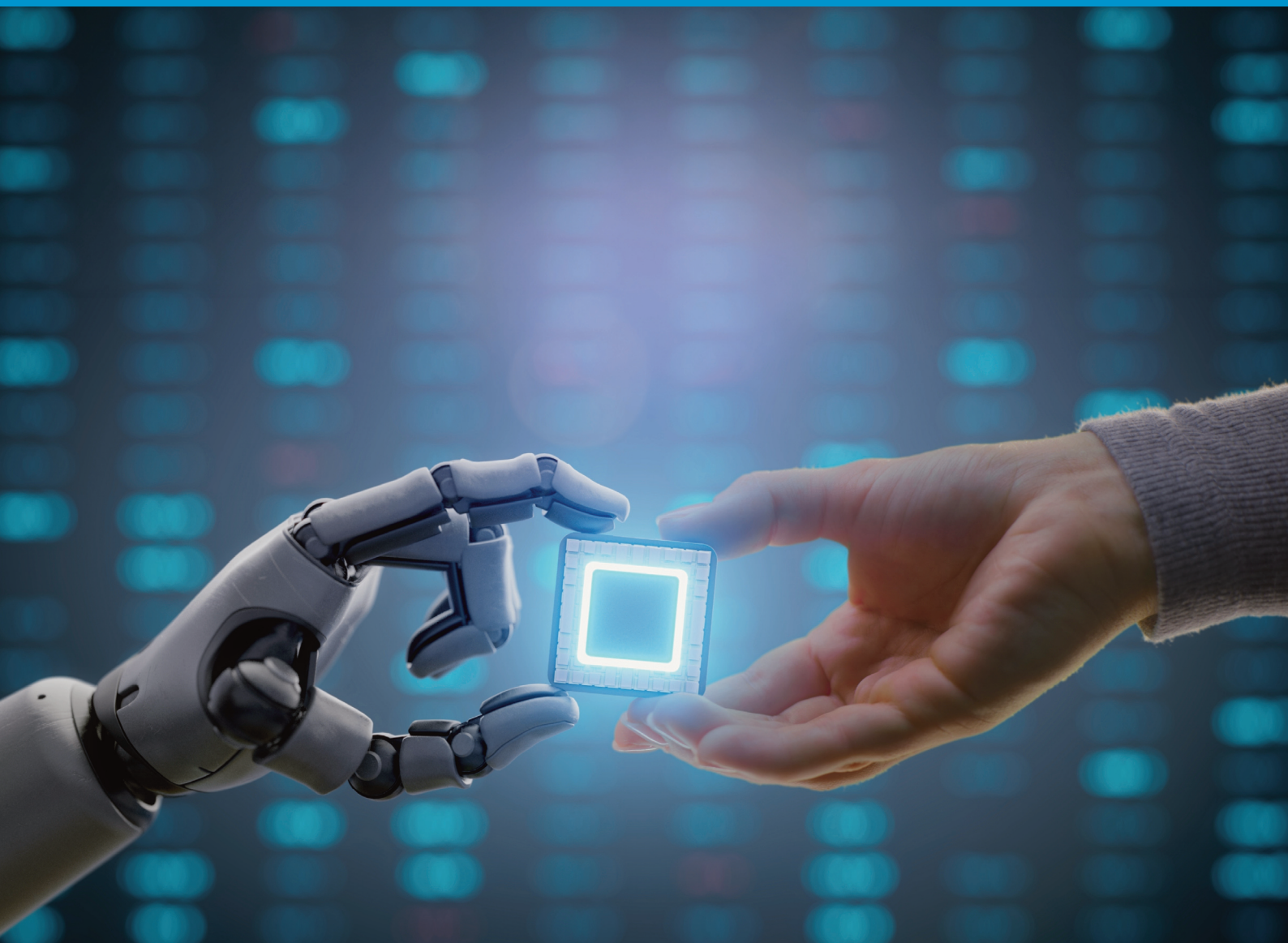
Courier News

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AUTOMATION TURNS DISPATCH FROM GUESSWORK INTO PLANNING

EVRI TARGETS 1.4 BILLION DELIVERIES BY 2030

NEW RESEARCH HIGHLIGHTS PARCEL DELIVERY VEHICLE MARKET EVOLUTION

ROYAL MAIL EXPANDS ELECTRIC FLEET WITH NEOMOR MICRO VANS

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On the right road



Customers of courier, delivery and logistics businesses have never been more demanding as they are today. They want their deliveries in quicker turnaround times, and at little or no cost. The problem is that too many delivery businesses still rely on tools that make those qualities harder to maintain and the days of whiteboards, spreadsheets and stacks of paper delivery notes is over.

Real delivery work is very rarely neat. Drivers hit traffic. Accidents happen even to the best, and most careful, drivers. A tyre goes flat. Weather interferes. Traffic backs up for no reason. Parcels arrive late at the depot. Parcels go missing. Customers change instructions.

These are not new problems, of course, and no amount of pre-planning or clever software will unclog the M25 on a busy Friday!

However, automation is no longer a nice extra for delivery and courier businesses. It is becoming part of the basic kit needed to run well, especially because people tend to work better when the repetitive, the time consuming and the error prone tasks are no longer necessary.

Efficiency often starts before the first van leaves the yard. Automation turns dispatch from guesswork into planning.

