

**MAY
2026**



**MARKET
UPDATE**

UNiserve
your **global** business

Part of GB Global

INTRODUCTION

Welcome to Uniserve's Monthly Market Update, your concise briefing on the trends, challenges and opportunities shaping global supply chains. Designed to help cut through complexity, this report equips you to make confident, informed decisions for the months ahead.

This month's edition brings together expert insights from across GB Global group companies, highlighting key developments from ocean and air freight to environmental compliance and customs regulations.

UNISERVE – PART OF GB GLOBAL

GBglobal
Equity & Assets





CONTENTS

Ocean Freight
Update

Air Freight
Update

European
Transport Update

Customs
Update

Environmental
Compliance Update

Supply Chain
Insight

Education
Update



OCEAN FREIGHT UPDATE



KEY HEADLINES

- . Tactical Blank Sailings Drive Unpredictable Schedules
- . Container Shortages Re-emerge, Disrupting Asian Export Plans
- . Indirect Routings Take Hold as Asia–Europe Networks Grow More Complex
- . Bunched Arrivals and Congestion Slow Cargo Release at European Ports
- . Surcharge Volatility Keeps Ocean Freight Costs Unpredictable for South Asia–Europe Shippers



OCEAN FREIGHT GLOBAL MARKET OVERVIEW

Tactical Blank Sailings Drive Unpredictable Schedules

Ocean carriers have stepped up the use of tactical blank sailings across key long haul trades, most notably Asia–Europe, Asia–Mediterranean and Transpacific eastbound routes. Rather than withdrawing capacity across entire services, shipping lines are increasingly cancelling individual sailings or adjusting rotations within alliance networks. This approach allows them to maintain vessel utilisation while absorbing the pressures created by longer routings and uneven demand.

Compared with April, this capacity management has become more precise and more reactive. On paper, weekly schedules may look stable, but in practice effective capacity is tighter. Cargo owners are finding that planned sailings do not always materialise, and that adjustments are often made at short notice as carriers respond to operational pressures across their networks.

Over the coming weeks, this pattern is expected to continue. Further tactical cancellations are likely, along with ongoing rotation changes around key hub ports. The gap between planned schedules and actual sailings is also expected to widen, increasing variability in transit times.

For customers, this creates a higher risk of rolled cargo, space constraints and misalignment between production schedules and vessel availability. Booking certainty is reduced at a time when end to end lead times are already stretched. To mitigate disruption, shippers should prioritise time critical cargo earlier, build buffer time into planning, and closely monitor alliance sailing updates as the month unfolds. Further short notice cancellations remain a strong possibility.

Container Shortages Re emerge, Disrupting Asian Export Plans

Equipment availability remains under pressure at several Asian export origins, particularly in China, Southeast Asia and ISC markets. Extended round trip voyage times on East–West trades are disrupting empty container repositioning, with knock on effects across Europe–Asia backhaul routes and the feeder and intra Asia services that support them.

Since April, these challenges have become more uneven but more acute at specific locations. While global networks remain operational, availability can differ sharply by origin, service and timing. In some cases, vessel space may technically be available, but the right equipment is not in the right

“The gap between planned schedules and actual sailings is expected to widen, increasing variability in transit times.”



Steve Ireland,
Director of Surface Freight
Operations
si@ugroup.co.uk



OCEAN FREIGHT GLOBAL MARKET OVERVIEW

place at the right time. Longer voyage cycles continue to slow the circulation of empties, creating mismatches that are not always visible from published schedules.

Looking ahead, pressure on empty container repositioning is expected to persist. Equipment availability is likely to remain variable by origin and service, with continued spillover effects into regional feeder networks.

The main risk for exporters is that cargo readiness does not line up with container availability, leading to delayed loadings or rolled shipments even where sailings exist. This adds complexity to planning and reduces short term flexibility. Customers can reduce exposure by confirming equipment availability earlier, retaining flexibility around dispatch windows, and aligning factory output more tightly with confirmed container positioning. Conditions may shift week to week, and localised shortages can develop quickly as volumes concentrate.

