JUNE
2025

MARKET UPDATE

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CONTENTS

OCEAN FREIGHT UPDATE

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KEY HEADLINES

- June is shaping up to be a month of contrasting dynamics on the Asia-Europe and Transpacific trade lanes.
- Suez Canal to offer containerships a 15% discount on transit fees from Thursday in a bid to entice shipping lines back into the Red Sea.
- CMA CGM has entered a $600 million partnership with Saigon Newport to develop terminals seven and eight at Lach Huyen in Haiphong, Vietnam.

OCEAN FREIGHT GLOBAL MARKET OVERVIEW

June is shaping up to be a month of contrasting dynamics on the Asia-Europe and Transpacific trade lanes.

June is shaping up to be a month of contrasting dynamics on the Asia-Europe and Transpacific trade lanes, where carriers are attempting to push up rates despite ongoing subdued demand. On the Asia-Europe corridor, vessel deployment has increased, but carriers continue to rely on blank sailings to manage excess capacity and maintain a delicate supply-demand balance. Rates remain under downward pressure, even as strategic withdrawals help steady fundamentals. On the Transpacific front, volumes are expected to rise through June, leading carriers to front-load rate hikes, which are already gaining traction. As a result, rates continue to increase, and U.S. West Coast ports are bracing for potential congestion amid the anticipated cargo surge. Meanwhile, the Red Sea remains an area of close industry attention. In a notable move, CMA CGM has sent a vessel through the Suez Canal, signalling cautious optimism as ceasefire talks between the U.S. and Houthi factions raise hopes for improved navigational safety and reduced disruption on east–west trade routes.

Suez Canal to offer containerships a 15% discount on transit fees from Thursday in a bid to entice shipping lines back into the Red Sea.

The move to reduce transit fees follows a tentative “ceasefire” announcement from the Houthis rebels and a gap of nearly seven months since the last successful attack on a ship in the Red Sea. Suez Canal’s revenue plunged to $880.9m in the fourth quarter of 2024, down sharply from $2.4bn a year earlier. While the prospect of discounted transit fees is understood to have been discussed with senior industry officials several months ago, the SCA is only now offering the reduced fees amid tentative indications from shipping companies that they may start to run limited services back through the Red Sea. Major owners and operators that rerouted to avoid the Red Sea and the risk of becoming a target of Houthi aggression have recently started returning, albeit with a series of tentative test runs. Whether the incentive of a 15% discount is going to be sufficient to accelerate decision making on timing, remains unclear, although at this stage carriers remain hesitant as such a move would require an expensive and complex redeployment of ships just at the point that lines are trying to deal with the impact of US tariffs.

“Suez Canal to offer containerships a 15% discount on transit fees from Thursday in a bid to entice shipping lines back into the Red Sea.”

Steve Ireland,
Director of Surface Freight Operations
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OCEAN FREIGHT GLOBAL MARKET OVERVIEW

US-China 90-day tariff deal brightens trade and economic outlook.

The US and China have reached a 90-day agreement to significantly reduce reciprocal tariffs, improving the outlook for trade and economic growth. Under the deal, tariffs on US goods entering China will drop from 125% to 10%, while Chinese goods entering the US will see duties reduced from 145% to 30%. Experts suggest the agreement will prompt businesses to reassess their import strategies and adjust purchase plans despite the remaining 30% tariffs on Chinese goods, with many expecting long-term tariff levels to settle between 10% and 30%. Mark The agreement outlines a phased implementation, with China expected to roll back non-tariff measures, including restrictions on rare earth exports. Both nations will establish a mechanism for ongoing trade discussions, with future high-level talks to be held alternately in the US, China, or third-party countries. Analysts view the deal as a de-escalation in trade tensions. While not a comprehensive resolution, it represents a shift in tone and suggests a temporary truce. Following the relaxation of tariffs by the US for 90 days, vessel tonnage is being moved back to the Asia-USA trade. This coupled with blank sailings is causing a spike in Asia-Europe trade pricing.

CMA CGM has entered a $600 million partnership with Saigon Newport to develop terminals seven and eight at Lach Huyen in Haiphong, Vietnam.

CMA CGM has entered a $600 million partnership with Saigon Newport to develop terminals seven and eight at Lach Huyen in Haiphong, Vietnam, aiming to boost long-term capacity in a region critical to Asian supply chains due to its rapid industrial and logistics growth. The new terminal will have a capacity of 1.9 million TEU and is set to open in 2028. CMA CGM currently operates 29 weekly services through seven Vietnamese ports and holds joint ownership in the Gemalink terminal at Cai Mep and the Vietnam International Container Terminal in Ho Chi Minh City. CMA CGM emphasized that the project is designed to accommodate the surge in container volumes in northern Vietnam, one of Southeast Asia's fastest-growing economic regions.

"The US and China have reached a 90-day agreement to significantly reduce reciprocal tariffs, improving the outlook for trade and economic growth."

