

February 2024

The Future of Freight Transportation

[Last Mile Logistics]

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Managing Director



Vantec Timeline:





1954

ESTABLISHED IN 1954 AS A WHOLLY OWNED SUBSIDIARY OF NISSAN MOTOR CO. (NMUK)



1999-2018

CUMMINS ENGINE COMPANY, DIESEL ENGINE MANUFACTURER IN DARLINGTON -LOGISTICS OPERATIONS BASED ON THE CUSTOMERS' SITE



AUTRANS EUROPE BECAME A
WHOLLY OWNED SUBSIDIARY
OF VANTEC CORPORATION
AND WAS RENAMED VANTEC
EUROPE LTD. VANTEC
CORPORATION HAVING BEEN
FULLY INDEPENDENT FROM
NISSAN MOTOR CO. SINCE 2001



2011

VANTEC CORPORATION BECAME A WHOLLY OWNED SUBSIDIARY OF HITACHI TRANSPORT SYSTEM HTS

THE BIRTH OF AUTRANS

1990

VANTEC EUROPE (VEU)
ESTABLISHED IN
SUNDERLAND IN 1990 AS
AUTRANS EUROPE LTD (AEL).
SPECIFICALLY, TO SUPPORT
NMUK IN THE NORTH-EAST
OF ENGLAND



MITSUI&CO.

2004

WAREHOUSING SERVICES COMMENCE FOR MITSUI ON BEHALF OF KOMATSU UK

KOMATSU

2008

CONSTRUCTION
EQUIPMENT
MANUFACTURER IN
BIRTLEY - LOGISTICS
OPERATIONS BASED ON
THE CUSTOMERS' OWN SITE



2012

TURBINE CENTRE BUILD, 38,750M²

Vantec Timeline:



THORN

LIGHTING

2015

THORN LIGHTING LTD, (PART OF THE ZUMBOTEL GROUP) -MANAGEMENT OF ALL PROCESSING AND LINESIDE SUPPLY ACTIVITIES

2016

HILLTHORN CENTRE BUILD 40,500M², VANTEC HQ



MAGNA

2021

TRANSPORT OPERATION OF DEDICATED AUTOMATED LOGISTICS MANAGING JIT DELIVERIES, FROM VANTEC CHERRY BLOSSOM SITE

LOGISTEED

2023

PARENT COMPANY HITACHI TRANSPORT BECOMES LOGISTEED



2015

ROLLS-ROYCE MOTOR CARS (R-RMC), BOGNOR REGIS LOGISTICS PROCESSING, SEQUENCING AND DELIVERY TRANSPORT SERVICES



Envision

2020

WAREHOUSING, INSPECTION & DECANT ACTIVITIES ON BEHALF OF THE CUSTOMER



2023

GE RENEWABLE ENERGY SUPPORTING WAREHOUSING & DELIVERY ACTIVITIES FOR OFFSHORE WIND TURBINES, OPERATING OUT OF THE CUSTOMER'S SITE AT ABLE SEATON PORT, TEESSIDE



2023

ONSITE LOGISTICS ACTIVITIES AND OPERATION OF OFFSITE WAREHOUSES AND TRANSPORTATION



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]



HGVs

running on HVO

1 x eVan

MAGNA ROLLS-ROYCE



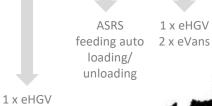
Step 1

- 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



trialed

5G CAL trial

VCAL project



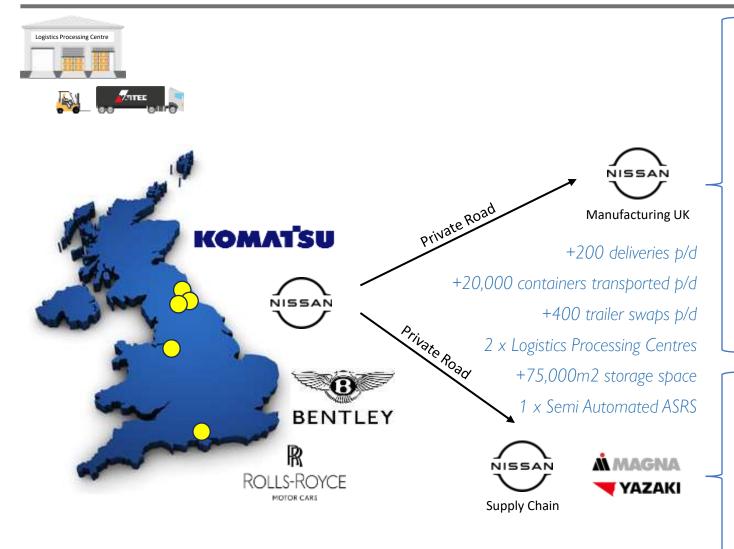
Step 3

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



Our landscape.....









