

A Logistics Magazine
supplement

Summer
2026

LOGISTICS UK

magazine Logistics

Multimodal

ARE SENDS ELECTRIC

Electric plane showcased

RISK AVERSE

Future proofing rail freight

THE BOT BOUYS

Maritime logistics embraces AI

Reap the wild wind

How maritime logistics is harnessing wind propulsion

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Ben Fletcher

Chief Executive, Logistics UK

Ben Fletcher

Welcome

Welcome to Logistics UK's Multimodal supplement 2026 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 and in light of events this year, especially the unrest in the middle east, it's never been more important for us to support, shape and stand up for the logistics sector.

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.

In this year's supplement we are delighted to introduce Smart Green Shipping's CEO Di Gilpin who brings us an intriguing article titled 'Reap the wild wind – the case for wingsails' in which she puts forward the case for greater use of wind propulsion in the maritime sector.

Elsewhere in the supplement, Loganair and BETA successfully showcase an electric aircraft flight on the Glasgow to Dundee, and a project initiated by the Freight Safe Programme and delivered by the Rail Safety and Standards Board (RSSB) leads to the emergence of a new service, designed to help inform rail freight operators of emerging risks.

Our Innovations in Motion feature highlights how Estonia-based ShoreLink have recently introduced what we call 'The Space Sleuth' - a new compact shore power systems for ports struggling with space.

I hope you find the supplement interesting and useful.

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ISSN 2632-7813 (Print) – ISSN 2632-7821
(Online)

Published by Logistics UK

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Multimodal Supplement

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Are sends electric? Revolutionary aircraft takes flight

Loganair and BETA successfully showcased an electric aircraft flight on the Glasgow to Dundee route as part of a series of demonstrations that will be used to inform Royal Mail how it can integrate electric aircraft into its daily post flights to deliver to remote Scottish communities.

Future flights are planned between Aberdeen, Inverness, Wick and Orkney, carrying letters and parcels. The aircraft that was used is BETA's ALIA CTOL, an all-electric model designed

for regional cargo and passenger operations, with a maximum range of 336 nautical miles and a payload capacity of up to 560kg. It recharges in 20-40 minutes using BETA's fast-charging system and can operate from existing runways, with no need for new airport infrastructure.

Royal Mail delivers to 32 million addresses in the UK every day, which includes the country's most remote communities. The demonstration series shows how electric aircraft

could be deployed into this network without disruption. It forms part of Royal Mail's strategy to achieve net zero by 2040, keeping only essential routes.

Logistics UK's Senior Policy Manager Alexandra Herdman said: "This demonstration is an encouraging step forward in exploring how zero-emission aviation can support vital connectivity for remote communities while contributing to the sector's decarbonisation goals.

"The ability to integrate electric aircraft into existing logistics networks without requiring significant new infrastructure is particularly promising, especially for time-sensitive services like mail delivery.

"As the industry continues to innovate, it will be important to ensure that regulatory frameworks, charging infrastructure and operational models evolve in tandem to enable wider adoption across the UK." ■

New service will keep rail freight operators abreast of emerging risks

A project initiated by the Freight Safe Programme and delivered by the Rail Safety and Standards Board (RSSB) has led to the emergence of a new service, designed to help inform rail freight operators of emerging risks.

The Freight Emerging Risks Horizon Scanning service was developed over 18 months, overseen by the Freight Safe Programme in partnership with

the RSSB. It helps operators identify, understand and consider their response to emerging risks, which includes cyber threats, political instabilities and extreme weather events.

It delivers briefings on emerging risks and provides practical support to enable organisations to interpret and use the information. It also provides research and analysis on

potential future challenges on both a UK-wide and global scale, a process to evaluate potential relevance and options for tracking and monitoring developments.

The first Freight Emerging Risks Horizon Scanning Brief was released in September 2025, with 2026 marking the first full year of production. Engagement with industry partners was

a key part, helped by introductory training and awareness workshops held by the National Freight Safety Group (NMSG), Rail Operations Group (ROG) and freight operators.