Indirect Routings Take Hold as Asia–Europe Networks Grow More Complex

Asia–Europe and Asia–Mediterranean services are increasingly reliant on transshipment as direct service structures continue to evolve. Eastern Mediterranean,

Middle Eastern and South Asian hubs are playing a growing role as carriers settle into longer loops and hub and spoke models.

Compared with last month, indirect routings are now more common. Carriers are using inducement calls and intermediate hubs more frequently to maintain network efficiency, even as schedules stabilise at a higher level of complexity. This trend is expected to continue, bringing with it further changes to feeder alignments and end to end routings over the next several weeks.

While these structures can offer network flexibility, they also increase exposure to disruption. Each additional handover point introduces sensitivity to congestion, adverse weather or operational issues at hub ports. A delay at a single transshipment gateway can ripple across multiple destinations.

For customers, visibility beyond the mainline leg is becoming increasingly important. Understanding the full routing, including handover points, and building resilience into transit time planning are key.

Performance at transshipment hubs should be monitored closely, particularly as disruption at one port can quickly have wider effects across the network.

“Each additional handover point introduces sensitivity to congestion, adverse weather or operational issues at hub ports.”



Steve Ireland,
Director of Surface Freight
Operations
si@ugroup.co.uk



OCEAN FREIGHT GLOBAL MARKET OVERVIEW

Bunched Arrivals and Congestion Slow Cargo Release at European Ports

Northern Europe, UK gateways and several Mediterranean ports are experiencing increased volatility following uneven vessel arrivals. Displaced schedules are leading to vessel bunching, placing intermittent pressure on terminals and creating challenges for inland flows.

Since April, this has translated into longer post discharge dwell times as yards absorb clustered arrivals rather than steady weekly volumes. Terminal performance has become less consistent, with container release times varying significantly depending on arrival patterns.

In the weeks ahead, periodic congestion following delayed or rescheduled arrivals is likely to continue. Customers may see variable container availability and disruption to onward transport, particularly during peak periods when bunching is most pronounced.

The commercial risk lies in slower access to cargo, which can affect stock availability, warehouse planning and downstream distribution. To manage this, customers should plan inland movements with added flexibility, adjust distribution timelines to reflect realistic release windows, and keep a close watch on terminal conditions.

Performance is expected to fluctuate week by week, especially following periods of schedule disruption.

“Displaced schedules are leading to vessel bunching, placing intermittent pressure on terminals and creating challenges for inland flows.”



Steve Ireland,
Director of Surface Freight
Operations
si@ugroup.co.uk



OCEAN FREIGHT GLOBAL MARKET OVERVIEW

Surcharge Volatility Keeps Ocean Freight Costs Unpredictable for South Asia–Europe Shippers

Exporters shipping from India, Pakistan and neighbouring markets into the UK and Europe are still dealing with volatile costs. The issue is most visible on cargo moving from Nhava Sheva, Mundra, Karachi, Port Qasim and Colombo into the UK, Northern Europe and Mediterranean ports.

While base freight rates have not necessarily moved sharply since last month, the bigger challenge is the ongoing adjustment of fuel, risk related and emergency surcharges. These frequent changes are making it difficult for shippers to pin down an accurate all in cost at the point of booking, increasing uncertainty for budgeting and pricing.

Over the coming weeks, further surcharge announcements look likely, particularly on Europe bound services. Some sailings may continue to experience extended transit times, and the gap between spot rates and long term contract rates is expected to remain wide. For customers, this creates the risk of margin erosion or unexpected cost increases if surcharge exposure is not properly managed upfront.

As the situation develops, shippers should keep a close eye on new BAF, war risk

and emergency surcharge notifications. Checking total landed cost before confirming bookings, ensuring surcharge validity is clearly defined in quotations, and reviewing alternative sailings where available can help limit unpleasant surprises.

“Volatile surcharges, rather than base rates, are now the main source of uncertainty for exporters shipping into the UK and Europe.”