This matters because delivery is full of small decisions that have big consequences. One poor route can waste fuel, add overtime, and delay the next ten drops. One missed update can lead to a failed delivery, a complaint, and a second trip. Automation does not remove the need for human judgement. It gives people the information they need before any damage is done.

Many problems in courier work come from the same source: nobody can see what is happening quickly enough. Automated tracking, delivery notifications, and proof of delivery improve the experience for both sides. Route planning and optimisation makes the job more efficient for drivers.

Delivery businesses often focus on vans, fuel, and drivers when they think about cost. That makes sense, as those are visible expenses. Yet a surprising amount of waste sits in admin – jobs are entered twice. Invoices are delayed because delivery notes have not been returned. Pricing errors slip through. Fuel receipts and subcontractor costs take too long to match against work completed. None of these issues feels dramatic on its own, but together they slow cashflow and reduce margin.

Automation can connect the chain from booking to billing.

Delivery work will always need good people who can think on their feet. A system cannot calm an irate customer at time of delivery. It cannot lift an awkward parcel safely. It cannot know every local shortcut, building entrance, or tricky loading bay. Human experience still matters very much.

But automation can handle the routine work: sorting information, sending updates, recording proof, checking status, and flagging exceptions.

This issue carries information on several new applications that can help every delivery business, or fleet manager, to be more efficient.

Don't forget to stay up to date with our daily news service on www.couriernews.co.uk – or follow us on LinkedIn.

All the best for now.
Susan

FedEx and Dexterity expand physical AI deployment for autonomous trailer loading



FedEx Corp and Dexterity, the enterprise physical AI company building intelligent robots for complex industrial work, have announced an expanded collaboration to scale Dexterity's Foresight world model and Mech trailer loading systems at the FedEx Hagerstown Hub in Maryland, USA. Built on multiple years of joint development, testing, and operational validation, the Hagerstown deployment expands the programme beyond the pilot site previously used to validate the technology. It enables production at a significantly larger operational scale, with a continued focus on improving safety, consistency, and performance.

Trailer loading remains one of the most physically demanding and challenging workflows in parcel logistics and is fundamental to FedEx operations. It requires physical strength, endurance, and real time problem solving, and is one of the top areas where team members seek additional support. With tens of thousands of trailers loaded daily across the FedEx network in the US, this process has historically been difficult to automate using traditional solutions.

Through its collaboration with Dexterity, FedEx is establishing not only how physical AI performs in trailer loading operations, but also how the technology integrates into broader hub operations, including destination planning, trailer assignment, maintenance, and workforce processes.

Dexterity's trailer loader is powered by Foresight, its world model for physical AI that makes real time decisions in dynamic environments. By combining vision, depth, and touch, Foresight predicts how physical AI actions impact the world. In autonomous trailer loading, it reasons across three spatial dimensions and time to optimise how packages are placed for space, stability, and speed across a wide range of operating conditions. Foresight powers Dexterity's dual armed 'superhumanoid' robot, Mech, which is designed for heavy industrial operations, while remaining compact enough to operate inside trailers.

'FedEx has a long history of using technology to make our network safer, smarter, and more resilient,' said Kawal Preet, executive vice president, planning, engineering, and transformation at FedEx. 'This expanded collaboration with Dexterity reflects our commitment to advancing capabilities that improve how we operate today while helping prepare our network for the future. As we continue evaluating and deploying physical AI in real world environments, we see opportunities to enhance the speed, reliability, and flexibility of our network, creating long term value for our business and customers.'

Review launched to shape pathway to reach zero emission driving by 2035

Submit your views on the ZEV Mandate review consultation by 23 October 2026.

Vehicle users are being asked for their views on the pathway to ending sales of new petrol and diesel cars by 2030 and ensuring all new cars and vans are zero emission by 2035, as the government has launched a consultation on the zero emission vehicle (ZEV) mandate.

Manufacturers are currently on track to meet their 2025 targets and have built-in flexibilities to help them do so. But in the context of challenging and complex global economic conditions, including supply chain disruption and tariff and trade uncertainty, the UK is reviewing targets to ensure they remain pro-business and grounded in the real world.

The government is investing £7.5 billion to grow the market, boost EV manufacturing, increase sales and build up the UK charging network. This includes £4 billion for Drive35 projects and £3.5 billion for van, truck and car grants, the Electric Car Grant and EV charging infrastructure.

All new vans and cars will need to be fully zero emission by 2035. The consultation asks for views on how the UK gets there and whether the existing annual targets for manufacturers remain appropriate and deliver the long standing commitment to review the ZEV Mandate by 2027.



Evri unveils 10,000 job recruitment drive as parcel giant targets 1.4 billion deliveries by 2030

Evri Group has announced plans to recruit more than 10,000 people across its network as it prepares for peak season and targets further growth following a record financial year.

This follows a transformational year for the business, which saw revenue growth of 29%, bolstered by its completed merger with DHL eCommerce UK, as well as group parcel volumes increasing by 17%, as it now handles more than one billion parcels annually.

The group is now targeting a 40% increase in parcel volumes to 1.4 billion parcels by 2030, which follows a recent investment of more than £80 million across its network, infrastructure and technology during FY25/26, with this latest recruitment drive representing the latest phase of that growth strategy.

Evri, the group's core operating brand, is creating more than 7000 community courier roles to strengthen its self-employed network ahead of peak season. Couriers can benefit from delivering regular rounds in the communities where they live, offering flexible earning opportunities close to home.