Steve Ireland,
Director of Surface Freight Operations
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OCEAN FREIGHT GLOBAL MARKET OVERVIEW

INDIAN SUBCONTINENT

- **India-Freight Rates & Surcharges:** Sea freight rates from India to major destinations (e.g., Europe, US) are set to increase from June 2025, with a Peak Season Surcharge (PSS) of $500 per container to the US East and Gulf Coasts, and Maersk imposing a $540 surcharge per TEU to the US and Canada. A General Rate Increase (GRI) of $600 per TEU is effective from April 15, 2025, for shipments from Nhava Sheva and Mundra to certain destinations, indicating upward pressure on rates for Indian exporters.
- **Bangladesh-Direct Shipping Expansion:** The launch of a direct shipping route between Bangladesh and Pakistan in late 2024 has improved regional connectivity, halved transit times, and eliminated the need for transshipment, which benefits both importers and exporters. This service connects six countries, including India and the UAE, and is seeing growing demand, with over 1,000 containers moved in the first few months. Bangladesh, like India, is experiencing surcharges on exports to the US and Europe, with a $500 per container surcharge effective from mid-June 2025.
- **Pakistan-Freight Rates:** Pakistan faces similar GRI and PSS surcharges as India and Bangladesh on long-haul routes to the US and Europe.
- **Sri Lanka-Freight Rates:** Surcharges of $500 per container to the US East and Gulf Coasts apply to Sri Lankan exports from June 2025.
- **UAE-Market Stability:** The UAE's ocean freight market is characterized by stable and reliable rates, with some easing of port congestion at Jebel Ali.

"The launch of a direct shipping route between Bangladesh and Pakistan in late 2024 has improved regional connectivity, halved transit times, and eliminated the need for transshipment."

Shruti Jain,
Senior Regional Global Manager
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AIR FREIGHT UPDATE

KEY HEADLINES

- Transpacific volumes to increase following 90-day reprieve of the US-China trade war.
- De-minimis duty hold on postal shipments from China or Hong Kong to US reduced as part of the ongoing negotiations between US and China.
- Atlas Air launches regular flights between Asia Pacific and East Midlands Airport (EMA) in the UK.

AIR FREIGHT GLOBAL MARKET OVERVIEW

May saw another month of uncertainty related to US tariffs and the removal of de-minimis on shipments under $800.00. Rates fluctuated through the month as demand rose and fell in reaction to changes in policy, including an agreement to reduce tariffs between the US and China. With the 90-day reprieve on US tariffs applied to most other countries ending in early July, the air freight market expects June to be strong. With demand on sea freight high, especially Transatlantic, shippers may look to air freight to ship before the July date and possibly to overcome expected port congestion as volumes start to arrive on US shores.

Although trade from Asia into the EU and UK is not affected by the tariffs the same way as Transpacific trade, the decisions made by carriers about where to deploy capacity have a knock-on effect to all markets, as do volumes through their connection hubs which serve global markets. Long term planning and commitments will continue to prove difficult through June and we are ready to support our customers as they develop strategy in response to what will no doubt be another month of challenges and opportunities.

Air Transpacific volumes to increase following 90-day reprieve of the US-China trade war.

The Air cargo volumes and available capacity are both expected to increase following a partial suspension of the US-China trade war. The breakthrough means both sides have agreed to roll back most of the tariffs that had been implemented since the 2nd April. Tariffs that reached a peak of 125% on imports between the two nations will mostly be suspended, with each side maintaining a 10% rate. The US will continue to enforce a separate 20% tariff related to the fentanyl crisis, which means total US tariffs on Chinese imports now stand at 30%, while China's tariffs on American goods are at 10%. Additionally, duties on de minimis e-commerce shipments will also be reduced. This reprieve will have a significant impact on the airfreight market. Expectations are there will be a short-term spike in demand as companies move quickly to ship goods while the lower tariffs are in effect. This reaction would mirror previous periods where front-loading surged ahead of tariff changes.

During the worst of the tariff standoff, many block space agreements (BSAs) were canceled, reflecting the uncertainty and reduced shipment volumes. However,

"Air cargo volumes and available capacity are both expected to increase following a partial suspension of the US-China trade war."

Leighton Bonnett,
Director of Airfreight
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AIR FREIGHT GLOBAL MARKET OVERVIEW

sources suggest that this was offset to some degree by a sharp decline in freighter capacity on the transpacific route. With the announcement of the new agreement, both volume and capacity are expected to rise again, as shippers race to restock shelves. While a strong surge in demand wouldn't be unusual evidenced by IATA attributing a record March in air cargo demand to pre-tariff front-loading it's also reported that inventories in many sectors are still relatively high. This could temper some of the urgency and limit the extent of the spike in airfreight activity. Looking ahead, both sides have committed to ongoing discussions during the 90-day suspension window.

De-minimis duty hold on postal shipments from China or Hong Kong to US reduced as part of the ongoing negotiations between US and China.

