SEPTEMBER 2025

MARKET UPDATE

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INDIA TRADE UPDATE

India's GST Reform: Simplified Tax Regime to Boost Export Competitiveness

India has rolled out a landmark Goods and Services Tax (GST) reform that could reshape the landscape for exporters. The new structure, effective from 22nd September 2025, replaces the earlier four-slab system (5%, 12%, 18%, and 28%) with a streamlined framework of two primary slabs - 5% and 18% - along with a 40% slab reserved for luxury and sin goods.

The reform is aimed at simplifying compliance, reducing costs, and strengthening India's position in global trade.

Key Impacts on Exporters

- **Simplified Tax Structure**

Exporters no longer need to navigate multiple GST slabs. The rationalised two-tier system reduces classification disputes and makes tax calculations clearer and faster.

- **Lower Input Costs**

Many raw materials and intermediate goods now fall under the 5% slab, cutting down production costs for manufacturers and exporters.

- **Faster Refunds and Better Cash Flow**

The government has introduced a new mechanism to process GST refunds for exporters within seven days, easing working capital pressures and freeing up liquidity for businesses.

- **Reduced Logistics Costs**

GST on transport services has been slashed from 12% to 5%, bringing down freight charges and reducing the overall landed cost of Indian goods in overseas markets.

- **Boost to Global Competitiveness**

With lower input costs and simpler compliance, Indian exporters are expected to become more price-competitive in markets such as the UK, USA, and beyond.

- **Support for MSMEs and Manufacturing**

Export-oriented MSMEs stand to gain significantly, with reduced tax burdens encouraging investment, expansion, and scale-up in production.

While importers may face some upfront cash flow challenges due to Integrated GST (IGST) payment timings, the reforms are overwhelmingly positive for exporters. Analysts suggest this move could significantly enhance India's global trade performance over the coming years.

If you would like to speak to someone about this update and/or discuss our end-to-end service solutions for India, please contact our Customer Relationship Management team today on 01375 856060 **or email crmteam@ugroup.co.uk.**

"With lower input costs and simpler compliance, Indian exporters are expected to become more price-competitive in markets such as the UK, USA, and beyond."

OCEAN FREIGHT UPDATE

KEY HEADLINES

- Carriers brace for another month of uncertainty on Asia-Europe and transpacific routes amid overcapacity and tariff pressures.
- Asia-Europe schedule reliability improves despite ongoing EU port congestion.
- Major carriers like MSC and Hapag-Lloyd have implemented significant rate hikes for exports to North America and Europe from ISC.

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UNIocean
your global carrier

OCEAN FREIGHT GLOBAL MARKET OVERVIEW

Navigating the Waves of Oversupply

The ocean freight market has undergone a dramatic reversal. Following a period of peak prices, a significant influx of new vessel capacity is now creating an oversupply situation on major East-West trade lanes. This has pushed spot rates downward and created a buyer's market. However, this doesn't mean the market is simple or easy to navigate. UniOcean Lines continues to keep its finger on the pulse, day-by-day, in order to offer you the best solutions.

Operational and Pricing Trends

- **Overcapacity and Rate Volatility:** A flood of new vessels, particularly on the Asia-Europe corridor, is putting significant pressure on carriers to maintain profitability. In response, carriers are increasing blank sailings and service reductions to manage capacity.
- **East > West (China/Southeast Asia to UK/ Europe):** This is one of the busiest and most dynamic trade lanes for UniOcean Lines. While rates have generally declined, we've seen temporary price spikes due to a combination of Red Sea diversions and seasonal surcharges. This constant push-and-pull between oversupply and temporary disruptions highlights the need for a nimble and adaptable logistics partner.
- **Trans-Pacific & Intra-Asia:** The Trans-Pacific market is seeing a contraction in demand and softening rates, while the Intra-Asia trade remains a bright spot with robust growth. This regionalisation of trade is a key trend.
- **United States:** Booking volumes to the United States have decreased by 20% in the last six weeks, mainly due to recent U.S. tariff measures and importers being cautious about their inventory strategies. Pre-season replenishment led to a peak in early summer, but with weak order volumes in the U.S., many shippers are delaying bookings to avoid excess inventory. In response to these challenges, carriers are implementing capacity management measures to balance services through September. This may result in rolling risks for importers, changes in port coverage, and shifts in transit patterns across the Pacific trades. Service schedules are expected to remain fluid as carriers adapt to policy-driven disruptions and lower order volumes.