Shruti Jain,
Head of Partner
Development - Asia
shj@ugroup.co.uk



AIR FREIGHT UPDATE



KEY HEADLINES

- Middle East Conflict Continues to Shape Global Airfreight Conditions
- Export Delays Emerging at Dhaka Airport
- Gulf Hub Disruption Continues to Shape UK and EU Flows



AIR FREIGHT GLOBAL MARKET OVERVIEW

Middle East Conflict Continues to Shape Global Airfreight Conditions

Ongoing instability in the Middle East continues to affect global air freight, even though the intensity of the conflict has eased. A fragile ceasefire is now in place between the US, Israel and Iran, but with no clear timeline for resolution. The Strait of Hormuz remains largely closed, keeping energy markets under strain and supply routes restricted.

The ceasefire has allowed Middle Eastern carriers to begin restoring capacity. Passenger and cargo hubs are reopening, and airlines including Emirates, Qatar Airways and Etihad are gradually rebuilding schedules. This is helping to improve global connectivity, particularly on long haul routes linking Asia, Europe and the Americas.

Demand remains solid but slightly softer than expected for this point in the year. Ordinarily, this would point to easing rates, but high fuel costs continue to prevent any meaningful downward movement.

Fuel remains the main risk factor. With oil flows through the Strait of Hormuz still restricted, crude prices have risen again after a brief dip. While there is no immediate jet fuel shortage, IATA has warned that falling stock levels could force European carriers to adjust schedules

within weeks if the situation persists.

There are already early signs of tightening. Some airlines have reduced capacity on smaller routes, including one US carrier cutting schedules by around five percent. For customers, this means rates are unlikely to fall in the near term and could rise again if fuel pressures continue. Shippers should plan for potential cost changes and remain alert to schedule adjustments, particularly on long haul routes via Middle Eastern hubs.

Export Delays Emerging at Dhaka Airport

Operational challenges at Dhaka Airport are increasing pressure on Bangladesh export flows, particularly for cargo moving to the UK and EU. The issue is centred on limited screening capacity, with only one of the airport's four x ray machines currently operational. Long standing compliance issues at the airport have been compounded by this equipment shortage, sharply reducing overall throughput.

All freight bound for the UK and EU must be screened before departure, meaning these shipments are prioritised over other destinations. While this maintains compliance, it is slowing processing across the terminal and extending dwell times for exporters.

“Rates are unlikely to fall in the near term and could rise again if fuel pressures continue.”



Leighton Bonnett,
Director of Airfreight
lb@ugroup.co.uk



AIR FREIGHT GLOBAL MARKET OVERVIEW

Alternative screening options, including explosive detection dogs, are available but offer only limited relief due to restricted numbers and operating hours. As a result, bottlenecks continue to affect day to day operations.

Compared with last month, delays have become more noticeable as reduced capacity works through the system. Cargo is spending longer on the ground, increasing the risk of missed cut offs and rolled bookings.

Conditions are expected to improve gradually as additional x ray machines return to service over the coming weeks. Until then, congestion remains likely, particularly during peak periods. Customers exporting from Bangladesh are advised to allow an additional one to two days in their planning to mitigate disruption.

Gulf Hub Disruption Continues to Shape UK and EU Flows

Air freight moving into the UK and Europe via Gulf hubs continues to face reliability challenges, especially for consignments originating in South Asia. While capacity has begun to recover, airline networks through Dubai, Doha, Abu Dhabi and Muscat remain fragile.

Compared with earlier in the year, more passenger and freighter flights are operating, easing the most severe space shortages. However, schedules remain irregular and prone to short-notice changes. As a result, transit predictability has not improved in line with capacity, and rates remain elevated on key lanes.

Shippers moving cargo from India, Bangladesh, Pakistan and Sri Lanka continue to report rolled bookings and delayed departures, particularly for time-sensitive freight. Airlines are expected to hold firm on spot pricing while prioritising yield over volume.

In the weeks ahead, only incremental improvement is expected. Customers are advised to monitor airline updates closely, build additional buffer time into shipments and, where possible, consider more direct routings into Europe to reduce exposure to ongoing hub volatility.

“Air freight moving into the UK and Europe via Gulf hubs remains under pressure, particularly for exports originating in South Asia.”