Geoff Spencer, Chairman of the Freight Safe Programme, said: "In our fast-paced world, global and more localised events can have a huge impact on our daily lives and businesses,

Maritime logistics embracing AI

Descartes, which creates surveys providing insights into transport management, has found that 97% of European shippers and logistics service providers have adopted AI in transport operations.

The finding comes from a survey of 300 senior decision-makers across four European markets. The study suggests AI is now embedded in day-to-day transport management across much of the sector, with use focused on automating routine work and supporting operational decisions.

Among respondents, 41% use AI to automate data entry and convert unstructured data, 37% use it for route and load optimisation, 32% apply it to load matching and capacity purchasing, and 29% use it for freight forecasting.

The results point to a maturing market in which, for many operators, the question is no longer whether to use AI but where and how extensively to apply it. That shift is particularly visible among companies described as financially successful, which were more likely to use AI across a broader range of transport functions.

Within that group, 61% use AI for data entry automation and 52% for freight forecasting. They were also more likely to apply AI to dynamic price optimisation and dock planning, with 39% citing each use. The gap suggests stronger-performing businesses are moving beyond basic workflow automation into planning and pricing decisions that can affect margins and asset use.

In logistics, those areas have traditionally relied on manual intervention, legacy software, or planner judgement, and are often harder to digitise than back-office tasks.

The survey also found a divide between cargo owners and service providers. Shippers led logistics service providers in several categories, including data entry automation and route and load optimisation.

Among shippers, 45% use AI for data entry automation, compared with 36% of logistics service providers. For route and load optimisation, 42% of shippers reported using AI, versus 31% of logistics service providers.

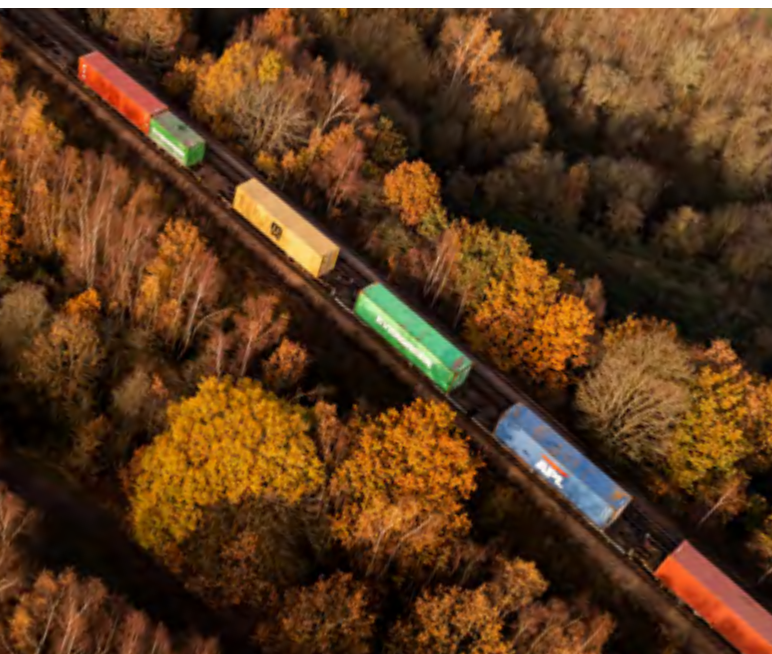
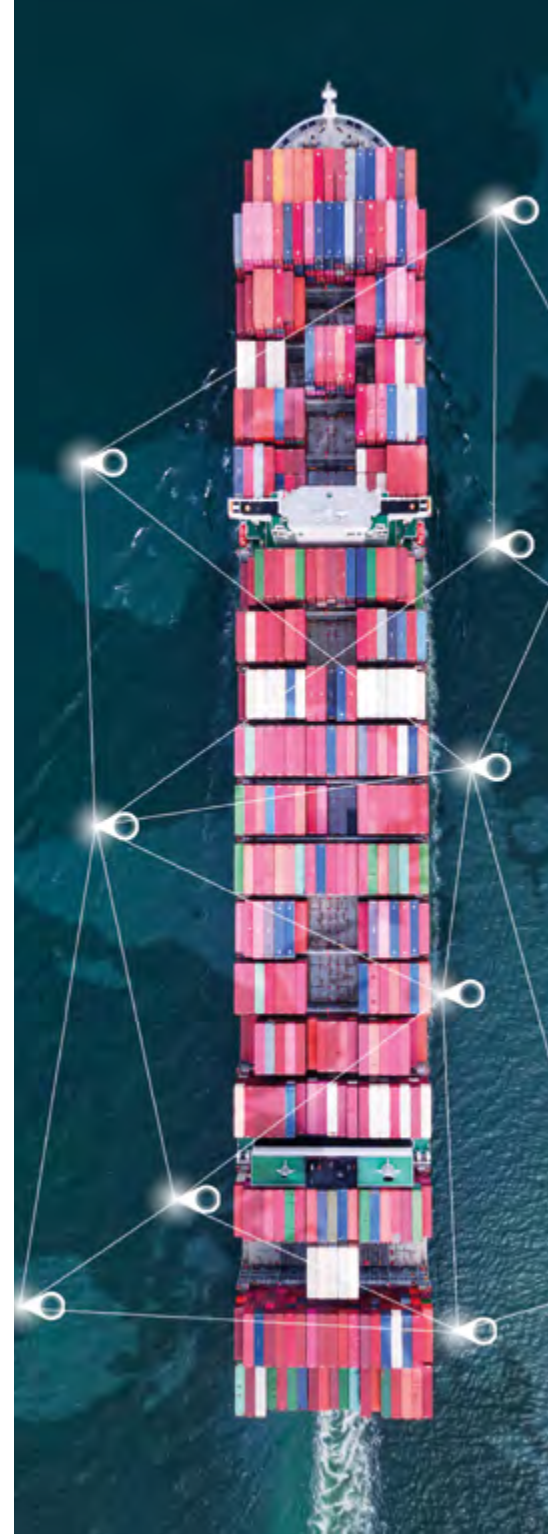
The difference may reflect variations in budgets, system complexity and investment priorities. Shippers often have direct control over transport procurement and internal digital programmes, while logistics service providers may need to balance AI spending against thinner margins and a broader mix of customer requirements.