> **"A significant influx of new vessel capacity is now creating an oversupply situation on major East-West trade lanes, pushing spot rates downward and creating a buyer's market."**

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

Shipping Line Service and Product Updates

Several major shipping lines have made announcements that will affect their product offers in September 2025. MSC is launching new, specialised services to target specific trade lanes, which could indirectly impact capacity on other routes. OOCL and COSCO are enhancing their services to New Zealand, showing a focus on strengthening regional networks. Maersk has announced operational changes on its European routes, temporarily omitting the Port of Genoa due to operational challenges. CMA CGM is also expanding its network with a new service connecting the Far East to East Africa. These developments highlight the unpredictability of carrier services and the crucial need for a partner like UniOcean Lines who can provide quick to market, existing and alternative options with added flexibility.

Infrastructure and Competition

While there are no major new port developments on key trade lanes, existing hubs—especially in Northern Europe—are facing increasing congestion. This creates a significant challenge for importers and underscores the importance of our inland operations. UniOcean Lines well-established landside services in the UK, Ireland, and the Netherlands are a critical differentiator, ensuring that your cargo moves smoothly from the port to its final destination without costly delays.

We believe that our multi-carrier offer is the most powerful tool in this market. While other forwarders may be tied to a single carrier, we have the flexibility to secure capacity and the most competitive pricing from a variety of carriers, giving you back control and stability in an uncertain world.

"These developments highlight the unpredictability of carrier services and the crucial need for a partner like UniOcean Lines."

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

INDIAN SUBCONTINENT

- Demand volumes from the Indian subcontinent (India, Pakistan, Bangladesh, Sri Lanka) to Europe remain strong with ongoing congestion at key South Asian ports like Chittagong (Bangladesh) causing 24-36 hour delays.
- Sea freight rates from India are increasing sharply at major ports like Nhava Sheva due to pre-festive demand and container scarcity, while Chennai remains relatively stable but faces congestion risks.
- Bangladesh and Pakistan exporters see rising container rates, particularly for garment and textile shipments to the UK, with no significant new capacity announced.
- Sri Lanka's Ocean freight remains stable but faces port congestion issues amid seasonal demand for tea and spices exports.
- The Middle East is adding new ocean freight services to navigate geopolitical chokepoints, yet capacity remains tight, with increased insurance and transport costs felt throughout Q4.

"Sea freight rates from India are increasing sharply due to pre-festive demand and container scarcity."

Shruti Jain,
Head Partner
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AIR FREIGHT UPDATE

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KEY HEADLINES

- US tariff uncertainty creates volatile Q4 airfreight outlook.
- East–West trade lanes strengthen amid Southeast Asia capacity shifts.

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AIR FREIGHT GLOBAL MARKET OVERVIEW

With implementation of new US tariff rates, in most cases post negotiation, and removal of de minimis exemptions on shipment valued under $800.00 there seemed to be some clarity on costs to trade with the US for most countries. We are still waiting for a longer-term decision on China's tariff levels, with any decisions on a higher tariff being delayed to 10th November.

However, with the latest news that the tariff levels imposed are being challenged by US Courts, who have ruled them illegal, that clarity has been muddied again. The outcome on trading for Q4 is now harder to predict.

Industry sources indicate that buyers have brought forward ordering to try and avoid higher tariff levels, so an urgency for airfreight may have reduced. We have seen strong volumes over the last month supporting this theory. That said, others may have held back, pending more clarity, and need may drive faster transits. Some retailers are also adapting their e-comm models to B-to-B-to-C to overcome minimum parcel charges, so transatlantic and transpacific air freight demand may still peak as yearend approaches.

We are adapting our solutions in line with changing market requirements, so are here to support you. Understanding your forecast and plans will help us serve you better, so we encourage dialogue with your account contacts and our air freight team.

Far East & Southeast Asia

East > West (China/Southeast Asia to UK/Europe): This trade lane remains a key area of strength and opportunity. Pricing is generally stable, and demand is expected to increase in to Q4, with carriers signalling increases as we move through this month. We have been operating a land/air solution from China mainland in to the UK and Europe which will bring added capacity and lower pricing over pure air, if your lead time allows for a slightly longer transit.

There is still a general trend in manufacturing away from China and into Southeast Asia. However, slower e-comm volumes globally, year to date, have put less pressure on Southeast Asian hubs like Bangkok which has been used as a solution for more capacity in to Europe and North America over the last couple of years. Despite this, carriers in the region are also looking to improve yields in the run up to year end.