As part of the recent adjustments to US-China trade measures, the duty on de minimis postal shipments from China and Hong Kong has been reduced from 120% to 54%, or a flat fee of $100. This comes just weeks after the removal of the de-minimis exemption for packages valued under $800, which took effect on the 2nd May. That change led to a sharp decline in air cargo capacity between the two countries, as shipments previously exempt from duties were suddenly subject to high tariffs and increased customs scrutiny. The timing also coincided with China's Labour Day holiday, which likely added to the temporary capacity dip. The air cargo industry has expressed concern that the new tariff structure and enhanced customs procedures targeting e-commerce shipments could significantly depress volumes. This, in turn, could lead to a mismatch between supply and demand, with too much capacity chasing too little freight.

Atlas Air launches regular flights between Asia Pacific and East Midlands Airport (EMA) in the UK.

The Atlas service will operate five times per week from Hangzhou in China throughout the summer, utilising one of the airline's Boeing 747 freighter aircraft. The Atlas service is the third freighter operation the airport has added in recent weeks. Earlier

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Myles McGeown,
Regional General Manager
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AIR FREIGHT GLOBAL MARKET OVERVIEW

this week, Central Airlines began operating twice-weekly Boeing 777 freighter flights from Tianjin in China to EMA on behalf of Chinese logistics express firm YunExpress. Meanwhile, Ethiopian Cargo recently added twice weekly 777 freighter flights from Hong Kong to the UK airport, also a summer service.

INDIAN SUBCONTINENT

India:

- India has recently simplified air cargo imports by waiving transshipment fees as of April 24, 2025, which could ease costs for importers and improve cargo flow through Indian airports.
- Airfreight rates from China to New Delhi reflect moderate pricing compared to regional peers.

Bangladesh:

- Bangladesh's airfreight market is under severe pressure, with spot rates from Dhaka to Europe surging to record highs, even above pandemic levels.
- This spike follows India's end of transshipment arrangements, which previously allowed about 18% of Bangladesh's weekly air exports to route through Indian airports.
- Capacity constraints at Dhaka airport persist, and additional airport charges and high jet fuel prices are further inflating costs.
- New cargo operations at Sylhet and Chattogram airports are being launched, but their impact is limited so far due to lower international flight frequencies.
- Exporters are bracing for further rate hikes as demand outpaces available cargo space.

Pakistan & Sri-Lanka:

- Air-Freight market is experiencing upward pressure on rates due to regional capacity constraints and increased demand, especially for exports to Europe and North America. The sector is also exposed to high fuel surcharges, in line with global trends.

UAE:

- The UAE's airfreight market remains relatively stable compared to South Asia, but is still affected by elevated fuel surcharges (26.75% in June 2025).
- The region continues to serve as a major transshipment and logistics hub, offering more capacity and competitive rates than South Asian peers.

"Airfreight rates from China to New Delhi reflect moderate pricing compared to regional peers."

Shruti Jain,
Senior Regional Global Manager
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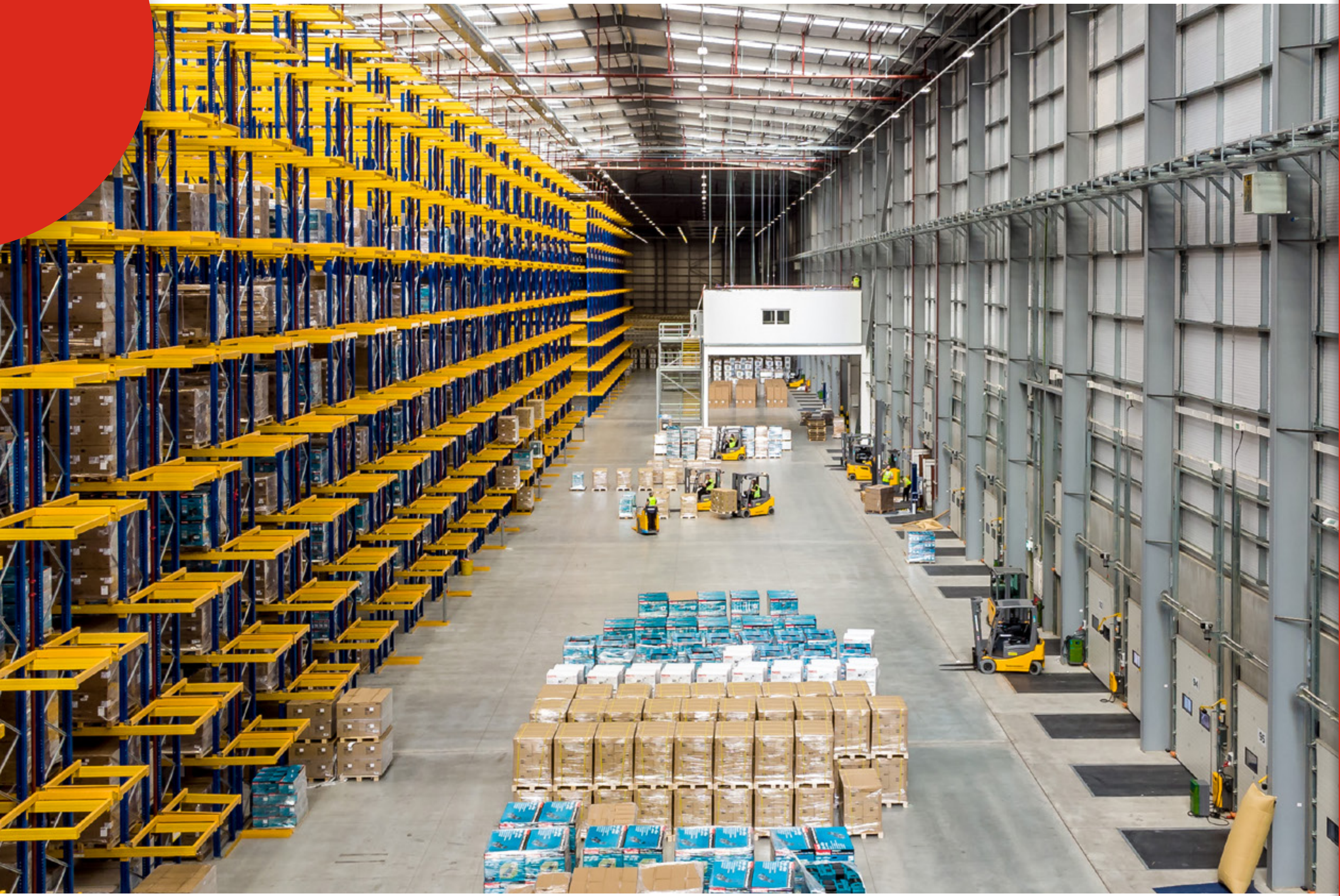
WAREHOUSING & TRANSPORT UPDATE