Shruti Jain,
Head Partner
Development - Asia
shj@ugroup.co.uk



EUROPEAN TRANSPORT UPDATE

KEY HEADLINES

- Luton Vans and the Expansion of EU Tachograph Rules
- Fuel Prices Continue to Cloud the Cost Outlook



EUROPEAN TRANSPORT MARKET OVERVIEW

Luton Vans and the Expansion of EU Tachograph Rules

From 1 July 2026, a regulatory change will come into force for operators running light commercial vehicles into the European Union. The EU will extend its tachograph and drivers' hours regulations to vehicles above 2.5 tonnes when used for international goods transport, bringing many Luton vans into scope for the first time.

The change stems from the EU Mobility Package I, with the aim of improving road safety, reducing driver fatigue and creating fairer competition by applying consistent rules across more operators.

Once in scope, vehicles must use a Smart Tachograph Version 2, and drivers will need to comply with EU drivers' hours rules, including driving limits, mandatory breaks and daily and weekly rest periods. While UK only operations are unaffected, the rules will apply to UK registered vans travelling into the EU, with enforcement carried out through roadside checks and penalties ranging from fines to vehicle immobilisation.

For operators relying on light commercial vehicles for European work, early preparation will be essential. Failure to comply after July 2026 risks delays, financial penalties and restrictions on EU operations, potentially disrupting time sensitive supply chains.

Fuel Prices Continue to Cloud the Cost Outlook

Alongside regulatory change, road transport operators are also grappling with sustained pressure on fuel costs. Diesel prices across the UK and Europe have risen sharply in recent months, with increases of more than 25-30% reported since early spring. While there is no widespread shortage of fuel, tighter supply conditions and global market uncertainty are keeping prices high and unpredictable.

Fuel already represents a significant proportion of journey costs, particularly on long haul and cross border routes, and this latest volatility is forcing many carriers to respond. Fuel surcharges are becoming more common, surcharge levels are being revised more frequently, and rate validity periods are shortening as hauliers seek to manage their exposure to sudden price swings.

For customers, this is translating into higher road freight rates and reduced pricing certainty. Capacity is also being managed more cautiously, as operators weigh rising costs against fragile margins. We continue to monitor conditions closely and work with our carrier network to limit disruption where possible, maintain service continuity and provide early visibility of cost or capacity changes as the market continues to evolve.

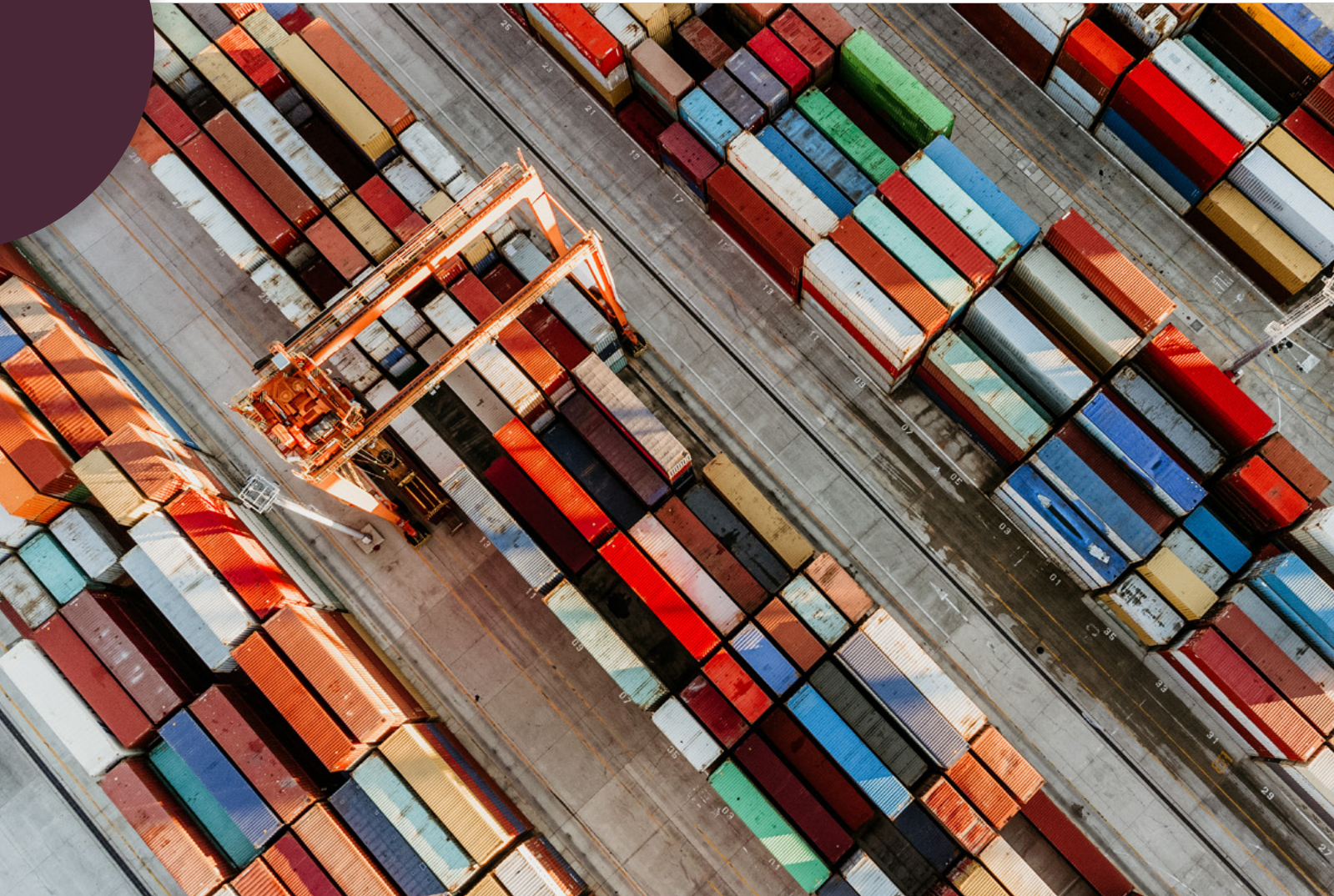
“Vehicles must use a Smart Tachograph Version 2, and drivers will need to comply with EU drivers' hours rules.”