"Industry sources indicate that buyers have brought forward ordering to try and avoid higher tariff levels, so an urgency for airfreight may have reduced."

Leighton Bonnett,
Director of Airfreight
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AIR FREIGHT GLOBAL MARKET OVERVIEW

Cambodia and Thailand are still in dispute over their border so movement of cargo from Cambodia to gain additional capacity from Bangkok and Phuket is still not possible. In addition to this, Phnom Penh (PNH) airport closes on the 8th of September, with all activity transferring to Techo International Airport (KTI – Krong Ta Khmau) . Carriers are not receiving any new bookings between 6th and 9th as a result, so delays in uplift of bookings will occur short-term whilst the new operation comes on line.

Vietnam is also seeing new airports and much needed additional capacity to meet the growing demand of the increased number of factories moving to the country.

Long Thanh International Airport (IATA: LTH). Approximately 40 km from Ho Chi minh city and 60 km from the existing airport (SGN) will be the second airport to serve the Ho Chi Minh area. Construction began in January 2021, and its first phase is scheduled to be finished by End of 2026.

Gia Binh airport (IATA code not yet designated) situated approximately 80km from Hanoi city and 60km from the existing HAN airport, started construction in December 2024 with the first phase scheduled to finish in 2028.

Infrastructure Developments in China continue with the all-cargo airports Ezhou Huahu International Airport . This airport, and others like it, are designed to streamline cargo operations and connect more regions directly to international markets.

> **“Vietnam is seeing new airports and much-needed additional capacity to meet the growing demand from the increasing number of factories moving to the country.”**

Iain Brymer,
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AIR FREIGHT GLOBAL MARKET OVERVIEW

INDIAN SUBCONTINENT

- Air freight demand, especially India and the Middle East, continues to grow strongly, driven by e-commerce, pharmaceuticals, perishables, and high-tech goods exports.
- Air freight rates from India are stable for large shipments from key hubs like Delhi, Mumbai & Chennai with seasonal tightening expected from October due to festival and holiday demand spikes.
- Bangladesh and Pakistan show steady export air freight demand to Europe, though limited new capacity means elevated rates during peak season.
- Sri Lanka faces constrained air freight capacity due to fewer direct flights, relying on transshipment hubs resulting in higher costs and delays.
- The Middle East maintains high air freight rates attributed to rising fuel costs and geopolitical tensions affecting route reliability and costs.
- Infrastructure enhancements, digital customs processes, and expansions in dedicated cargo terminals in India and the UAE are supporting smoother logistics and increasing competitiveness in airfreight.

"Airfreight demand continues to grow strongly in India and the Middle East, driven by e-commerce, pharmaceuticals, perishables, and high-tech exports."

