
February 2024

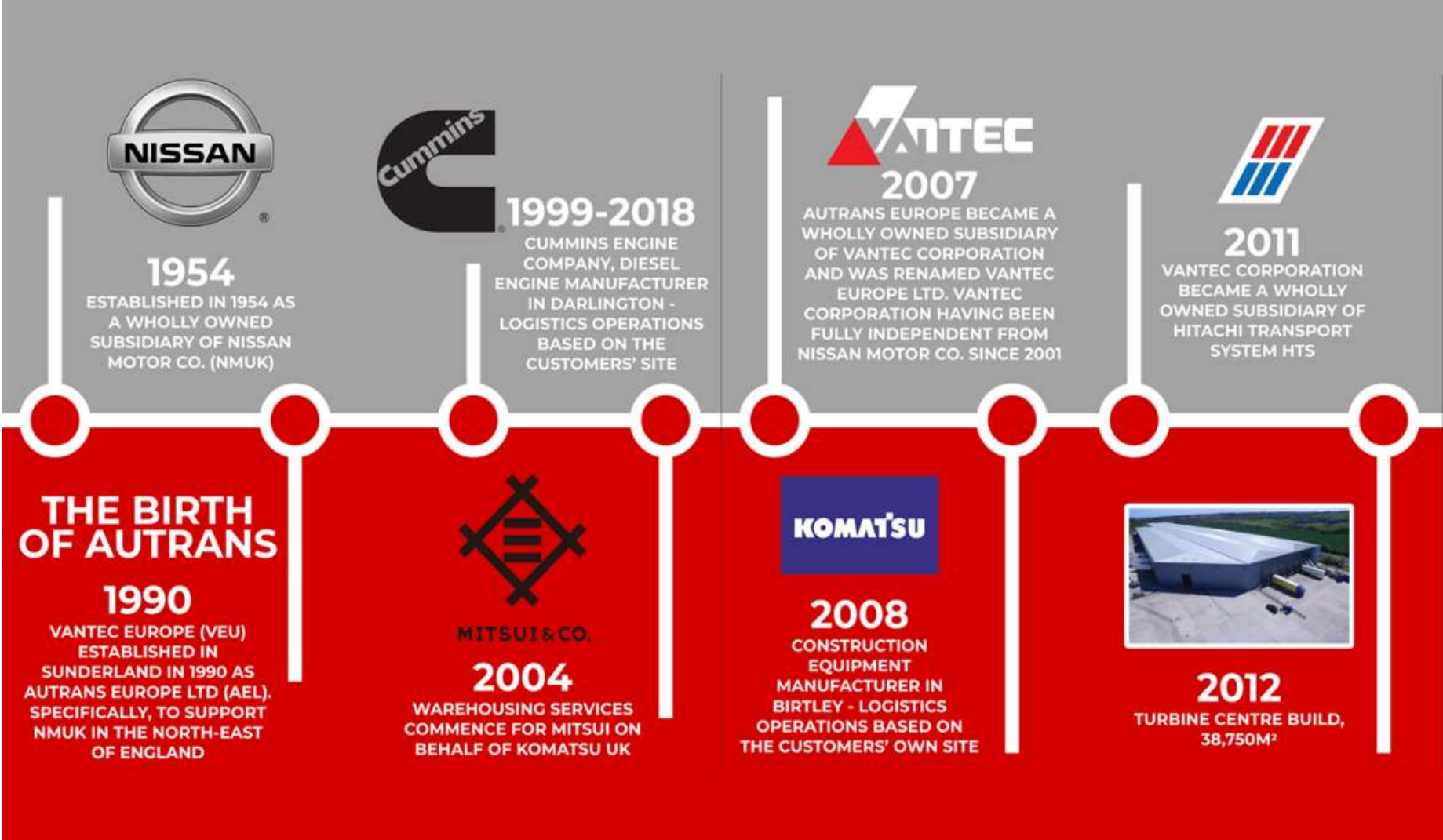
The Future of Freight Transportation

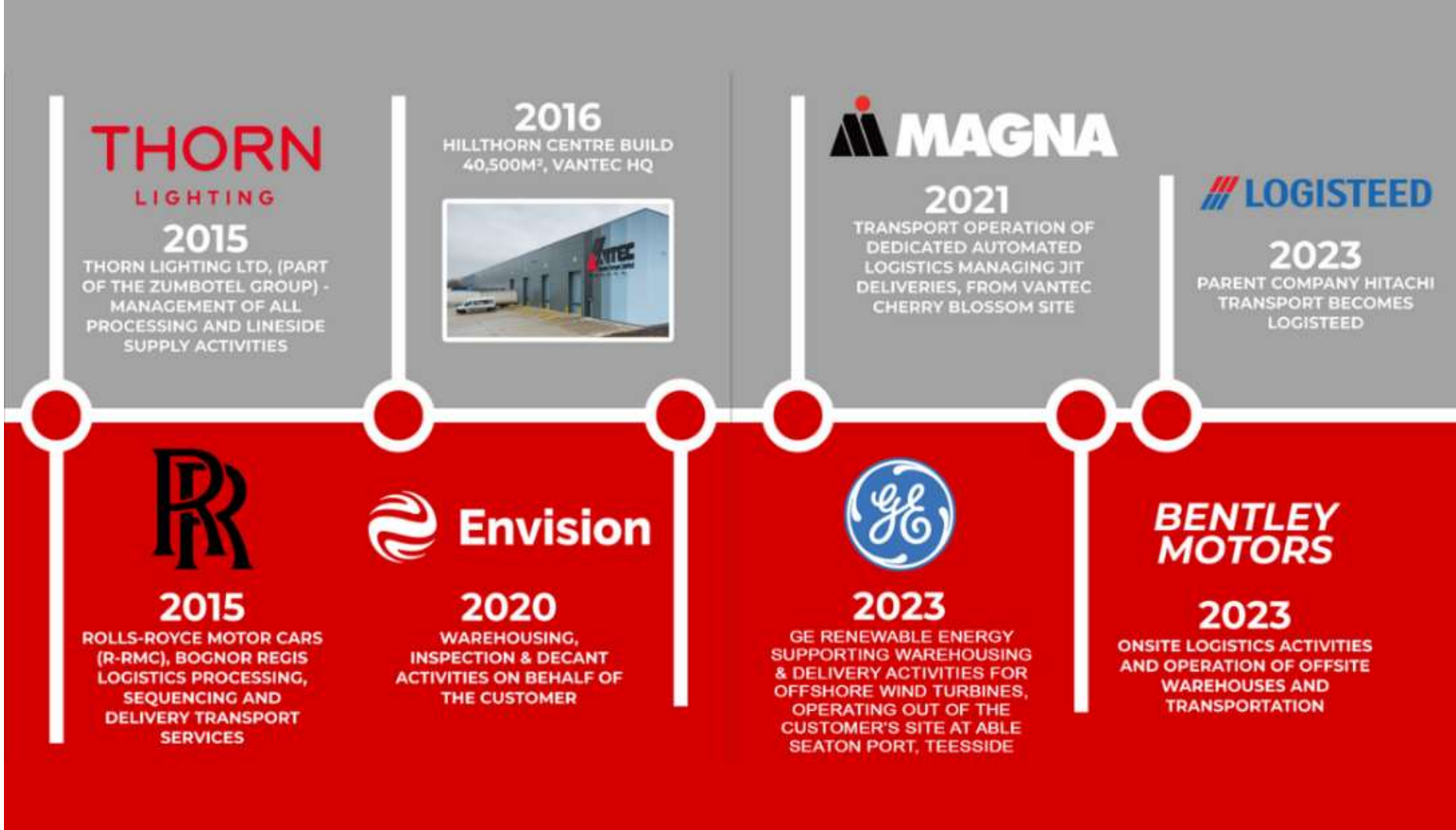
[Last Mile Logistics]

Martin Kendall