Doug Maskell,
Drinks and Commercial
Manager
djm1@ugroup.co.uk



CUSTOMS UPDATE



KEY HEADLINES

- Steel Trade Tightens as UK Moves to Curb Imports and Raise Tariffs
- Path Opens for IEEPA Tariff Refunds, but Delays Loom
- EU Ends De Minimis Relief, Raising Costs for Small Shipments
- UK EU Relations Shift as Talks on Closer Alignment Begin



CUSTOMS MARKET OVERVIEW

Steel Trade Tightens as UK Moves to Curb Imports and Raise Tariffs

UK-based companies that import, export or rely heavily on steel are facing a major shift in the trading landscape. From July 2026, the government plans to reduce steel import quotas by 60% overall and increase tariffs to 50% on volumes above those limits. This move is part of a wider strategy to ensure at least half of the steel used in the UK is produced domestically, while safeguarding capacity linked to infrastructure and defence.

Until now, steel quotas and tariffs have played a supporting role in trade policy. The latest announcement signals a more interventionist approach, with the government actively shaping the market through tighter quotas, higher duties and the potential use of subsidies to protect key producers.

Over the coming weeks, businesses can expect further signals that government intervention will increase rather than ease. Access to quota is likely to become more competitive, and the risk of shipments falling outside quota levels will rise as July approaches. There is also the possibility that trading partners such as the EU or the US could respond with countermeasures, complicating the outlook for UK exporters.

The immediate impact for customers is likely to be higher landed costs and disruption to established supply chains.

Over time, these pressures may push up prices for finished goods, weakening competitiveness at home and abroad.

To adapt, companies should reassess their exposure to quota limits and higher tariffs, and consider whether changes to sourcing, contracts or customs processes are needed. In some cases, customs special procedures such as customs warehousing or inward processing may help manage duty costs and cash flow as the new regime takes effect.

Path Opens for IEEPA Tariff Refunds, but Delays Loom

For importers into the US, there has been a significant development in the long running issue of refunds linked to International Emergency Economic Powers Act (IEEPA) tariffs. US Customs and Border Protection (CBP) has confirmed that it has added new functionality to its Automated Commercial Environment system to process refund claims, including interest, through its CAPE module.

This represents a clear shift from recent months, when there was no practical mechanism for companies to reclaim duties later ruled unlawful. CBP has now outlined how the process will work and has begun phased implementation, giving importers and customs brokers a clearer basis for planning.