Shruti Jain,
Head Partner Development - Asia
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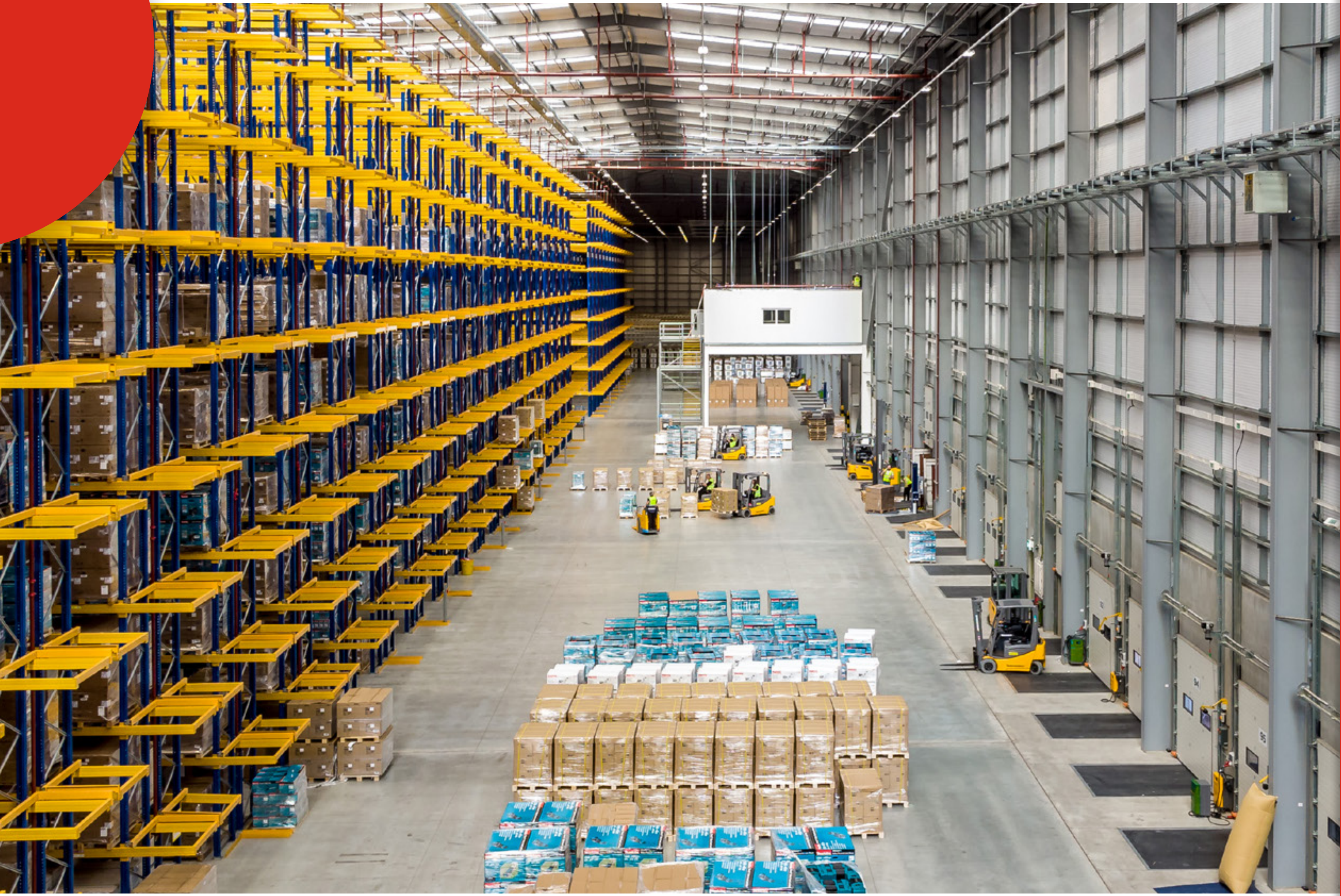
WAREHOUSING & TRANSPORT UPDATE



KEY HEADLINES

- Uniserve Chepstow's LNG Fleet hits 1 million miles, driving toward a greener future

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WAREHOUSING & TRANSPORT MARKET OVERVIEW

Uniserve Chepstow Expands LNG Fleet to Drive Down Emissions

Uniserve Chepstow is taking another step forward in its sustainability journey with the addition of four LNG-powered trucks to its local fleet. These second-hand vehicles will be dedicated to local operations, complementing our existing new LNG trucks that continue to handle high-mileage, long-haul routes.

By increasing the number of LNG trucks in Chepstow, we are further reducing our carbon footprint and shifting more of our operations to cleaner fuel sources. LNG (Liquefied Natural Gas) produces significantly lower CO_2 emissions compared to diesel, and this expansion means we can deliver more goods while keeping our environmental impact to a minimum.

This milestone comes as our new LNG trucks achieved a major achievement of their own—during August, they collectively surpassed 1 million miles driven. It's a testament to the reliability, efficiency, and environmental benefits of LNG technology in our daily operations.

At Uniserve Chepstow, sustainability isn't just a target, it's a continuous commitment. These new additions mark another important step toward greener logistics and a cleaner future.

"By increasing the number of LNG trucks in Chepstow, we are further reducing our carbon footprint and shifting more of our operations to cleaner fuel sources."

David Barry,
Director of Warehouse & Transport
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EUROPEAN TRANSPORT UPDATE

UNIeurope

KEY HEADLINES

- The Mont-Blanc Tunnel will be closed to all traffic from September 1 to December 12, 2025, for major renovation works marking its 60th anniversary.
- ICS2 release 3: staggered EU rollout sees some states enforce from Sept 2025, majority delayed to 2026.

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EUROPEAN TRANSPORT MARKET OVERVIEW

Mont-Blanc Tunnel Closure

The Mont-Blanc Tunnel will be closed to all traffic from 5 p.m. on September 1, 2025, until 5 p.m. on December 12, 2025, to allow for major vault renovation works marking its 60th anniversary. This project represents the first comprehensive structural modernisation of a major European tunnel.