KEY HEADLINES

- New Natural Supplements Specialist Joins Uniserve Tilbury LHB.
- M48 Severn Bridge Closure to HGVs: Implications for Haulage Firms.

WAREHOUSING & TRANSPORT MARKET OVERVIEW

New Natural Supplements Specialist Joins Uniserve Tilbury LHB

The Uniserve Tilbury LHB is proud to welcome a new customer - an innovative company specialising in natural supplements designed to support gut and brain health. This forward-thinking brand focuses on delivering high-quality, science-backed products that promote overall well-being through the power of nature.

With growing consumer awareness around the importance of gut-brain connection, the new client's range of supplements is tailored to meet increasing demand for holistic health solutions. Their formulations feature plant-based ingredients, aimed at enhancing digestion, mood, and mental clarity.

Uniserve Tilbury LHB will serve as a key distribution partner, supporting the company's expanding customer base and demand for natural products.

This partnership highlights Uniserve's commitment to supporting emerging health and wellness brands with sustainable, end-to-end logistics solutions. We're excited to play a part in helping this innovative supplement provider bring natural wellness to more people than ever before.

M48 Severn Bridge Closure to HGVs: Implications for Haulage Firms

Starting May 27, 2025, the M48 Severn Bridge will be closed to heavy goods vehicles (HGVs) over 7.5 tonnes for an estimated 12 to 18 months. This measure is due to deterioration in the bridge's suspension cables, necessitating a reduction in load to maintain safety.

Haulage firms will face several operational challenges:

- **Increased Journey Distances:** HGVs over 7.5 tonnes will need to divert via the M4 Prince of Wales Bridge, adding approximately 14 miles to each journey.
- **Extended Detours During Unplanned Closures:** In the event of unplanned closures of the M4 bridge, HGVs will be rerouted via the M5 and M50, resulting in detours of approximately 100 miles.
- **Potential for Local Congestion:** The diversion of heavy traffic may lead to

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David Barry,
Director of Warehouse & Transport
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WAREHOUSING & TRANSPORT MARKET OVERVIEW

increased congestion on alternative routes, impacting delivery schedules and fuel costs.

The extended routes and potential delays are expected to increase operational costs for haulage companies. Despite these challenges, National Highways has stated that no compensation will be provided for the disruption, as the maintenance work is considered a statutory duty.

The closure highlights the need for infrastructure that can accommodate modern traffic demands. The M48 Severn Bridge, opened in 1966, was not designed for today's heavier and more frequent HGV traffic. Strengthening the bridge's suspension cables is estimated to cost between £300 million and £600 million and could take five years or more.

Haulage firms operating in the region will need to adjust logistics plans to account for the M48 Severn Bridge closure. Proactive measures, such as route planning and communication with clients about potential delays, will be essential to mitigate the impact on operations.

“Starting May 27, 2025, the M48 Severn Bridge will be closed to heavy goods vehicles (HGVs) over 7.5 tonnes for an estimated 12 to 18 months.”

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Director of Warehouse & Transport
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EUROPEAN TRANSPORT UPDATE

KEY HEADLINES

- During the first quarter of 2025, European road freight rates fell, driven by weak demand and ongoing economic uncertainty throughout the region.
- The Colle di Tenda road tunnel, a crucial Alpine link between northern Italy and southern France, is set to reopen on 27 June 2025 after years of closure.

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EUROPEAN TRANSPORT MARKET OVERVIEW

Q1 2025 Sees Decrease in European Road Freight Rates

During the first quarter of 2025, European road freight rates fell, driven by weak demand and ongoing economic uncertainty throughout the region. Spot rates dropped by 3.8 points compared to the previous quarter, settling at 134.1, although they remained slightly higher year-on-year. Contract rates also saw a quarterly decrease of 2.3 points, setting at 131.1, with only a marginal annual increase.