Managing Director







Aging workforce

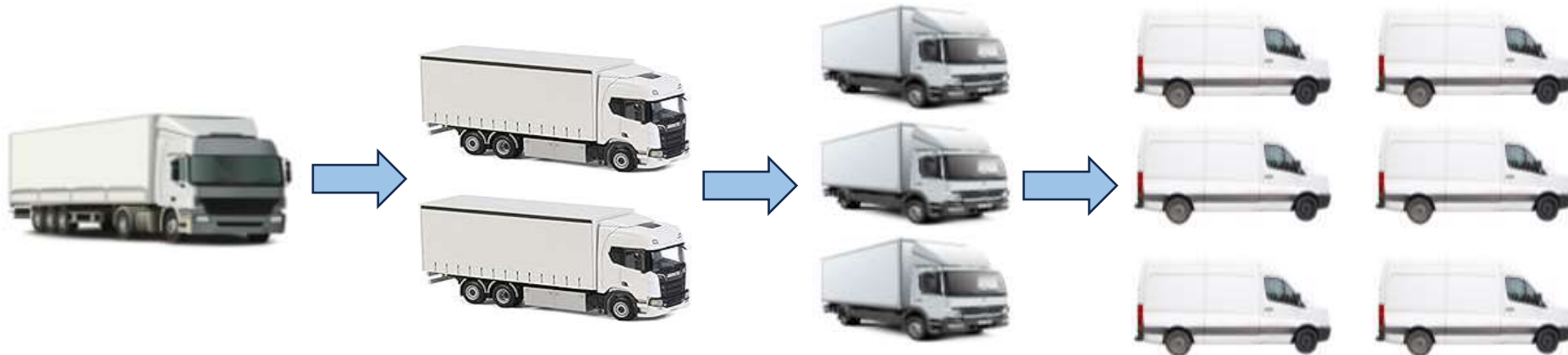
Younger generation not attracted to the industry

No other option



The current challenges.....