Meanwhile, Evri Premium – A Network of DHL is also recruiting more than 2000 owner drivers nationwide to support its dedicated premium delivery network, and while applicants with access to a large, long wheel base van are particularly suited to the role, for the first time, the brand is also inviting interest from candidates without a van through its new 'no van, no problem' proposition.

Carl Lyon, chief operating officer at Evri Group, said: 'The Evri Group's success is built on the dedication and expertise of our people, and by investing in our teams now, we not only prepare ourselves for another busy peak season but also support our future growth plans.

'We are already delivering more than one billion parcels a year, and by strengthening our workforce across both our courier and premium delivery networks, we are putting the steps in place as we build towards our ambition of becoming a 1.4 billion parcel business by 2030.'



Diamond Logistics expands network into Northern Ireland

Diamond Logistics has expanded its rapidly growing partner network into Northern Ireland. Joining the network is The Postal Store, based in Strabane, which operates 12,000 square foot of warehousing and fulfilment space across five facilities, providing storage, pick and pack, multi-carrier delivery and e-commerce fulfilment services for businesses across the UK and Ireland.

The latest agreement further strengthens Diamond's growing national footprint of more than 40 independently owned service centres.

Joining the network gives The Postal Store access to Despatchlab, Diamond's proprietary logistics platform, which combines warehouse management, multi-carrier shipping and fulfilment into a single system.

The technology integrates with more than 130 online marketplaces and 80 carrier services, allowing customers to automate order processing, create shipping labels, manage stock and track deliveries in one single place.

For The Postal Store, the investment is already delivering operational improvements by removing time consuming manual administration, allowing customers to generate their own shipping labels directly through integrated e-commerce platforms while freeing employees to focus on higher value activities.

Managing director Doug Mawditt said, 'Over the years, we have built a strong reputation across Northern Ireland by offering a personal service backed by flexible fulfilment solutions, but we knew that to move onto our next stage of growth, we would need better technology and greater support for us to be able to scale further.

'Despatchlab for us will be the catalyst to achieving that. It gives us one integrated platform to manage our entire operation rather than relying on multiple systems. Previously, we would have team members manually creating shipping labels and carrying out time consuming tasks. Now, customers can generate their own labels directly through the platform, freeing up our staff to focus on more constructive, hands-on areas of the business.



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DX expands its international delivery service

DX, a leading provider of logistics solutions across parcel, freight, fulfilment and final mile, has announced the expansion of its international delivery service, DX International, including the launch of a new portal. The enhanced service covers the delivery of parcels and freight to 220 countries via road and air shipping networks.

DX International is designed to give customers a wide range of delivery options to suit their requirements, with larger and commercial consignments supported through its freight capability. The enhanced portal enables customers to obtain an instant quote, book, and arrange collection, as well as create paperless customs documentation and track consignments through to their delivery point, with proof of delivery available.

The expanded capability is a value added service for customers, enabling them to bring more of their logistics requirements through one integrated logistics partner.

The company's investment in enhancing its international service follows other recent initiatives to broaden its service offering, including the launch of DX Fulfilment last year, a new digital platform for DX



SameDay and the recent expansion of its Limited Quantity dangerous goods capability.

Ian Truesdale, chief executive officer, commented: 'Our investment to enhance our international service is part of wider plans to further develop DX so that we continue to offer customers not just high service levels, but also greater range, increased convenience and added value. Investment in technology is a big part of this strategy and we have a significant investment programme under way.'

Reliable scanning keeps logistics on the move

Fast, reliable scanning should be as simple as using a supermarket checkout. The new sensingCam SEC200 image based code reader from Sick brings that ease of use to logistics and industrial environments, helping customers identify 1D and 2D codes reliably, keep processes running smoothly and reduce avoidable delays. Rugged, intuitive and cost effective, the sensingCam SEC200 extends the portfolio with a practical solution for everyday identification tasks.

Designed to make code reading straightforward from set up to operation, the sensingCam SEC200 combines reliable identification, robust construction and user friendly guidance in one compact device. An integrated web server, industrial connectivity and clear visual and acoustic feedback all help to simplify configuration, speed up commissioning and support dependable operation on the shop floor.

The 1.3 megapixel camera module reliably captures 1D and 2D codes at reading distances of 100 to 300 mm, regardless of alignment or rotation. For operators, this means fast, intuitive scanning with clear confirmation: a green feedback LED and acoustic signal show immediately when a code has been read successfully. This is especially helpful at manual picking stations or assembly steps, where simple handling reduces training time, supports operator acceptance and helps deliver consistent scan results. The robust industrial housing with IP65 enclosure rating also protects the device against dust, water spray and mechanical stress, helping to maintain reliable performance in demanding environments.

The s SEC200 is designed to be installed and commissioned quickly. Standardised mounting accessories, an LED alignment aid and an integrated web server allow users to configure the code reader directly in a browser, without additional software. Ethernet and USB connectivity make it simple to integrate into existing automation and IT environments, helping customers save time during commissioning. For larger systems or series applications, cloning functionality allows settings to be copied to additional devices. This helps ensure consistent configuration, reduces the risk of set up errors and saves valuable installation time.

As connected devices become increasingly important in logistics environments, cybersecurity is an essential part of long term operational confidence.

The manufacturer has been applying a binding cybersecurity strategy for many years, developing products in line with recognised, standards based data security requirements.