The industry continues to struggle with a significant shortage of drivers, with around 426,000 positions currently unfilled across Europe. This ongoing issue is placing additional pressure on freight capacity. At the same time, diesel prices rose by 4.8% compared to the final quarter of 2024, although there has been a modest decline in fuel costs in recent weeks.

Combined with global trade tensions and a growing preference for locally sourced goods, these factors have contributed to a weakening in freight demand. As a result, the outlook for the road freight sector in Europe remains cautious, with little expectation for significant rate increases in the near future.

Colle di Tenda Tunnel to Reopen in June, Restoring Key Italy–France Freight Route

The Colle di Tenda road tunnel, a crucial Alpine link between northern Italy and southern France, is set to reopen on 27 June 2025 after years of closure due to construction delays, landslide damage, and complex planning issues. Initially, traffic will operate in a single-lane, alternating flow controlled by traffic lights, allowing vehicles to pass in one direction at a time. This arrangement will remain until full dual-lane capacity is restored at an unspecified future date. The tunnel connects Cuneo in Italy's Piedmont region with Nice in France and is particularly important for road freight movements between Liguria, north-west Italy, and the Côte d'Azur.

Switzerland to Implement EETS for Road Tolls from June 2025

Starting 1 June 2025, Switzerland will fully adopt the European Electronic Toll Service (EETS), replacing its existing toll calculation method. The Emotach on-board units (OBUs) are being phased out, with their installation, replacement, and maintenance suspended since the beginning of the

"During the first quarter of 2025, European road freight rates fell, driven by weak demand and ongoing economic uncertainty throughout the region."

Lauren Liddell,
European Network Development Manager
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EUROPEAN TRANSPORT MARKET OVERVIEW

year. However, undamaged devices may continue to be used until 31 December 2025.

The introduction of EETS aims to simplify toll payments, allowing hauliers to use a single on-board unit across multiple countries. To legally use EETS in Switzerland, carriers must sign a contract with an approved operator, such as Telepass, Toll4Europe, or Axxès. This system supports postpaid payments and consolidated invoicing, facilitating easier administration and potential cost reductions for transport companies.

Rail Freight Disruption Expected Due to Works on Rheintalbahn and Reno Valley Routes

The Rheintalbahn, a vital corridor for European rail freight, is undergoing substantial upgrades aimed at improving long-term efficiency and reliability. Between 2 and 15 June 2025, scheduled infrastructure works on the Rheintalbahn route in Germany, along with construction at the Reno Valley site in Parma, Italy, are expected to affect rail cargo movements from Italy.

These essential maintenance operations will require a mandatory diversion via the Singen route. This diversion is likely to result in extended transit times and potential congestion on alternative routes, as shippers look for other transport solutions.

Should you have any concerns during this period, please contact Uniserve. We can offer alternative logistics solutions across all modes – rail, road, and sea freight.

“The Rheintalbahn, a vital corridor for European rail freight, is undergoing substantial upgrades aimed at improving long-term efficiency and reliability.”