	2018 vs 2023	United Kingdom	Vantec	Notes
Average Age of HGV Drivers	2018	48 Years Old	50 Years Old	The demographic from 5 years ago have aged with the operation without the younger generation coming into the industry.
	2023	53 Years Old	53 Years Old	
% of HGV Drivers > 56 years of age	2018	> 24%	> 44%	10% more drivers in the older category across the UK with little change locally. 8% within Vantec are above the legal retirement age.
	2023	> 34%	> 44%	
% of HGV drivers < 25 years of age	2018	< 3%	0%	A reduction in the % of people joining the industry as an entry to employment with nobody < 25 doing our work.
	2023	< 2%	0%	
Average £ p/h for HGV Drivers	2018	£11.68	£10.44	20% increase in 5yrs across the UK, with some seeing more than 40%.
	2023	£14.50	£14.93	



Freight Transportation For the Future [Automotive Partners]



Step 1

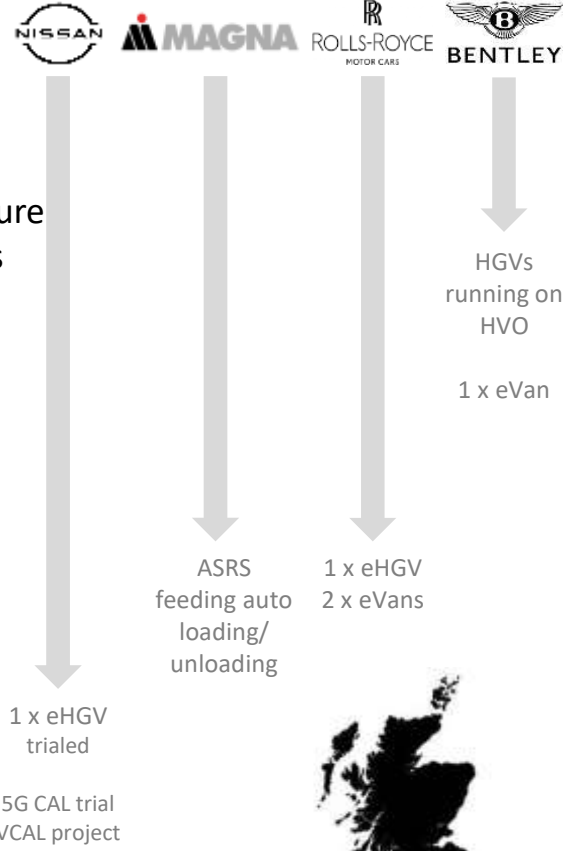
- Obtain customer strategy
- Engage with suppliers
- Build product knowledge
- Analyse the impact on infrastructure
- Calculate the cost benefit analysis
- Understand environmental and operational benefits

Step 2

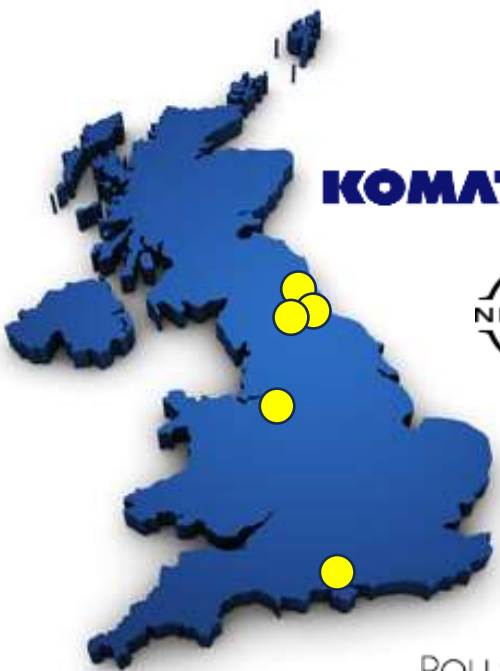
- Operate trials
- Gather real life data / feedback
- Review the cost benefit analysis
- Re energise customer strategy

Step 3

- Introduce into the operation
- Perform driver training
- Regularly review data / feedback
- Continuously engage the customer



Our landscape.....



KOMATSU



Private Road



Manufacturing UK

+200 deliveries p/d
 +20,000 containers transported p/d
 +400 trailer swaps p/d

Private Road



Supply Chain



2 x Logistics Processing Centres
 +75,000m2 storage space
 1 x Semi Automated ASRS



Why the Nissan Operation?