Volvo releases special edition truck to celebrate its 100 year anniversary

Volvo has upgraded its heavy duty truck range to become even safer, more powerful and more energy efficient. To celebrate this achievement, and as a prelude to 2027's anniversary celebrations, the company is now making its Volvo FH and Volvo FH16 trucks available in an anniversary edition.



Inside the Volvo 100 Year Edition's cab, upgrades have been made for improved driver comfort and ambience. The seats have been redesigned with a new two tone concept and created with a premium leather seat base, and an embroidered anniversary motif.

Design director Jonathan Disley said, 'The 100 year edition truck is a celebration of what we have achieved so far over the past century, and a very special truck in more ways than one. The interior is both modern and premium, as well as an homage to Volvo's history. The design was inspired by our Swedish heritage and the professionalism that comes from years of innovation and progress, alongside our customers' trust and passion.'

The special edition trucks are also equipped with illuminated doorsteps, alongside LED strips on the console which can be set for either red or white ambient lighting. Another new feature is a welcome light – again, featuring the anniversary motif – which is projected onto the ground outside the truck when the door is opened. The same motif is also present on the new 3D printed speaker grilles, and the curtains in the truck feature a line up of Volvo's various truck models from the last 100 years. A thicker, more luxurious floor mat has been added to the truck, designed in a black/grey mélange colour with tan leather labels.

The Volvo 100 Year Edition trucks can be bought in most drivelines and chassis configurations that the Volvo FH Aero, FH16 Aero, FH and FH16 are currently delivered in. The Volvo FH has recently received significant powertrain updates for electric, gas and diesel models – improving performance, range, energy efficiency and power. It has also continually performed well in the Euro NCAP truck safety tests, with several configurations being named as the top marked trucks in their segments.

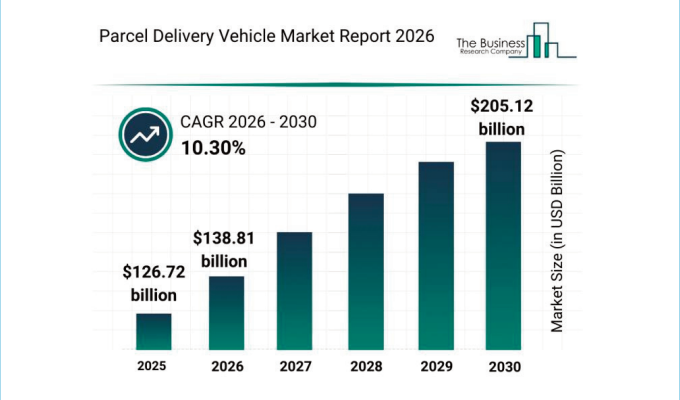
New research highlights parcel delivery vehicle market evolution and growth prospects

According to The Business Research Company's 'Parcel Delivery Vehicle Market Report 2026 – Market Size, Trends, And Global Forecast 2026-2035', the parcel delivery vehicle industry is on the cusp of significant expansion, driven by technological advancements and evolving logistics needs. With growing emphasis on sustainability and efficiency, this market is set to undergo transformative changes in the coming years.

The parcel delivery vehicle market is anticipated to experience substantial growth, reaching a valuation of $205.12 billion by 2030. This expansion is expected at a compound annual growth rate (CAGR) of 10.3%. Several factors contribute to this upward trend, including increased investments in zero emission delivery fleets, the rising adoption of autonomous logistics technologies, the development of smart city delivery infrastructure, the growing need for cost effective fleet operations, and stronger regulatory support favouring electric vehicles.

Key trends shaping this period include greater use of electric delivery vehicles, more widespread deployment of autonomous delivery fleets, heightened demand for last mile delivery optimisation vehicles, expansion in fleet telematics integration, and an intensified focus on vehicle designs suited to urban environments.

Leading companies in the parcel delivery vehicle market are intensifying efforts to create advanced technologies aimed at boosting delivery efficiency, lowering operational expenses, and supporting green mobility.



Also covered in the report:

- Market attractiveness scoring and analysis.
- Total addressable market (TAM) analysis.
- Company scoring matrix graphics and tables.
- Excel based forecasting dashboards.
- Market hotspots infographics.
- Key technologies and future trend analysis.
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Courier News is launching a brand-new podcast — and we're looking for industry leaders, innovators and experts to join us as guests.

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Could you be our next guest?

We're interested in hearing from:

- Logistics and supply chain leaders
- Technology and innovation experts
- Fleet and transport specialists
- Sustainability professionals
- Entrepreneurs and business leaders
- Industry disruptors and innovators

These episodes will deep dive into your company's work and give you the opportunity to discuss some of the industry's key trends and topics.
So whether you're transforming last-mile delivery, developing new technology or improving fleet efficiency, we want to hear from you.

Be part of the conversation

Get in touch with the Courier News team today to register your interest in appearing on the podcast. Please send more information about the company and speaker you'd like to put forward, to **news@couriernews.co.uk**

Share your expertise. Tell your story. Shape the conversation. Courier News Podcast: Coming in Autumn 2026

New rules in force for a more circular European automotive sector

The European Commission has announced that the End of Life Vehicles (ELV) Regulation has entered into force (August 2026), revising the rules that govern the design, production, collection, and end of life treatment of vehicles.

It aims to strengthen circularity in the automotive sector by improving resource efficiency, increasing the recovery and reuse of valuable materials, and enhancing the environmental performance of vehicles throughout their lifecycle.

They will also help secure a more stable supply of secondary raw materials, reducing Europe's dependence on imported virgin resources and supporting a more resilient industrial base.