Lauren Liddell,
European Network
Development Manager
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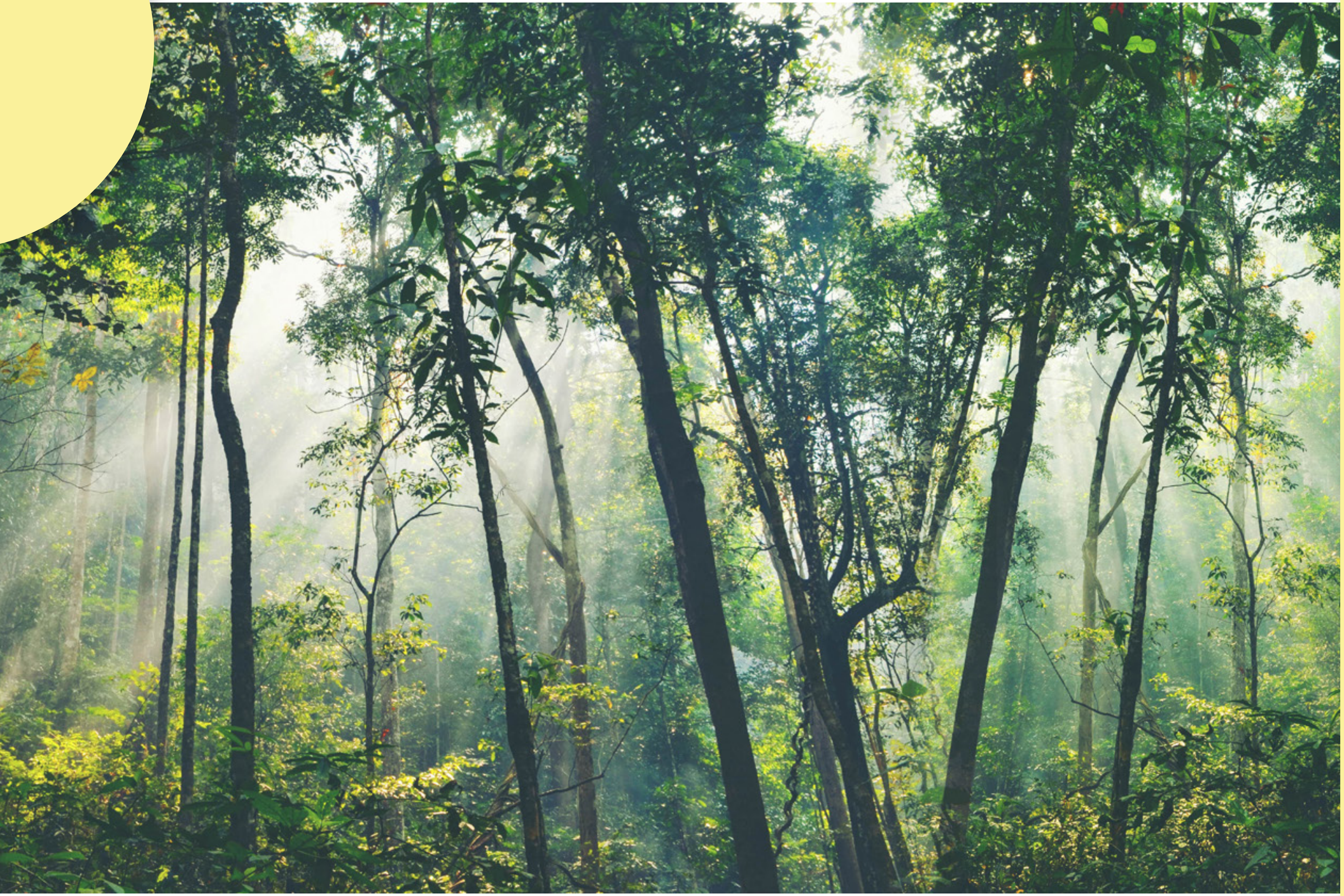
ENVIRONMENTAL COMPLIANCE UPDATE



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KEY HEADLINES

- Beyondly Appoint New Director of Policy and Public Affairs, Alex Hilton.

- This role will be responsible for managing Beyondly's public affairs strategy, nurturing key relationships with government bodies, regulators, and industry stakeholders.

ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

Beyondly Appoint New Director of Policy and Public Affairs, Alex Hilton

Beyondly Global Limited, a leading B Corp environmental compliance scheme and sustainability consultancy, is pleased to announce the appointment of Alex Hilton as its new Director of Policy and Public Affairs, effective 30th June 2025.

The strategic addition to the board marks a pivotal moment in Beyondly's continued growth journey. Following a successful rebrand from Comply Direct in 2023, the company has evolved significantly, growing year-on-year since inception. This new directorship underscores Beyondly's commitment to expanding its influence across the environmental and regulatory landscape, both in the UK and internationally.

This role will be responsible for managing Beyondly's public affairs strategy, nurturing key relationships with government bodies, regulators, and industry stakeholders. A central responsibility is to be a powerful voice representing Beyondly's customers, influencing policy that drives meaningful and positive environmental outcomes.

Alex joins the company board as the fourth statutory director, bringing 20 years' experience and insights from positions in the civil service; latterly Head of Governance and Government Relations at PackUK. Notably, Alex has played a leading role in the recent development of the Recyclability Assessment Methodology (RAM), a critical tool in helping producers assess their packaging under Extended Producer Responsibility (EPR).

Formerly, as Head of Sustainability at HM Revenue & Customs, Alex advised on environmental tax policy development, including the Plastic Packaging Tax and strategy for a Net Zero UK Tax Authority by 2040, advocating for a just, low-carbon tax system. A respected thought leader in the field, Alex is an IEMA Fellow, certified ESOS Assessor, Low Carbon Consultant, and former ISO14001 auditor.

Alex Hilton commented:

“I'm absolutely thrilled to join Beyondly and build on their extensive expertise. I'm especially looking forward to supporting Beyondly's customers, helping them have a more powerful voice and drive real, meaningful impact.”

The future is bright for Beyondly as they continually strive to preserve and protect our home, not just for today, but also for

“Beyondly is pleased to announce the appointment of Alex Hilton as its new Director of Policy and Public Affairs, effective 30th June 2025.”