During this closure, most freight will be diverted via the Fréjus Road Tunnel, while light vehicles may use the Grand-Saint-Bernard Tunnel or other Alpine passes.

This closure will temporarily affect our Italian road groupage service, however our team is actively managing capacity to keep things moving as smoothly as possible for limited or no impact to be felt.

ICS2 Delayed Implementation

ICS2 Release 3 is the latest phase of the EU's Import Control System, requiring all goods entering the EU by road to have an Entry Summary Declaration (ENS) submitted through the ICS2 system before arrival. This ensures that customs authorities receive necessary safety and security data in advance to manage risk and compliance effectively.

Originally, full mandatory ENS filing in ICS2 for road and rail was set to take effect on 1 September 2025 across all EU Member States. However, many Member States requested and were granted temporary derogations allowing extended transition periods for economic operators to comply. These derogations delay the enforcement of ICS2 ENS filing for road and rail in most countries until 2026.

For the handful of Member States that did not seek derogations, such as Bulgaria, Cyprus, Czechia, Denmark, Estonia, Germany, Greece, Malta, Netherlands, Portugal, Slovenia, and Sweden. The requirement to file ENS through ICS2 from 1 September 2025 remains in force. In these countries, the use of previous systems like ICS1 or NCTS P5 for ENS submission has ended.

Some Member States have implemented the NCTS P6 transit system with an "opt-in" option, allowing the ENS filing to be combined with transit declarations. Where this is operational, separate ENS filing in ICS2 can be waived if all safety and security data are included and submitted within the required time limits.

“This project represents the first comprehensive structural modernisation of a major European tunnel”

Lauren Liddell,
European Network Development Manager
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EUROPEAN TRANSPORT MARKET OVERVIEW

In summary, while ICS2 for road and rail is fully operational in some Member States from September 2025, the majority of the EU has delayed mandatory compliance until 2026 through derogations, giving operators additional time to prepare for this important customs security requirement. This staged implementation aims to ensure smooth transition and continued compliance across all EU borders.

If you have any questions, please don't hesitate to contact us at unieuropecommercial@ugroup.co.uk.

"While ICS2 for road and rail is fully operational in some Member States from September 2025, the majority of the EU has delayed mandatory compliance until 2026 through derogations."

Lauren Liddell,
European Network Development Manager
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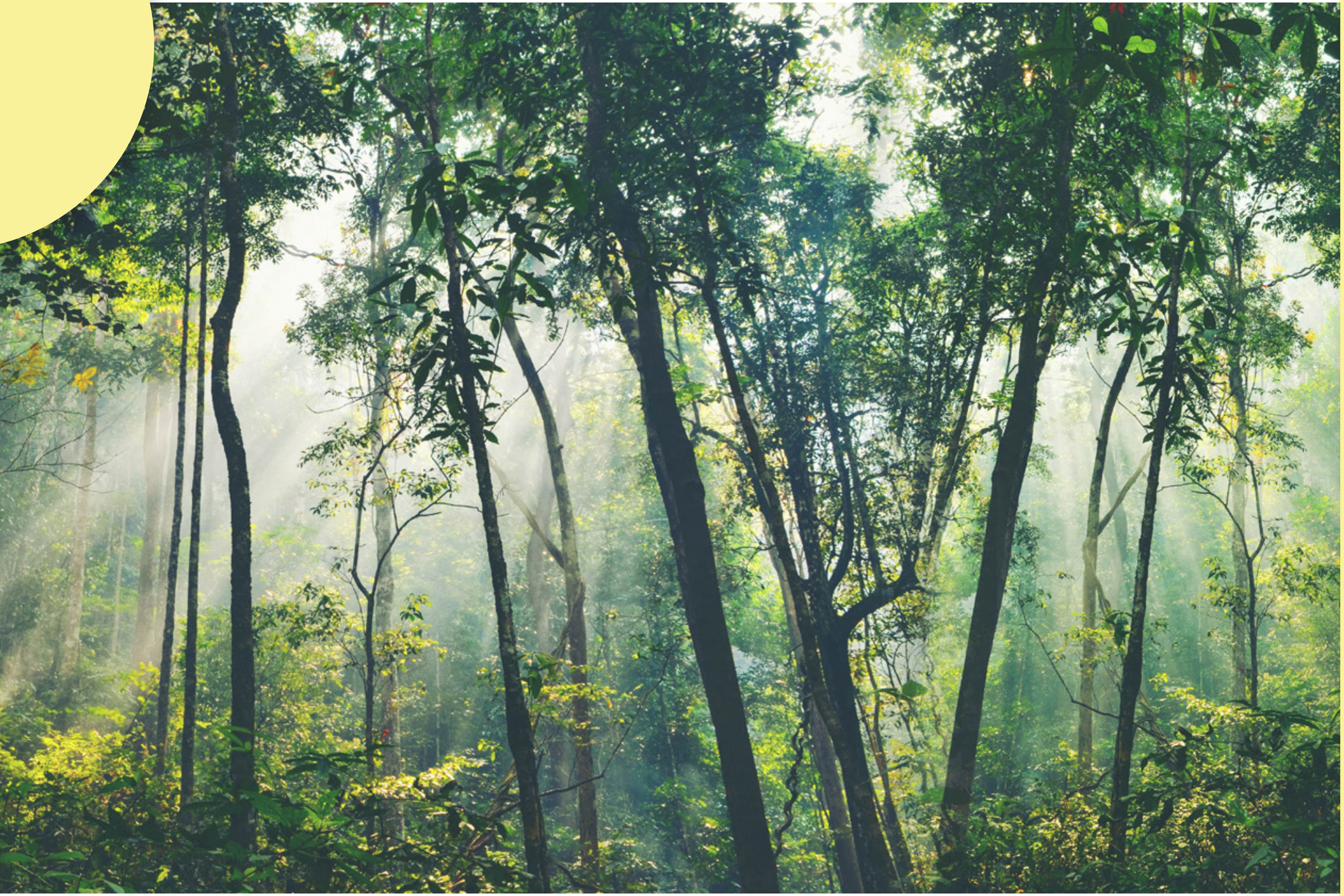
ENVIRONMENTAL COMPLIANCE UPDATE