The new rules encourage vehicle design that makes dismantling, reuse, recycling and recovery easier, while improving the information available on the removal and replacement of components during use and at the end of a vehicle's life.

This will help both the automotive and recycling industries recover higher quality components and materials more efficiently.

The regulation also establishes requirements concerning the use of recycled materials in new vehicles. It sets mandatory targets for recycled plastic content of 15% from 2032 and 25% from 2036. In addition, the commission will establish recycled content targets for steel and aluminium, which should apply from 2033.

The recycled content requirements are a key step towards creating a genuine market for secondary raw materials.

By providing long term certainty for investors and manufacturers, the regulation will encourage investment in recycling capacity, keep valuable materials in the European economy, strengthen Europe's industrial resilience and reduce dependence on imported virgin raw materials.

Traceability

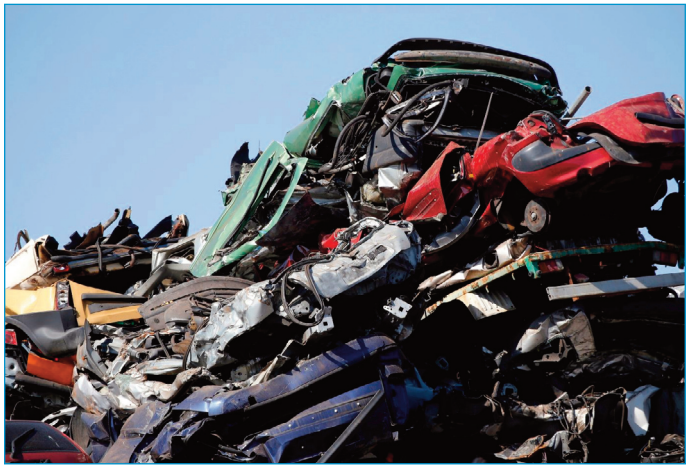
Further measures strengthen the collection and traceability of vehicles reaching the end of their life. Reinforced traceability requirements, stronger enforcement, and clearer criteria that distinguish used vehicles from end of life vehicles will improve implementation across member states.

New measures are also introduced to foster a higher recovery of critical raw materials from end of life vehicles, especially aluminium, copper and rare earth elements, to facilitate their reuse and recycling in the EU.

The regulation also provides that from mid 2031, only roadworthy vehicles may be exported outside the EU, helping to protect the environment and prevent end of life vehicles from being exported as second hand vehicles.

It strengthens extended producer responsibility (EPR), ensuring that producers contribute to the costs of collecting and treating end of life vehicles.

By making producers responsible for the end of life phase of the vehicles they place on the market, the framework creates incentives for more sustainable vehicle design and helps ensure that high quality collection, dismantling and recycling systems are properly financed.



It also strengthens cooperation between producers and waste management operators and extends the framework to additional vehicle categories, including lorries, buses and motorcycles.

The End of Life Vehicles Regulation modernises the existing framework, revising Directive 2000/53/EC on end of life vehicles ('ELV Directive', adopted in 2000) and Directive 2005/64/EC on the type approval of motor vehicles with regard to their reusability, recyclability and recoverability ('3R type approval Directive', adopted in 2005).

Resilient

The entry into force of the new End of Life Vehicles Regulation marks an important step towards a more resilient, sustainable and competitive European economy.

By strengthening the recovery, reuse and recycling of materials and components from vehicles, the regulation helps keep valuable resources within Europe's economy for longer, reducing reliance on imported primary raw materials.

It supports the transition to a more circular automotive sector, maximising the efficient use of resources while enhancing environmental protection across the vehicle lifecycle.

'The new End of Life Vehicles Regulation sets a new European standard for how vehicles should be designed, produced and recovered. This is about more than recycling – it is about securing critical materials and making our automotive sector truly circular. Every car that is dismantled, every tonne of steel, aluminium, copper or plastic that is recovered, is a step towards a more resilient Europe,' said Jessika Roswall, Commissioner for environment, water resilience and a competitive circular economy.

'The End of Life Vehicles Regulation is not just about waste, it is about resilience and Europe's industrial future. It helps cut our dependencies on external suppliers, strengthens Europe's economic security and keeps strategic resources within the EU. That is not only good environmental policy – it is hard headed industrial policy,' said Stéphane Séjourné, executive vice president for prosperity and industrial strategy.

What is really driving UK courier van insurance claims?



New analysis of claims data by Business Choice Direct (BCD) reveals the leading causes of courier van insurance claims and some of the findings may not be what you would expect.

While van theft remains a serious and costly risk, the data shows that the majority of claims stem from every day, low speed incidents involving parked cars, reversing mishaps and rear end collisions that occur during the stop-start nature of courier work.

These findings come as UK motor insurers paid out £11.9 billion across 2.5 million claims last year. This highlights the growing risks facing couriers, who typically spend more time behind the wheel than the average driver, as they navigate increasingly busy UK roads.

Courier van insurance claims fall predominantly into three main categories: road traffic incidents, vehicle damage and theft.

Tristan Scaife, Business Choice Direct's director of commercial insurance, said: 'Although van theft remains a major risk, our claims data shows that many collisions occur during every day, low speed manoeuvres, which by nature couriers do a lot of in busy residential areas. This makes them more likely to bump walls, scrape parked cars, or run over the occasional garden gnome. These findings highlight the continued importance of having the right courier insurance cover in place.'