Emily Baker,
Marketing Leader
emily.b@beyond.ly

ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

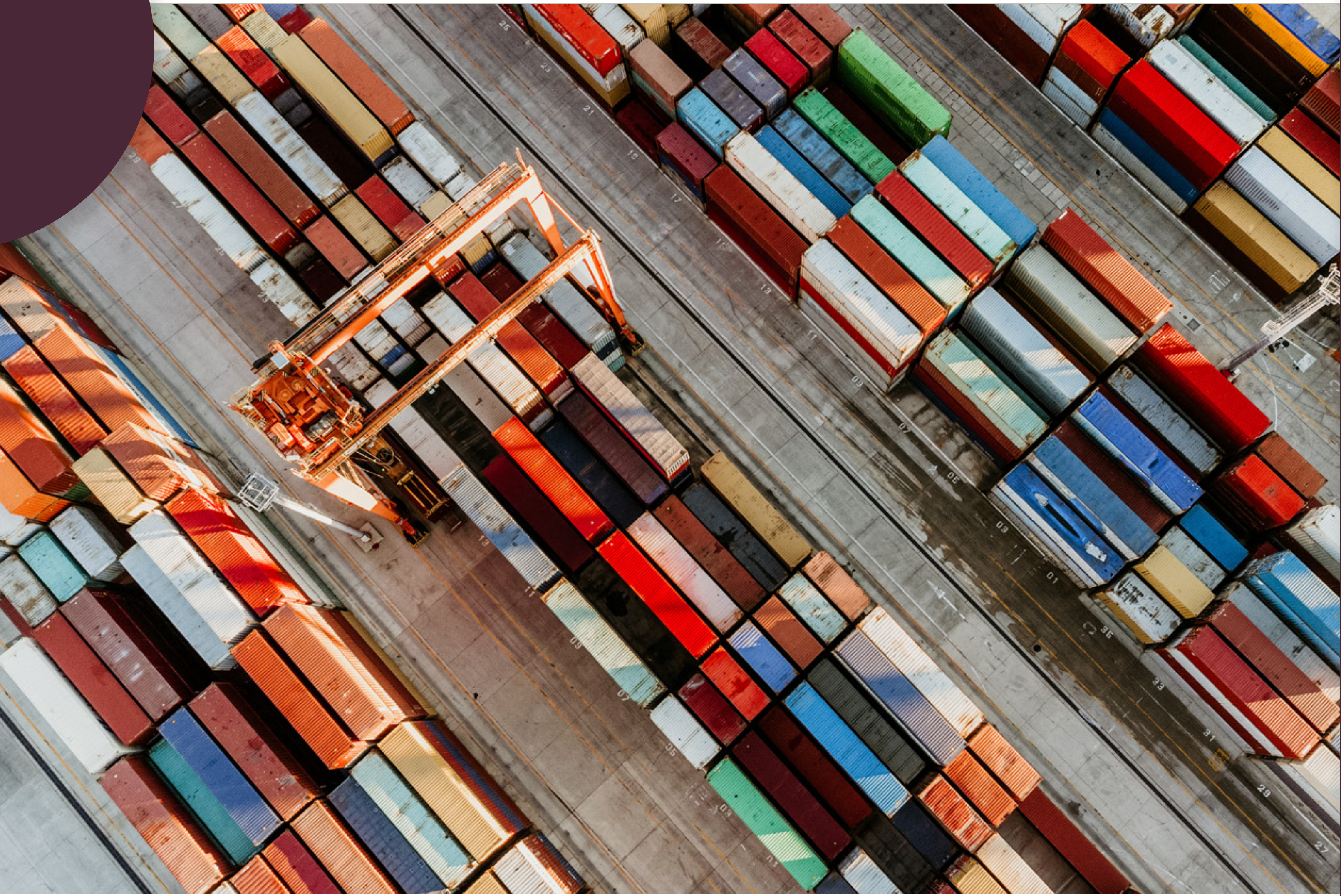
tomorrow. Their people are at the heart of the company's success, who lead, inspire and educate to positively impact society and the environment.

To learn more about Beyondly's environmental services and purpose, visit: **beyond.ly**

> **"The new directorship underscores Beyondly's commitment to expanding its influence across the environment and regulatory landscape, both in the UK and internationally."**

Emily Baker,
Marketing Leader
emily.b@beyond.ly

BKR CONSULTANTS UPDATE



KEY HEADLINES

- The UK-EU Trade and Cooperation Agreement (TCA), framing relations between the UK and the European Union (EU) post Brexit, made provision for its reviewal every five years, the first such falling due next year.

BKR CONSULTANTS MARKET OVERVIEW

EU-UK Reset?

The UK-EU Trade and Cooperation Agreement (TCA), framing relations between the UK and the European Union (EU) post Brexit, made provision for its reviewal every five years, the first such falling due next year. However, most of the work will be done this year, the curtain raiser for the process being last month's UK-EU Summit about which much was made rhetorically by the UK Government and the EU Commission.

Rather hastily negotiated in a febrile political atmosphere, the TCA was always going to fall short of expectations. The benefit of the largely duty-free trade between the territories, for goods complying with the agreement's rules of origin, has been diminished by the significant costs associated with the re-introduction of customs and other regulatory and border controls.

International movements by road have borne the brunt of the change, especially consignments where the cross-border requirements are more involved for example, fresh produce. Overall, it is reckoned that the 'hassle factor' for many businesses, of trading with the EU, especially small to medium sized enterprises, has contributed to an approximate 25% decline in UK exports to the market and a more than 30% decline in its imports.

Therefore, there is much commerce to be regained for the benefit of all by the UK and EU coming to agreement on better arrangements for the reduction of friction at the border (including Great Britain (GB) – Northern Ireland (NI) movements), where politically possible. So, in a period when the UK is only just completing the implementation of its post Brexit border controls, the impact of which over time may bring indirect pressure to bear on EU governments, the two parties have met to discuss what the future should hold.