KEY HEADLINES

- Beyondly leads collaborative recycling campaign in Preston, cutting contamination and boosting community engagement.

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ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

Beyondly and Partners Show How Collaboration Cuts Recycling Contamination

Beyondly Global Limited, a leading B Corp environmental compliance scheme and sustainability consultancy, has played a pivotal role in bringing councils, charities, and industry partners together to achieve more effective recycling outcomes. The ongoing advancements in Beyondly's partnership work and collaboration is underpinned by their vision to create a better, fairer, and sustainable world for all.

Beyondly is proud to have recently supported RECOUP and Preston City Council in delivering a citywide recycling campaign under the Pledge2Recycle Plastics programme. The initiative tackled key barriers to effective recycling – such as contamination and confusion around plastics – through effective, targeted education and collaboration.

The campaign's clear, consistent messaging allowed it to reach more than 265,000 residents, leading to a 13% drop in recycling contamination reports and a 19% reduction in material rejections at sorting facilities. Preston City Council also recorded an additional 11 tonnes of plastics, glass, and cans collected in 2024/25 compared with 2023/24, alongside fewer crew-reported contaminants such as general waste and plastic bags in recycling bins.

Councillor Freddie Bailey, Cabinet Member for Environment and Community Safety commented "The outcomes of this campaign are brilliant. Preston residents want to do the right thing when it comes to recycling, and this campaign helped make that easier. By combining local pride with practical information, we empowered people to recycle more and better."

The campaign prioritised direct engagement with communities in Plungington, Deepdale and the City Centre, where housing types and language barriers present ongoing challenges, through school visits, supermarket events, and a dedicated recycling van at the city's Flag Market. Surveys conducted during engagement revealed that while many residents want to recycle more, they often struggle with understanding what's accepted and how to prepare materials properly.

Katherine Fleet, Head of Sustainability and Circularity at RECOUP commented,

"Beyondly is proud to have recently supported RECOUP and Preston City Council in delivering a citywide recycling campaign."

Emily Baker,
Marketing Leader
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ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

"Education remains a vital part of the recycling puzzle. By using visuals, clear messages, and trusted community channels, this campaign helped to reduce confusion and increase confidence in recycling."

Beyondly, who supported delivery of the campaign as well as providing grant funding through their Fund for Change programme, also praised its impact and inclusive approach.

"At Beyondly, we're proud to support initiatives that empower communities to make lasting environmental change," said Charlotte Davies, Senior Consultant Resource Efficiency and Circularity at Beyondly. "This campaign in Preston is a fantastic example of how collaboration and clear communication can reduce contamination, increase recycling, and build a more sustainable future."