Even so, the findings indicate that non-adoption is now rare. With only 3% of respondents saying they do not use AI to transform transport processes, AI appears to have moved from an emerging technology initiative to a mainstream operational tool in European logistics.

The study covered respondents in Germany, the UK, France, Belgium, and the Netherlands, with 75 senior decision-makers surveyed in each market. Descartes said the annual benchmark survey has run since 2017 and covers transportation professionals responsible for transport operations at shippers and logistics service providers in Europe and North America.

Logistics UK's Senior Policy Manager Alexandra Herdman said: "AI is no longer a future ambition for maritime logistics - it is fast becoming part of the sector's operational backbone. What we're seeing now is a shift from simple automation towards more sophisticated applications that directly influence planning, pricing and asset utilisation.

"For maritime operators, this presents a real opportunity to improve efficiency and resilience, but it also underlines the need for continued investment in digital capability, workforce skills and data quality to fully realise the benefits." ■



including rail freight which delivers essential goods across the country.

"The Freight Safe Programme sees horizon scanning as an essential service in putting rail freight operating companies on the front foot, to enable them to prepare and plan for co-ordinated responses should an event outside of their control, such as a natural disaster, global instability or economic downturn, occur."

Logistics UK's Senior Policy Manager Alexandra Herdman said: "Rail freight plays a critical role in keeping the UK

economy moving, so having timely, actionable insight into emerging risks is essential.

"This new horizon scanning service represents a significant step forward in supporting operators to anticipate challenges - whether from cyber threats, climate impacts or geopolitical developments - and to plan resilient, coordinated responses.