Whilst by the media coverage of the read-out of the recent UK-EU Summit, one could be forgiven for thinking that an agreement had already been reached, the two sides merely stated that they had arrived at a common understanding, in what were termed exploratory talks on areas with the potential to strengthen bilateral cooperation.

Trade-wise the main stated intention that featured in the talks is around the UK and EU working towards the establishing of a Common Sanitary, Phyto-Sanitary (SPS)

"There is much commerce to be regained for the benefit of all by the UK and EU coming to agreement on better arrangements for the reduction of friction at the border."

Toby Spink,
Director at BKR Consultants Limited
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BKR CONSULTANTS MARKET OVERVIEW

Area for ‘agri-food’ trade between the two territories, which is to be underpinned by the regulatory principle of ‘dynamic alignment’. By which the UK undertakes to align its SPS rules to those of the EU.

The Common Area referred to is proposed to be established through a formal, to be negotiated, UK-EU SPS Agreement, under which it is envisaged that the current certificates / controls in place will no longer be required for most trade in agri-food goods (the new arrangements to also cover GB-NI movements under the Windsor Framework) between the parties.

Although the initial trade aspects of these opening discussions are limited, and more is to be hoped for, nevertheless the achievement of a Common SPS Area along the lines proposed would be a very significant improvement upon current cross-border arrangements for the businesses concerned. A welcome boost to European trade in an era when the outlook for international trade growth globally is particularly challenging.

The other trade related area which was touched on by last month’s UK-EU Summit was a hint that there may be some sort of converging over time of UK(1) and EU Carbon Border Adjustment Mechanisms (CBAM) for example, mutual exemptions and so on.

(1)UK CBAM scheduled for implementation January 2027.

“A welcome boost to European trade in an era when the outlook for international trade growth globally is particularly challenging.”

Toby Spink,
Director at BKR Consultants Limited
Toby.Spink@bkrconsultants.com

SUPPLY CHAIN ACADEMY

KEY HEADLINES

- The Supply Chain Academy is holding a webinar on Wednesday 9th July on how to strengthn your supply chain with military-informced risk success management.

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supply chain academy

SUPPLY CHAIN ACADEMY OVERVIEW

Sign up for the Supply Chain Academy's Next Webinar: Strengthening Your Supply Chain with Military-Informed Risk Success Management on 9th July.

In a world where cyber threats and global disruptions are the new normal, supply chain strategies require more than resilience - they need military-grade protection. With Gartner reporting that 50% of supply chain organisations plan to adopt Generative AI within the next year, now is the time to sharpen your approach with proven military principles.

Why Attend?

Join Chris Starling, U.S. Marine Corps veteran and Assistant Vice President of NPower SkillBridge, and Alex Mortimer, Head of Business Development at Uniserve's Supply Chain Academy & CEO of Safe Chain, for a hard-hitting session exploring how military-informed risk management can transform your operations.

What You'll Learn:

1. Tactical Risk Mitigation

Translate battlefield tactics, techniques & procedures - like decentralised command & control, immediate action drills, contingency planning, and redundancy to your organization. Make them part of your logistics playbook.

2. Wargaming & Scenario Planning

Stress-test your systems the way military leaders prepare for conflict. Course of action development, branch & sequel planning, identifying critical vulnerabilities and gaps. Use red cells to understand most dangerous and most likely courses of action from adversaries.

3. Warfighting Principles for business under siege.

In times of chaos and unpredictability, military decision-making processes and leadership principles are as applicable in the boardroom as on a battlefield.
A war fighter mentality is critical

"In a world where cyber threats and global disruptions are the new normal, supply chain strategies require more than resilience - they need military-grade protection."

Alex Mortimer,
Head of Business Development
at Supply Chain Academy
am@supplychainacademy.org.uk

SUPPLY CHAIN ACADEMY OVERVIEW

to accomplishing the mission and protecting the force. In today's high-stakes environment, you either make yourself too hard a target for your adversary - or you get drawn into the fight.

4. Intelligence-Driven Agility

Intelligence drives operations. Leverage real-time data. Ensure reporting enables you to stay ahead of disruption.

5. Cybersecurity as a Combat Zone

He who defends everything, defends nothing. Designate a main effort. Identify supported and supporting efforts. Reinforce your digital perimeter - because protecting your data is now a front-line mission.

Sign up here.

Recap our webinar.

We hope you enjoyed our recent webinar exploring Supply Chain Best-Practices and the Supply Chain Practitioner Qualification.

If you missed it or wanted a recap, you can download the recording here!

What we covered

- Overview of Supply Chain Best Practices followed by hearing about Supply Chain Practitioner qualification
- How the programme supports staff retention, operational efficiency, and future leadership
- Funding explained – including how the Apprenticeship Levy can cover the full cost
- Our Supply Chain Expert will share real-world insights and best practice

"Intelligence drives operations. Leverage real-time data. Ensure reporting enables you to stay ahead of disruption."

Alex Mortimer,
Head of Business Development
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uniserve

your **global** business