Looking ahead, Preston City Council plans to build on the learnings from the campaign, including strengthening relationships with local schools, improving access to recycling for households without kerbside bins, and considering the needs of neurodiverse residents.

Building on the success of the recycling campaign, Beyondly is excited to continue working with industry leaders to drive meaningful change and embed sustainable practices. The company is proud of their work across the industry, with partners and associations alike, to champion initiatives that not only deliver measurable results for businesses but also place the planet at the heart of every decision.

To learn more about Beyondly's work across partners and industry, please visit: beyond.ly/about/partners-and-industry/ or call: 01756 794951.

"We're proud to support initiatives that empower communities to make lasting environmental change."

Emily Baker,
Marketing Leader
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BKR CONSULTANTS UPDATE

KEY HEADLINES

- The UK quietly moves toward EU regulatory alignment to ease trade friction and boost growth.

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BKR CONSULTANTS MARKET OVERVIEW

UK – EU: The Quiet Alignment

Keep it at a whisper for now, but it is becoming increasingly apparent that Britain is seeking to pragmatically align its regulations in certain areas with those of the European Union (EU), where it makes sense. Low profile legislation has been passed, largely without debate, to make it easier for ministers to do so without having to seek parliamentary approval each time. Although the approach is sensitive politically, it is seen as necessary economically.

Post Brexit new bureaucracies have been created in Britain, or existing ones expanded, to cope with the influx of regulatory work previously handled for the UK by Brussels, at a significant cost to the public purse and to the businesses they regulate. Yet these are under resourced by comparison with their EU counterparts, whose regulations they still need to monitor, track, or respond to. Meanwhile, business is having to weigh the costs and benefits of meeting product conformity requirements in both the EU and British markets which, in more highly regulated product sectors such as foodstuffs, chemicals and pharmaceuticals, can be considerable. Such that, in some cases, companies may decide not to make certain of their product range available in Britain.

Therefore, unsurprisingly, Britain wants better co-operative arrangements with the EU, which may require more convergence and will likely necessarily involve more regulatory alignment or shadowing. For although Brexit gave Britain the freedom to go its own way and the nominal autonomy to make its own rules, the operational reality is that the economic and regulatory gravitational force of the EU inevitably exerts a significant pull on the economies within its orbit. So, like other countries with larger neighbouring economies, including other European states, the UK, or more particularly Great Britain (given that Northern Ireland remains in the EU Single Market) must recognise this reality and learn how to better manage its relations with the EU, now that it is outside it, so as to maximise the benefits and minimise the costs of the new relationship.

Brexit is thought to have played a significant part in Britain's lacklustre economic performance since the end of the Brexit transition agreement going into 2021 - the UK-EU Trade and Cooperation Agreement (TCA) notwithstanding - which

"The economic and regulatory gravitational force of the EU inevitably exerts a significant pull on the economies within its orbit."

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

the country can ill afford. Obstacles to growth are perceived to be particularly acute in the more regulated sectors of international trade. Any benefits of the TCA tend to be negated by the costs and hassle factors associated with the significant non-tariff and technical barriers to trade between the two markets in many areas, which are especially irksome to small to medium sized enterprises (SME), responsible for so much employment in the economy.

The UK-EU reset summit of May this year acknowledged the existence of border frictions and the scope for greater co-operation on trade, specifically referencing the agri-food sector and the intention to work towards the establishing of a Common Sanitary, Phyto-Sanitary (SPS) Area for cross-border trade in such goods. To be underpinned by the regulatory principle of dynamic alignment. By which the UK undertakes to continuously align its SPS rules to those of the EU. There was also the inference of degrees of alignment in the field of energy and Britain's proposed equivalent of the EU's carbon border adjustment mechanism. There is already dynamic alignment in respect of aspects of the Tariff operated by each territory, indicating that the principle has become accepted as part of how the parties work together.

Perhaps building on the novel arrangements in place on the island of Ireland, to finesse cross-border trade, or the dynamic alignment model adopted by the EU and Switzerland for their relationship, the British government is hoping that appropriate solutions can be found in other areas of mutual regulatory interest, after foodstuffs have been addressed, to reduce the burden of trade barriers and to foster economic growth for the benefit of both parties. In addition to foodstuffs, examples of other sectors ripe for a dose of innovative regulatory thinking are those of chemicals and pharmaceuticals, for which the regulatory environment is also particularly challenging, and compliance costly.

