) and speed assistance (27%). Lane assist (23%), autonomous emergency braking (22%) and driver drowsiness

monitoring (15%) were also shown to be useful technologies keeping drivers safe on the road.

UK van drivers spend approximately 5.5 hours inside their vans on a typical working day on average, which means being safe and protected behind the wheel is essential. Drivers reported feeling more confident and safer behind the wheel as a result of ADAS

technology, according to three in four drivers (74%).

Logistics UK's Engineering Policy Lead Arthur Gribbin said: "Volkswagen's research shows how modern safety technology is already helping to cut collisions and keep drivers safer on UK roads.

"With almost half of van drivers avoid-

New micro EV enterprise enters last mile market

Sussex-based MicroVolt has entered the micromobility sector as a dedicated supplier of micro electric vehicles for urban business and mobility applications.

MicroVolt has launched its specialist micro-EV (MEV) line-up, which it says will transform last-mile logistics and tackle congested challenges, Clean Air Zones and total cost of ownership.

The company offers a five-vehicle portfolio of MEVs including cargo bikes, mopeds, three-wheel utility vehicles and micro vans – all built to meet last-mile and urban demands.

As the UK exclusive importer for the Benzina Zero electric vehicle range, MicroVolt brings Australian-designed electric mopeds and cargo bikes to UK business customers for the first time. The firm is also the exclusive UK distributor for the Vectrix i-Cargo three-wheel electric utility vehicle, which is widely used in Asian markets, and the Derry Neomor D01 micro electric van.

All vehicles are chosen on three key pillars: practicality for urban use, proven reliability and low total cost of ownership. Target markets include delivery and logistics operators, food service and QSR fleets, urban mobility providers, and closed-site/large campus operators nationwide.

MicroVolt said the exclusive distribution rights give the company a unique advantage

in the UK MEV market as a specialist built exclusively for the last mile.

Nathalie Hayes, Director at MicroVolt, said: “The UK last-mile delivery and fleet market has been waiting for an MEV specialist. There are plenty of generalist EV distributors, but nobody has focused exclusively on micro electric vehicles for urban business and built a complete fleet ecosystem around it.

“We are not competing with full-size electric vans – we are solving the problems they cannot: congested streets, Clean Air Zones, delivery density, and total cost of ownership.”

The firm describes its vehicle line-up as a complete micro electric fleet ecosystem, enabling operators to match the right vehicle to every last-mile delivery



and urban mobility scenario, from a single e-cargo bike for an independent retailer to a mixed multi-model fleet for a national logistics operator.

Logistics UK's Head of Decarbonisation Lamech Solomon said: “Micro electric vehicles have an important role to play in decarbonising urban logistics and improving the efficiency of last-mile deliveries. As fleet operators look for practical ways to reduce emissions, tackle congestion and comply with Clean Air Zones, smaller and more agile vehicles can offer a flexible solution alongside larger electric vans and trucks.

“The key will be ensuring that the right infrastructure, regulation and operational support are in place so logistics businesses can confidently integrate these vehicles into their fleets and scale up low-emission deliveries across the UK's towns and cities.” ■



ing an accident, it's clear that these systems are playing an important role in improving road safety and supporting drivers during long working days.

“Continued investment in proven safety technologies – such as parking sensors, collision warning and autonomous emergency braking – will be essential as industry and government work together to reduce incidents and strengthen the UK's road safety record.” ■



Van Partner Suppliers' directory

The Van Partner scheme has 14 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 Partners

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The AA has long been a champion of van operators and drivers, providing breakdown cover, insurance, SMR and accident management services to a huge range of customers, from sole traders to some of the UK's biggest operational fleets. We're fully committed to supporting drivers through the transition to electrification, with the largest group of EV Level 2 trained technicians in the UK. Our breakdown vans all carry the innovative new Freewheeling Hub alongside our heavy duty multi-fit wheel. It's this capability and partnership approach with Logistics UK that marks the AA out as a leading provider of services to fleets and a proud Logistics UK Van Gold Partner.

■ www.theaa.com



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Fuel Card

Logistics UK Fuel Card

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.

■ www.logistics.org.uk/fuelcard

LOGISTICS UK

Fuel Price

Logistics UK Fuel Price Information Service

Our Fuel Price Information Service, provided in partnership with myAutomate, is an additional subscription service available to Logistics UK members, designed to make fuel purchasing simple and understandable by providing insight into the way fuel is priced.

Access to Fuel Buying Toolkits allows subscribers to see how fuel prices and surcharge mechanisms are calculated, enabling users to challenge suppliers on pricing, check costs against supplier/transport agreements and understand developments in the oil market.

We offer four toolkits, covering the commercial fuel supply chain from refinery to vehicle, to suit a range of purchase methods. Each toolkit contains multiple grades and the option to add historical data, allowing you to build a subscription that suits your needs.

■ www.logistics.org.uk/fpisvs



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■ www.2rentuk.com



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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)

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- 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 formed through the global merger of ALD Automotive and LeasePlan, combining over 60 years of expertise and a fleet of more than three million vehicles, including 500,000 EVs, across 42 countries. This scale gives us the insight and capability to meet the varied needs of fleet operators with tailored vehicle funding, fleet management and sustainable solutions.

In the UK, we support a broad customer base, from utilities and housing associations to facilities management and financial services, delivering end-to-end services such as Ayvens Flex and TCO+ to help optimise fleet costs, productivity and sustainability.

Our approach has earned industry recognition, including High Commendations at the 2025 WhatVan? Awards and the GreenFleet Awards.

■ ayvens.com/en-gb



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■ www.coolkit.co.uk



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



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■ www.kinto-mobility.co.uk



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■ sales@licencecheck.co.uk
■ www.licencecheck.co.uk



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- 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!

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- www.redtraining.com



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- oneteam@zenith.co.uk
- www.zenith.co.uk

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For those who support the development of safe and efficient best practice in the LCV sector, there are three levels of Van Partnerships that allow you to promote your products and services to the industry. Depending on the level of Partnership, opportunities include featuring in our media publications, such as this supplement, receiving a dedicated directory listing, sponsoring a suite of LCV-themed events and the Logistics Awards, and more.

For more information on becoming a Van Partner contact:
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Entry is easy, just go to www.logistics.org.uk/logistics26ev and complete the desired application form.
The deadline for entries is Friday 3 July 2026.

They're back and better than ever, Logistics UK's prestigious Logistics Awards return for 2026! Now in their 10th year and well established as the go-to event for the industry, don't miss this opportunity to showcase your achievements over the last 12 months. Be part of our milestone year and enter the 10th anniversary awards!

Taking place on Thursday 10 December at Park Plaza Westminster Bridge, London, the awards

will give us all the opportunity to reflect on the past year and celebrate all of our triumphs and achievements in the logistics industry. Our Logistics Awards 2026 will celebrate those who have made a significant contribution to the industry with an evening of conversation, networking and insights from some of the sector's biggest names. With fabulous post-dinner entertainment too, it really is an event not to be missed!

Don't miss out! Enter or book your table now to make sure you secure your place at this sell-out event at www.logistics.org.uk/logistics26ev

Thursday 10 December 2026 – Park Plaza Westminster Bridge, London, SE1 7UT

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