A high proportion of claims arise from low speed, day to day driving incidents and everyday manoeuvres. The data reveals that almost one in five claims involved parked cars. Of these, 11% were caused by couriers causing damage to parked cars and 8% where third parties collided with a parked courier van. The figures reflect the reality of courier work's frequent stops in tight residential streets and repeated low speed manoeuvring around parked cars.

Rear end collisions are equally common, making up 19% of claims involving courier vans.

Theft related incidents – including theft of the vehicle, theft from the vehicle, attempted theft and vandalism accounted for 13% of all courier van claims. Van theft continues to be a serious risk with an average of around 30 vans stolen per day in the UK. According to BCD's claims data less than a third (32%) of stolen courier vans were recovered.

Just 1% of claims involved head on collisions – reinforcing the fact that the greatest risk to couriers isn't high speed accidents but the routine, low speed manoeuvres that make up the bulk of a typical delivery day.

Vanaways and Electric Van Man join forces to support the growth of the electric van market

Vanaways and Electric Van Man are combining their expertise to support the continued growth of the electric commercial vehicle market, with a particular focus on strengthening the used electric van sector.

Electric Van Man Paul Kirby has spent years helping fleets and businesses understand the realities of electric vans through honest, objective and benefit focused reviews and advice.

As Vanaways continues to grow its electric commercial vehicle offering, the need for a strong and reliable used market is also increasing. Part exchanges will play an important role in creating a healthy supply of quality used electric vans, providing more choice for businesses looking to make the transition.

Vanaways' Chris Jakeways said, 'There is a huge amount of knowledge and experience between us, and we see a real opportunity to support the market as electric vans move further into the mainstream. The used market will become increasingly important, and we are excited to play our part in helping businesses understand and access these vehicles.'

By supporting each other and combining Vanaways' commercial vehicle expertise with Electric Van Man's specialist EV knowledge, the businesses aim to strengthen both the new and used markets, provide customers with better information and help move the electric van sector forward.



The right automation can cut a warehouse's carbon emissions by up to a quarter

Logistics operators can reduce their total carbon emissions by up to a quarter by automating their warehouses, making it one of the most overlooked opportunities to reduce the industry's carbon footprint.

The savings are made by the increased density that warehouse automation offers, and by storing goods more densely and at height, warehouses can be built 40% smaller than with manual operation.

The findings come from two studies commissioned by global warehouse automation firm Exotec, with the results being included as part of Exotec's annual ESG report.

'In logistics, the focus of sustainability is often on transport, packaging and travel,' said Andreas Stöckl, sales director for Exotec in Europe, 'but when you can build upwards rather than outwards, the carbon footprint of a warehouse drops considerably.

'A smaller, denser warehouse requires less building material, less land and less volume to heat. Heating accounts for the majority of a warehouse's energy consumption, so reducing that is a must if warehouse operators are looking to reduce their carbon footprint.

'Also, by storing more densely and at height, the same capacity can be achieved in significantly less space, allowing companies to avoid expanding or relocating to a larger facility, and save the emissions such expansion would entail.'

Getting more compact

The first study was conducted together with ADEME, the French state agency for ecological transition, as a lifecycle analysis. The second was carried out with the global management consultancy Argon & Co, which compared five different picking technologies across a range of scenarios.

Both studies found that a building's environmental performance is determined by two key factors – the building itself and its energy consumption. The single most powerful lever for reducing both is compactness.

Exotec's report also contains an important nuance – warehouse managers are often more concerned with their site's performance, how much stock needs to be stored, and how quickly it needs to go out, rather than its environmental impact.

Andreas continued, 'The question for warehouse managers is often what increased warehouse performance costs, in both money and carbon. That is where automation can make a significant difference without the need to worry about altering floor space.

'Whilst warehouse robotics do draw more electricity than manual equipment, the lower construction costs, heating consumption, and performance improvements more than makes up for it.

'Automation is not about reducing floor space for its own sake, but about extracting maximum performance from every square metre you already have. That way you can grow without building anew, and that is where the real environmental gain lies.'



Prove our claims

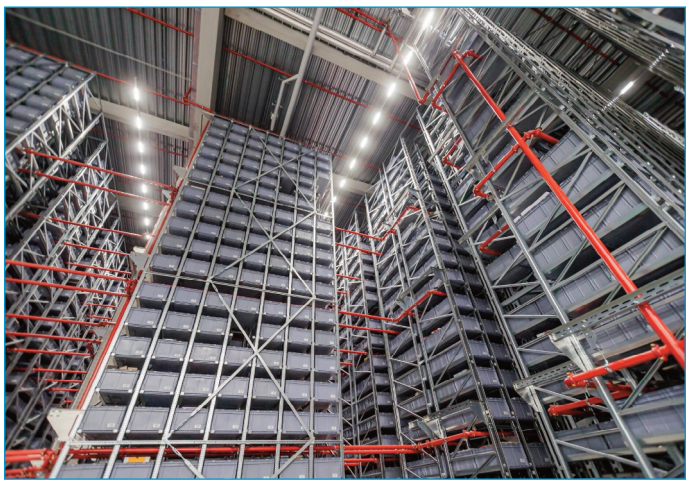
Beyond the studies, Exotec is working to reduce the carbon footprint of its own products, including its signature Skypod II automated warehouse system.