"Logistics UK welcomes this initiative as a practical tool that will help strengthen the sector's preparedness and long-term reliability." ■

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Reap the wild wind the case for wingsails



Derisking wind propulsion with guaranteed, scientifically verified fuel savings

Smart Green Shipping is an award-winning collaborative, systems-design house. It develops technical, commercially viable, digitally enabled wind-powered solutions to accelerate shipping's green transition.



Di Gilpin

CEO, Smart Green Shipping

Di Gilpin leads Smart Green Shipping. She has 30+ years' experience developing and leading dynamic innovative business system solutions in F1 motor racing, yacht racing, financial information and renewables.

Dianne sits on the UK Department for Transport Clean Maritime Council; is a European Green Shipping Expert for EU Waterbound Transport Platform; a BBC Woman of Power 2020; a recipient of Innovate UK's 'Women in Innovation' Award; and winner of the 2021 International Windship Association's 'Outstanding Contribution' Award.

International shipping is battling significant fuel price and availability uncertainty amidst current geopolitical tensions. This crisis demands new approaches to improve resilience and prevent systemic delivery delays and rising prices for consumers.

The latest turmoil comes against the backdrop of an industry acceleration toward emissions reduction targets, with a growing variety of associated domestic and international regulatory pressures. These multiple, interconnected challenges will be well understood by logistics providers, with every penny of additional cost impacting margins, consumer prices and delivery flexibility amidst increased reporting and compliance demands.

For key segments of the shipping fleet, wind propulsion offers one of the most immediate, proven and cost-effective solutions to these business threats. Existing mitigations like 'slow steaming' are a potential fix, but slower ships reduce total fleet capacity.

This means more ships are needed to address demand. Any growth in fleet size increases emissions, and alternative, non-fossil fuels are decades and trillions of dollars away from universal availability, whilst still being exposed to the supply chain vulnerabilities suffered by traditional fuels. This creates uncertainty among shipowners regarding what new future-proof ships to build.



WIND PROPULSION CAN COUNTER FUEL CONCERNS AND BOOST MARKET CAPACITY

These converging factors are elevating interest in the adoption of wind propulsion technologies, but uptake is hampered by limited trust in performance and fuel-saving claims. Smart Green Shipping (SGS), as the developer of both best-in-class wingsails and scientifically validated wind propulsion prediction tools, can – uniquely – guarantee reduced fuel consumption, operating costs and emissions.

Harnessing the clean, free and abundant renewable energy available to any ship equipped to exploit it significantly improves every aspect of sustainability. Powering ships with wind enabled global trade and, in the 21st century, we're building aerodynamically optimised autonomous wingsails, that can have a key role in the modern logistics mix. Wind power has already demonstrated its ability to transform domestic energy systems, and now it's the turn of shipping.

Wind propulsion for shipping as a contemporary solution surfaced in response to the 1970s oil crisis. It faded then because the industry needed more confidence in the performance of what was a nascent technology. This longstanding market barrier – the need for confidence and predictability – has defined our unique strategy.

We now stand at a moment of maximum opportunity for ship owners and operators to realise cumulative benefits from wind propulsion in saving cost, fuel and emissions whilst building commercial resilience in an inevitable high fuel cost future. In a sector with inherent complexity, intensifying

Harnessing the clean, free and abundant renewable energy available to any ship equipped to exploit it significantly improves every aspect of sustainability.

geopolitical challenges and a whole range of interconnected market dynamics, it's understandable that shipowners won't act without certainty.

ACCELERATING ADOPTION OF WIND PROPULSION – WIND-AS-A-SERVICE

For this reason, we made the strategic decision to guarantee wind propulsion's savings using computational tools that simply didn't exist in the past. We designed a full systems approach – across software (FastRoute, our digital fuel-saving prediction platform) and hardware (the automated FastRig wingsail) – to enable frictionless customer adoption.

We designed FastRig wingsails as a component in a whole system wind-as-a-service solution that enables shipowners to access guaranteed savings with technical and financial certainty to de-risk hardware adoption.