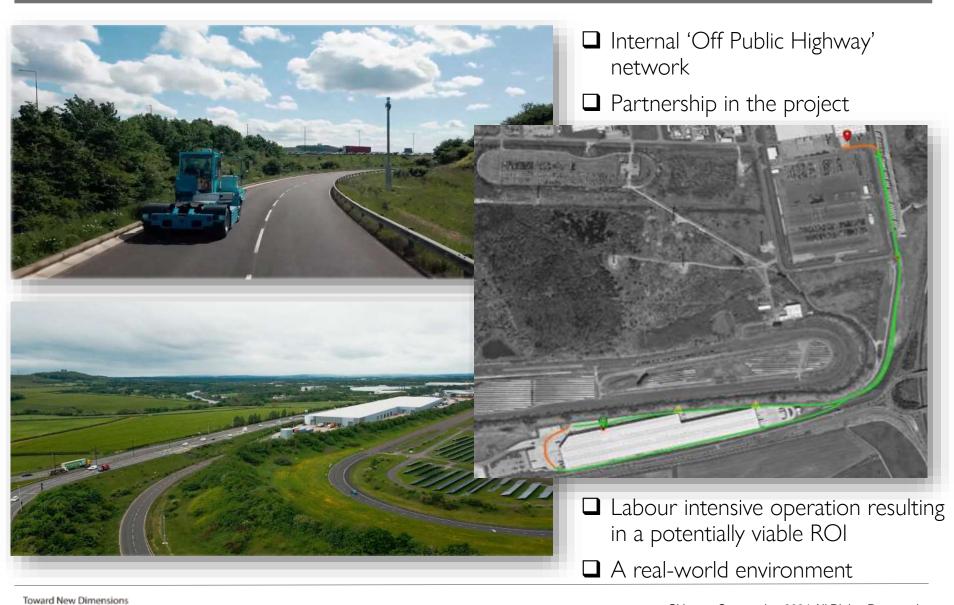






Why the Nissan Operation?





Things to consider.....



Conventional Process:





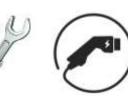




Autonomous Process:











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.











NORTH EAST









Freight Transportation [Next Steps]



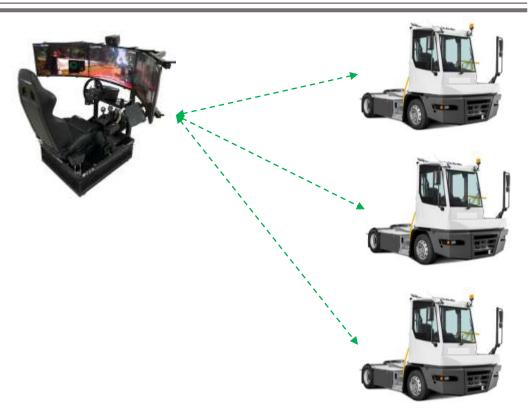


As part of the initial Proof of Concept Project, 5G CAL, we established a team of key stakeholders within the industry and specifically our operation. This included involvement from,

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

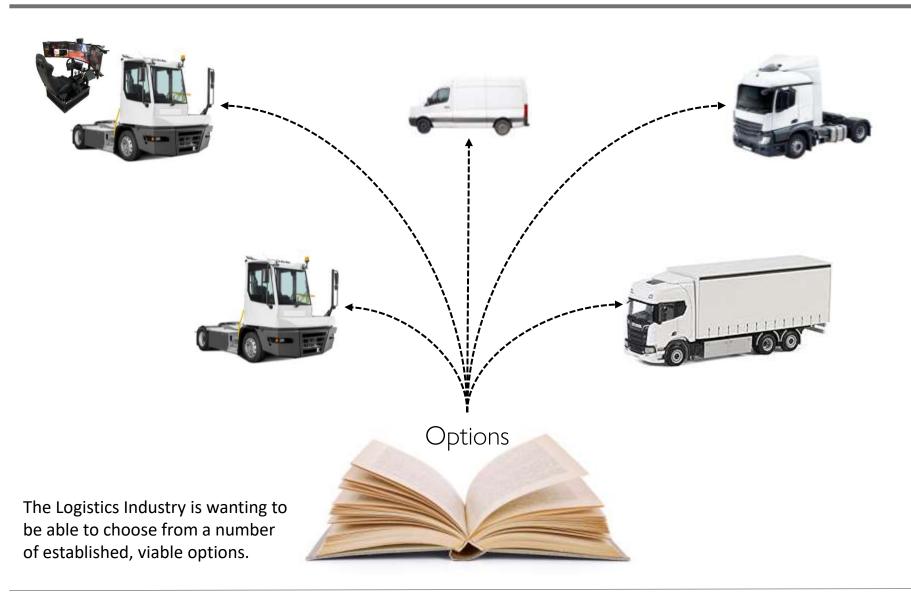
The team have migrated over in support of V-CAL and are now actively working to understand if the PoC can be justified in a Commercial Environment.

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.











Thank You

Questions?