The Swiss model may be instructive, in that the latter can involve unilateral dynamic alignment, where thought beneficial, so that, for example, something registered or authorised in the EU market does not necessarily have to be re-registered or re-authorised in Switzerland. This would seem to make a virtue out of a compliance necessity, easing the burden on business

> **"Any benefits of the TCA tend to be negated by the costs and hassle factors associated with the significant non-tariff and technical barriers to trade."**

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Director at BKR Consultants Limited
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BKR CONSULTANTS MARKET OVERVIEW

by eliminating some of the friction, uncertainty and cost that would otherwise exist.

It is unclear how far the UK Government wants to take its EU alignment approach, or indeed how far it will be permitted to, both domestically, politically, and by the EU Commission and Member States which, must carefully balance the benefits accruing to members of the club, for example the Single Market, as compared with non-members. Fortunately, the current geopolitical context seems to be making the EU more open to new approaches to co-operation within the wider Europe, and it helps that the current British government has a certain respect for the EU institutions Britain has left and that it is not averse to paying its way, through contributions to the EU budget, for access to certain defined benefits and programmes. Were a strategy of low-key, incremental EU alignment to succeed in feeding through to improved economic growth it would be difficult for a successor government to justify a reversal.

"The current geopolitical context seems to be making the EU more open to new approaches to co-operation within the wider Europe."

Toby Spink,
Director at BKR Consultants Limited
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SUPPLY CHAIN ACADEMY

KEY HEADLINES

- Invest in your career or your workforce with the Supply Chain Academy's accredited programmes at Levels 3, 5, and 6.

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SUPPLY CHAIN ACADEMY OVERVIEW

Elevate Your Supply Chain Career with The Supply Chain Academy

Since 2012, The Supply Chain Academy has been the UK's only business academy dedicated entirely to supply chain excellence. We are trusted by leading organisations, across multiple sectors, such as Airbus, Alliance Pharma, McDonald's/ Martin Brower, Travis Perkins and Uniserve. Our programmes are designed to deliver measurable results for employers while developing the next generation of supply chain professionals.

For existing employees, business performance goals such as improving OTIF, reducing lead times, increasing inventory accuracy, or lowering cost-to-serve can be built into the learning as live projects. This ensures every programme delivers real-world impact.

Level 3: Supply Chain & Procurement Practitioner Programme

More information

Who it is for:

Those starting a career in supply chain, or employees looking to strengthen their knowledge and better understand how their role affects upstream and downstream operations.

Programme content includes:

- End-to-end supply chain operations
- Forecasting and procurement
- Inventory management and logistics
- Customer service and data analysis
- Continuous improvement and lean
- Compliance with legislation and policies

Delivery:

Blended learning with virtual 3-hour sessions every two weeks, plus one in-person session each year. A tailored in-company version is also available.

Proven results:

Our programme has an 82% retention rate, compared with a national apprenticeship average of around 56 percent. This success is driven by structured support and high learner engagement.

"Since 2012, The Supply Chain Academy has been the UK's only business academy dedicated entirely to supply chain excellence."

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

SUPPLY CHAIN ACADEMY OVERVIEW

Level 6: Supply Chain Leadership Professional Degree

More information

Who it is for:

Experienced or aspiring leaders in supply chain and logistics.

Programme content includes:

- Logistics network design and warehouse management
- Demand management and forecasting
- Procurement and legislation
- Organisational strategy and finance

Outcome:

A bachelor's degree awarded by Leeds Trinity University, combining academic learning with applied, workplace-focused study.

Level 5: Leadership & Operations Management (launching January 2026)

Who it is for:

Current or aspiring Operations Managers, Warehouse Managers, Production Supervisors, Retail Operations Leads, or Team Leaders across sectors such as logistics, manufacturing, food production, pharma, retail and customer service. This programme is designed for those looking to progress into senior leadership roles.

Programme content includes:

- Leadership and management
- Operations and process management
- Project and change management
- Finance and sustainability
- Lean thinking and continuous improvement
- People management

Delivery:

Blended learning with virtual 3-hour sessions every two weeks, plus quarterly in-person workshops. A bespoke in-company version is also available.

Funding:

Fully funded through the Apprenticeship Levy for large employers, with up to 95 percent co-funding available for SMEs.

"Designed for experienced or aspiring leaders in supply chain and logistics."

Alex Mortimer,
Head of Business Development at Supply Chain Academy
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