By using green steel – made from up to 80% scrap metal in electric arc furnaces – in the components for its Skypod II system, Exotec can reduce a solution's carbon footprint by nearly a third (30%). This equates to more than 600 tonnes of CO⊠ equivalent per system sold, or the annual energy consumption of 240 UK homes.

Since July 2025, the company has also included a carbon figure in every quote, so that customers can factor in climate impact as early as the procurement stage.

Andreas concluded, 'UK logistics is coming under increasing pressure from their sustainability requirements, and warehouse operators are having to consider both the cost and climate impact of their warehouse solutions.

'As suppliers, we will need to be able to set out the environmental cost of our systems in black and white, and have the data to prove our claims. If we don't, the industry risks missing the biggest, most cost effective, opportunity to its cut emissions.'



An expanding fleet for Aztek Logistics



A growing Hertfordshire logistics specialist has made a significant investment in its fleet following a sustained period of business growth.

Aztek Logistics has added three new 18T MAN trucks, a MAN TGX cab and nine new trailers to the roster at its Letchworth Garden City headquarters.

Five of the trailers have already been delivered, while the remaining four – two double-deckers, an urban trailer and a 4m trailer – are set to be delivered in the next quarter ahead of the busy festive season.

Aztek, which is a member of the Wolverhampton based Pallet-Track network, has engaged Lawrence David to supply the nine new trailers, which come with a host of safety features.

This includes GPS tracking, reversing cameras, enhanced safety lighting for better manoeuvrability in the dark, and electric brake performance monitoring system (EBPMS) brake testing.

These new safety elements will be rolled out across Aztek's wider trailer fleet as part of its continued investment and expansion.

Stuart Charter, managing director of Aztek Logistics, said: 'The addition of these new vehicles and trailers strengthens our commitment to providing dependable logistics solutions while supporting our ongoing investment in a modern, fuel efficient fleet.

'As demand continues to grow for our services, we are committed to a programme of continual investment in our fleet, helping us deliver the first class service our customers have come to expect and ensure our drivers can travel in safety and comfort.'

Aztek Logistics holds several key industry accolades, including a BRCGS and Organic Food Federation accreditations and FORS Gold, Silver and Bronze accreditations.

Abax addresses fleet GDPR compliance with privacy by design dash cam

Abax is delivering its Vision AI, an intelligent video telematics solution tailored specifically to navigate complex UK GDPR requirements. To accelerate safe, compliant deployments, the company has introduced a comprehensive initiative providing complimentary professional hardware installation across the UK for all qualifying contracts, removing the primary cost and operational complexity of adoption.

While video telematics provides invaluable protection for fleet assets and driver safety, deployment often introduces regulatory challenges. Installing any in-vehicle camera establishes a business as a 'data controller' under UK GDPR, requiring formal legitimate interests assessments (LIAs) and, for high risk processing such as driver facing cameras, mandatory data protection impact assessments (DPIAs).

Abax Vision AI addresses these compliance demands directly. Developed to align closely with Information Commissioner's Office (ICO) guidelines, the system moves away from continuous cloud recording in favour of a targeted, privacy respecting driver safety system.

While compliance policies are managed on paper and in the cloud, physical installation is where privacy boundaries are established. Incorrectly positioned or poorly calibrated cameras risk capturing excessive non work areas, potentially violating the core GDPR principle of data minimisation.

By managing the complete physical rollout through its certified technicians, operators can ensure that hardware is correctly calibrated, fields of view are strictly defined, and the system is safely integrated. This initiative removes the primary financial barrier of upfront installation and vehicle downtime, making professional grade, compliant telematics accessible without capital strain.

'Traditional video telematics provides valuable operational data, but deployment often introduces significant concerns regarding driver surveillance,' said Jack Bell, senior technical project manager. 'We designed Abax Vision AI to solve both the physical safety of the fleet and the legal compliance of the business. Securing GDPR compliance, setting transparent company policies, and winning driver trust are the real keys to a successful rollout. With edge native processing and strict event triggering, we have developed a tool that actively supports drivers rather than monitors them.'



Royal Mail expands electric fleet with Neomor micro vans



Royal Mail has expanded its zero emission fleet with 20 Neomor D01 micro electric vehicles (MEVs), which will be deployed on delivery routes across the UK. The new MEVs form part of its commitment to achieve a 100% zero emission final mile fleet by 2035 and to reach net zero by 2040.

The new MEVs will help the organisation improve efficiency on urban routes while reducing emissions. The Neomor D01's compact design makes it well suited to dense urban environments where larger vehicles can struggle to access narrow streets and limited parking spaces. It charges from a standard three pin plug, removing the need for specialist charging infrastructure – a critical advantage for Royal Mail delivery offices with limited yard space or grid capacity.

Manufactured by Derry under the Neomor brand, the D01 has so far been trialled for postal distribution, parcel delivery and cold chain logistics.

Nathalie Hayes, director at JLC EV, said: 'This deal with Royal Mail is exactly what JLC EV was built for. The D01 is a purpose built micro van proven across international logistics markets, and it is now delivering for one of the UK's most trusted institutions We are proud to help power the next chapter of Royal Mail's zero emission last mile journey.'

Mark Riley, delivery design manager at Royal Mail, said: 'We are always looking for smarter, greener ways to deliver for our customers. These micro electric vehicles are perfectly suited to busy urban routes, helping our posties navigate towns and cities more efficiently while reducing emissions. It is another important step towards our ambition of reaching net zero by 2040.'