We've created this competitive advantage by combining Clyde-built hardware with deep data science. FastRigs are 35 metres tall, autonomous, stowable and designed for quick retrofit onto existing vessels, particularly tankers and bulkers, and general cargo vessels. They were designed with shipowners so installation doesn't need time in drydock, instead they can be installed port-side, minimising off-hire costs.

We also draw on the circular manufacturing techniques developed for wind turbines, which have been utilised to ensure our wingsails are recyclable and lightweight, with the inherent ability to be reused, repaired and remade.

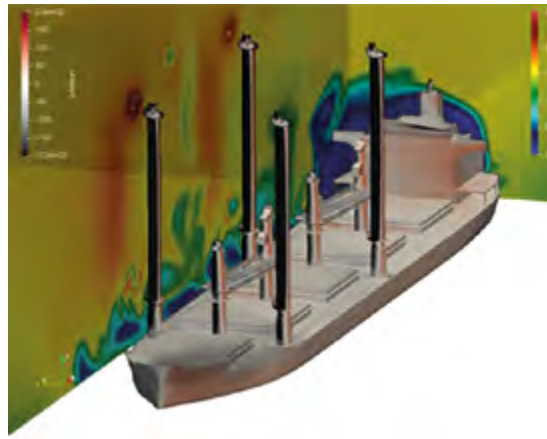
We built and land-tested FastRigs to demonstrate the ro-

Reap the wild wind

bustness of the materials and build approach and to enable crews to experience ease-of-operation before installation on a commercial ship.

Testing has also shown the importance of FastRig's foldability. Tests on competing hardware found that the ability to fold away is a key differentiator. An inability to stow resulted in a 14% loss of performance in poor winds or headwinds because they cause drag. These margins are vital considerations for ship owners and operators, and they make a meaningful difference to fleet capacity, performance, cost savings, and greenhouse gas emissions. The best way translate FastRoute's demonstrated prediction capabilities into the real world was through rigorous and scientifically validated sea trials.

While wingsails are the most eye-catching part of what we do, the crucial element of our integrated wind-as-a-service approach is FastRoute, our proprietary performance prediction software, that predicts fuel savings from FastRig installations across any route at any speed. Developed through years of academic research, with the European Space Agency and the Wolfson Unit for Marine Technology and Industrial Aerodynamics, it combines artificial intelligence with high-performance computing to deliver accurate route and performance predictions, quantifying the value of wind assistance performance to underpin the business case. It is constantly evolving as we build better data sets in line with sector needs.



A model of Smart Green Shipping's 'FastRig', a wingsail that fits onto a ship.

Dr Joe Banks, Associate Professor in Maritime Engineering at the University of Southampton, found the results compelling, "This project represents one of the most comprehensive wind propulsion datasets gathered from dedicated sea trials and has provided valuable insight into real world performance, allowing improved predictions going forward. The strong overall agreement between predicted and measured

performance demonstrates that modern modelling tools can reliably quantify real-world savings, enabling commercial decision-making."

REAL-WORLD IMPLICATIONS OF TEST FINDINGS

The performance prediction tools, the sea trials and the validated dataset underpin our wind-as-a-service model, which bundles performance forecasting, fuel-saving guarantees, hardware installation, operations and maintenance, compliance support and lease-finance, insurance and standard contractual agreements into a frictionless new business model giving global shipping risk-free adoption of best in class wind propulsion hardware.

With shipping contributing roughly 3% of global emissions and fleet capacity continuing to grow, there is clear space for immediate, scalable, commercially aligned solutions that can tap into free and abundant wind resource to reduce reliance on fuel of any type and provide no-regrets commercial and cost resilience in volatile markets. The only way to be truly successful in this space is to create irresistible business models.

Our approach is enabled by software and backed by the ability to guarantee savings after rigorous real-world testing, including financing and maintenance agreements, which break down longstanding barriers to adopting wind- propulsion. People outside the sector have seen what we're proposing as an obvious opportunity, but in a complex international transport sector there are multiple interconnected barriers to uptake. Our wind-as-a-service model has been designed to create competitive advantage out of that complexity.