- Internal 'Off Public Highway' network
- Partnership in the project



- Labour intensive operation resulting in a potentially viable ROI
- A real-world environment

Things to consider.....

Conventional Process:



Autonomous Process:



Other Considerations.....



As an Operator in the Logistics Industry, we are governed by the regulatory bodies.

It is therefore key to engage and form a partnership approach, considering all areas of the project.





As part of the initial Proof of Concept Project, 5G CAL, we established a team of key stakeholders within the industry and specifically our operation. This included involvement from,

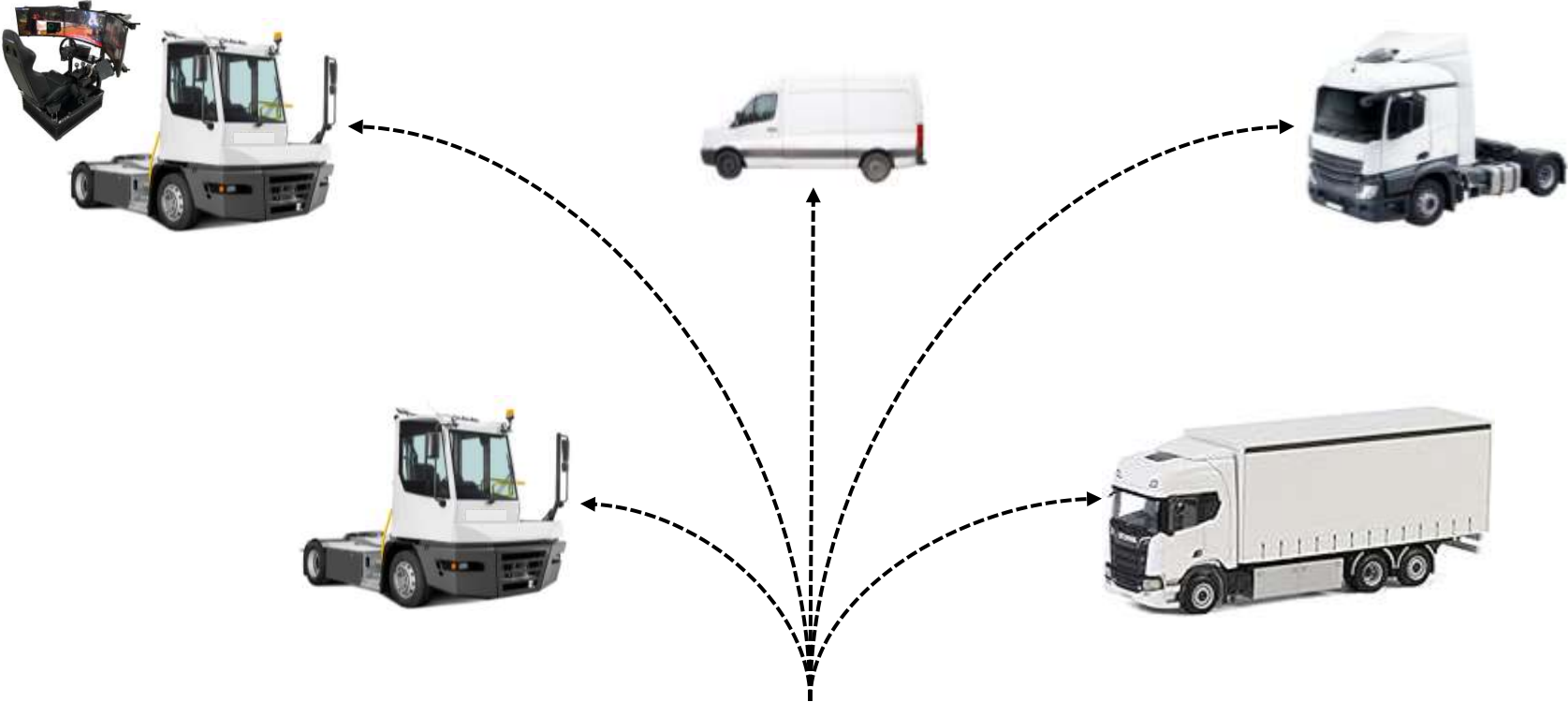
- Safety
- Compliance
- Operational Drivers
- Operational Supervisors
- Operational Management
- Commercial

The team have migrated over in support of V-CAL and are now actively working to understand if the PoC can be justified in a Commercial Environment.

Key factors will be the overall Safety, Human Factors and Compliance standards which can be achieved during an upscaling of this PoC followed by investigating and understanding the indirect benefits which may appear when removing the driver and subsequent cab requirements thereof.



What will success look like?



Options



The Logistics Industry is wanting to be able to choose from a number of established, viable options.

Thank You

Questions?