Queclink provides fleet and asset tracking boost for the freight and logistics sector

Queclink Wireless Solutions has launched a rechargeable tracker. The compact GL330MG device possesses optimised power consumption and advanced connectivity, enabling extended battery life without sacrificing real time responsiveness, location visibility and ease of deployment.

'Most battery powered trackers face a familiar power management dilemma. Either keep the device continuously responsive and quickly drain the battery or put it into a sleep mode and make it unreachable until the next scheduled report,' explained Vernon Bonser, international sales director at Queclink Wireless Solutions. 'We have improved power efficiency, alongside additional connectivity and alerting features, to deliver a highly flexible tracking tool that supports up to two months of operation within the supply chain environment.'

A Smart Ping, based on enhanced eDRX (Extended Discontinuous Reception) technology, keeps the GL330MG tracker in an ultra low power state while still allowing an IoT platform to request a location or send a remote command when needed. This optimised power management is combined with a 2600 mAh rechargeable battery to provide up to 1500 hours of online on-demand operation and a 10 minute reporting schedule.

With a compact 77.9 × 39.9 × 26.7 mm and 95 g design, the GL330MG is highly portable and suitable for discreet placement across a wide range of tracking applications. The installation free design allows it to be easily deployed without any permanent modification, also making it suitable for short term rental vehicles or owner-driver resources. The device also includes a host of safety and security functions including a user friendly emergency button for SOS alerting, with vibration confirmation, motion detection and multiple geofence regions.

'The GL330MG is a flexible solution that can be placed within an asset or cargo as well as installed in a vehicle or trailer without any fitting. The Smart Ping innovation keeps the tracker asleep to save power, but reachable when the platform needs a location, while accommodating a larger battery than many ultra-mini trackers. This latest device builds on our longstanding expertise delivering road transport tracking deployments globally, with clear upgrades on previous solutions,' concluded Vernon.



People and purpose

Teaming up for vital air ambulance cause

The life saving work of Midlands Air Ambulance Charity (MAAC) is set to receive yet further support thanks to backing from Walsall FC and its long term partner Pallet-Track.

The Sky Bet League Two club has taken Midlands Air Ambulance Charity as its secondary official charity partner for the 2026 to 2027 season thanks to an introduction from logistics firm Pallet-Track.

Pallet-Track, the Wolverhampton based business, is entering the second year of its stadium sponsorship deal with the club, meaning the Saddlers will once again play at the Pallet-Track Bescot Stadium as they bid for promotion under new boss Lee Grant.

And it was thanks to its long standing partnership with both Midlands Air Ambulance Charity and Walsall FC that Pallet-Track was able to introduce the organisations to each other.

Midlands Air Ambulance Charity is Pallet-Track's nominated charity, and it has pledged to raise £150,000 by the end of 2028 to fund its critical care car, which supports night time operations and delivers 24 hour emergency cover.

Midlands Air Ambulance Charity will have two 'takeover' days, where they can bring mascots to the stadium, merchandise to sell, hold raffles and carry out fundraising.

Volunteers from the charity and Pallet-Track will be present to maximise awareness – which will be boosted further by Pallet-Track donating a halfway line pitch sideboard to Midlands Air Ambulance Charity, as it did last season.



Over the last three years, Pallet-Track has donated nearly £89,000 to the charity to support its vital work and was recognised with the charity's Corporate Partnership Award in 2025.

Stuart Godman, CEO at Pallet-Track, said: 'Midlands Air Ambulance Charity is a long standing partner of Pallet-Track and Pallet-Track is a longstanding partner of Walsall FC, so we have every confidence this link up will work brilliantly for all sides.

'Our ethos is 'Stronger Together,' which explains why our introduction of Midlands Air Ambulance Charity to Walsall FC made such sense.

'Each air ambulance mission is increasing in cost, so it is vital we continue to work together to ensure our local community is supported by this incredible charity. We are looking forward to a fruitful new season on all sides.'

Young detectives help solve The Missing Library Delivery

What happens when you combine mystery, teamwork, books and a missing CitySprint delivery? You get an unforgettable adventure that inspires children to discover the joy of reading.

In partnership with The Libraries Consortium and Lewisham Libraries, CitySprint recently hosted The Missing Library Delivery treasure hunt at Downham Library, welcoming families from across the local community for two exciting days of detective themed fun.

Across the events, 90 children took part, following clues hidden throughout the library, solving riddles and working together to uncover the mystery of the missing CitySprint delivery.

Designed to encourage children to explore their local library in a new and exciting way, the treasure hunt transformed Downham Library into a vibrant detective trail.

CitySprint's iconic Squish Van was a particular highlight, while goodie bags and prizes ensured every detective was rewarded for their efforts.

Volunteer and CitySprint operations co-ordinator Tina Kiely said: 'I had a fantastic experience at Downham Library, very friendly atmosphere and what a fun day engaging with the children. Watching their faces light up when they were given their treasure passports and their bags was lovely to see. Downham Library was a great experience and a fantastic welcome for all.'

Natasha Marques, CSR manager at CitySprint, added: 'It was fantastic to see all the planning come to life. We thought it would be a mostly self-guided activity, but we ended up spending lots of time helping the children solve the riddles and discover the clues together. Seeing them explore the library, engage with books in a completely different way and celebrate when they found the hidden vans was incredibly rewarding. Their excitement was infectious, and we all came away with huge smiles on our faces.'

CitySprint believes logistics can be a force for positive change. The case may be closed, but this is only the beginning.



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