We designed this end-to-end system solution to ensure that the benefits of FastRigs are seamlessly available to support greater commercial resilience in the global logistics network. At a time of almost unprecedented global turmoil, harnessing abundant and apolitical wind power has moved from a bright idea to a commercial imperative. ■

VALIDATING PERFORMANCE PREDICTION SOFTWARE WITH REAL-WORLD TESTING

To be able to guarantee fuel savings and to make finance-grade performance predictions, we worked with academics developing scientifically robust validation protocols. The International Towing Tank Conference (ITTC) wind assistance protocol provides standardised guidelines for predicting, testing, and evaluating the performance of wind-assisted propulsion systems on ships. ITTC guidelines are developed by senior academics from universities across the world specialising in ship science, aerodynamics and wind propulsion. They are non-commercial, science-based tools.

To be able to validate FastRoute's computer generated predictions in the real-world, we chartered a ship for several weeks specifically to research the impact of FastRig's wind propulsion contribution.

Before embarking on sea trials, the ship was fitted with multiple precision sensors to measure shaft and brake power, sideforce and propeller loading so we could collate the most detailed set of data on whole-ship impacts from wind power.

Using FastRoute we predicted fuel and performance impacts across multiple wind speeds and angles on our chartered ship. Chartering a ship ensured that tests could be run as a first-order priority, with a dedicated team of scientists on board solely focused on accurate, high fidelity data collection. FastRoute model predictions were then evaluated against the reams of real-world data accumulated from 41 sea trial paired runs, that is with the wing being 'on' and 'off' every 15 minutes to measure the increase in thrust with the wing and without it.

After data screening, 21 runs met the quality criteria required for paired-run analysis. Runs where changes in weather occurred between the 'on' and 'off' runs were eliminated to ensure most error-free comparisons. Deep data analysis by ship scientists found close agreement between FastRoute predictions and the real-world measured results, confirming exceptional prediction model accuracy, all of which enables us, uniquely, to contractually guarantee fuel savings. Ultimately, the ITTC trial provides a rigorous benchmark to derisk FastRig adoption through our 'wind-as-a-service' customer offer.

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

A connected vehicle is a powerful tool

Fleet operations are critical to the UK economy, with the road freight logistics sector contributing £170 billion and employing over 8% of the nation's workforce. Furthermore, high-performing fleets are crucial to the seamless operation of various industries, including utility providers, roadside assistance services, and waste management companies.

Unfortunately, business confidence within fleets in the UK has dropped compared to previous years. This is because operators are facing higher operational costs and regulatory pressures to modernize their fleets so they can operate more sustainably. For example, fuel duties alone generated £24.3 billion for the UK Government in 2024. Facing these economic pressures, it's unsurprising that the logistics sector saw a slight decrease in the number of businesses operating in the sector, and many fleet businesses are looking for ways to drive efficiencies and reduce their costs.

In 2025, Ericsson conducted industry research among technology decision-makers in fleet operations to gain a deeper understanding of their business challenges. Our research examined how poor connectivity impacts their operations and why enhancing connectivity and resilience is crucial for them to remain competitive.

The research was conducted by Opinion Matters, among a sample of 400 UK, Channel Islands & Republic of Ireland-based fleet managers. The data was collected between July 29 and August 11, 2025.

Our research findings show that managers of high-performing fleets understand the importance of high-speed connectivity within vehicles, as it allows them to gain more visibility into their operations, helping them optimize routes, reduce fuel consumption, and improve overall efficiency.



Paul McHugh

VP Partner Sales EMEA,
Ericsson Enterprise
Wireless Solutions



Unfortunately, many are still facing significant downtime, which is leading to an increase in administrative work, and more concerning, higher rates of customer complaints and damage to their reputation.

This report examines the current state of fleet connectivity, the key barriers to optimal performance, and how fleet managers can leverage always-on wireless solutions to keep vehicles, drivers, and onboard systems connected, boosting resiliency and competitiveness. ■

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



Sector in focus: Connecting the UK's mass fleets

Ericsson research among fleet tech decision-makers reveals how poor connectivity impacts their operations and why improving connectivity and resilience is vital to staying competitive.

Download the report



Image courtesy of iStock



The Space Sleuth



Tim Southwell

Editor and Chief Copywriter,
Logistics UK

Innovations in Motion: port power solution where capacity is at a premium.

Estonia-based ShoreLink recently introduced a new compact shore power systems for ports struggling with space.

The CruiseLink Mobile S system signifies a shift in the company's strategy as it concentrates its focus on addressing one of the major barriers to shorepower adoption in the maritime industry, which is the lack of available space.

By targeting ports that want to reduce emissions from ships but don't want to construct permanent infrastructure, the CruiseLink Mobile S is a key tool for decarbonisation.

It is designed around a cable management unit and can be operated by one person, and comes with a complementary configuration, the CruiseLink Mobile S Chain solution, to pair the Mobile S with a chain-based cable routing system that hides cables and connection cabinets. ■



De-risk Your Fleet Decarbonisation



ZERO

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decarbonisation
analysis



RouteZERO

eHGV Route
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“

The whole fleet TMS analysis gave us a clear picture of how much of our operation we can electrify today, and the ability to access that through ZERO means we can keep building on that insight as things evolve.

RouteZERO then brings that into our daily route planning. It's quick, simple, and gives us the answers we need in minutes, which is exactly what you need in a busy operation.”

- Chris Buck, EV Network Manager, Maritime Transport



Fraud lives in the gap

Most freight fraud is not caught at the gate. It is caught too late, in the gap that opens between the moment a carrier is onboarded and the moment anyone looks at their paperwork again. For enterprise logistics teams operating in a market where capacity tightens by the week and insurance cancellations are routine, that gap is the real exposure. Closing it is a resilience question, not an admin one.

Ask most enterprise logistics teams how they manage carrier risk and the answer sounds reassuring. Onboarding is rigorous. KYC, operating licence, insurance schedule, VAT status, references, financial health. The file is thick. The box is ticked. Then the carrier disappears into a spreadsheet and the next review is quietly set to twelve months away.

TEG research found that 3PLs are, on average, unable to audit 68 per cent of their carriers at least once a year. Separate research across six leading UK 3PLs found that 83 per cent audit fewer than 10 per cent of their sub-contractors annually. That is the fraud window. Not at the front door, but in the months that follow, when an insurance policy is cancelled, an operating licence is revoked, or a business quietly changes hands.

According to a TEG industry study, up to 30 per cent of courier insurance policies are cancelled each month, and those cancellations often go undetected until an incident occurs. The information gap between insurers and the operators they cover is widening at precisely the moment the threat is escalating.

This is not a visibility problem. It is a frequency problem. The checks themselves are not wrong. They are just too far apart. A model built around static onboarding cannot keep pace with a carrier market where compliance, ownership and financial health all shift week by week.



Lyall Cresswell
CEO & Founder, TEG



MEET TEG AT MULTIMODAL 2026

TEG will be at Multimodal 2026, 30 June to 2 July, NEC Birmingham. To arrange a meeting in advance and see how continuous carrier monitoring works in practice, visit transportexchange.org or email: paul.freeman@transportexchange.org

On stage:

Lyall Cresswell, CEO & Founder, TEG

Logistics is built for control. But can we trust what happens?

1 July, 10.30 to 10.50am, Norton Conference Room

The practical answer is to shift from verify once to verify continuously. That is the principle behind Trustd, TEG's independently certified digital identity platform, which monitors carrier credentials in real time and alerts the network the moment a policy lapses or a licence changes status. Paired with a large pool of already vetted alternatives, it means that when disruption hits, the switch to a compliant carrier is measured in minutes rather than weeks.

For enterprise operators, that is what resilience actually looks like in practice. Not a strategy deck. A continuous check that closes the gap fraud has always relied on. ■

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

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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

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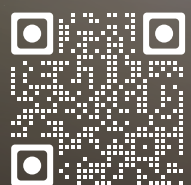




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FOR **SMARTER**
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