“The government plans to reduce steel import quotas by 60% and increase tariffs to 50% on volumes above those limits.”



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

CUSTOMS MARKET OVERVIEW

However, uncertainty remains. In the weeks ahead, CBP will continue rolling out CAPE and issuing further guidance. At the same time, the US government may yet appeal the court ruling or take administrative steps that could delay repayments. Mixed messaging from Washington has left many businesses cautious, with some considering legal action to recover duties paid.

The principal risk is delay. Technical or legal complications could extend timelines, tying up cash for longer than expected. Businesses should ensure their records are in order and understand which duties are legally due and which may be reclaimable.

EU Ends De Minimis Relief, Raising Costs for Small Shipments

The EU has formally agreed to move ahead with customs reform proposals first set out by the European Commission in 2023. While much of the overhaul will take place over several years, one change is now clear: the end of the €150 de minimis duty relief for low value imports.

From 1 July 2026, small consignments entering the EU, many linked to e-commerce, will no longer be exempt from customs duty. A temporary flat duty of

€3 per item will apply, with an additional handling fee expected to follow. This represents a decisive break from the current system and increases the cost of serving EU customers through high volume, low value shipments.

Political agreement has translated into a firmer implementation pathway. Alongside the loss of de minimis, the EU is moving ahead with plans to digitise customs processes, establish a new EU Customs Authority and centralise data via an EU Customs Data Hub, with the aim of improving enforcement and competitiveness.

For businesses, the immediate risk is rising costs. Margins on small consignments will come under pressure, and some business models may no longer be viable once duty and handling fees apply. Over time, changes to the customs union could either ease or complicate UK EU trade, depending on how reforms are rolled out.

Companies selling into the EU should reassess their exposure to low value shipments and consider whether changes to pricing or fulfilment are required, while keeping a close watch for further detail from the Commission.

“From 1 July 2026, small consignments entering the EU, many linked to e-commerce, will no longer be exempt from customs duty.”



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



CUSTOMS MARKET OVERVIEW

UK EU Relations Shift as Talks on Closer Alignment Begin

Talks between the UK and the EU on closer future co operation are now formally under way, marking another potential turning point in the post Brexit trading relationship. The UK government has signalled its intention to introduce legislation allowing certain EU laws to be adopted without a full parliamentary vote, a move designed to support closer regulatory alignment.

This builds on an existing trend of informal alignment in areas where regulatory divergence has created friction. The stated aim is to reduce red tape and support economic growth by making cross Channel trade easier.

In the coming weeks, the government is expected to set out more clearly what it hopes to achieve from the negotiations, while the EU is likely to push for concessions in return. Provisional agreements may emerge in areas such as agri food standards, electricity and carbon emissions trading, with developments potentially highlighted at a UK EU summit later this summer.

For businesses, the risks are less about immediate disruption and more about gradual change. New agreements could alter processes and compliance requirements, even if the longer term goal is simplification.

“Provisional agreements may emerge in areas such as agri-food standards, electricity and carbon emissions trading.”



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

ENVIRONMENTAL COMPLIANCE UPDATE

KEY HEADLINES

- The EU Circular Economy Act: What It Means for Packaging and Producer Responsibility



ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

The EU Circular Economy Act: What It Means for Packaging and Producer Responsibility

The EU Circular Economy Act, marks a decisive shift in how Europe regulates materials, packaging and product design. Rather than focusing solely on waste and recycling at the end of a product's life, the legislation aims to reshape the entire system – from how products are designed and manufactured through to how they are used, recovered and reused. Durability, recyclability and reduced material use sit at the heart of the Act, alongside tougher transparency requirements across supply chains.

This approach represents a step change in how extended producer responsibility is enforced. Producers are no longer being asked simply to fund recycling schemes, but to design products and packaging that work within a circular economy from the outset.

Who is most affected

The implications are particularly significant for product manufacturers and importers, retailers and distributors, and larger producers operating under packaging EPR regimes. Any business placing packaged goods onto the EU market will be expected to meet stricter eco-design standards and demonstrate clear compliance with evolving circular economy rules.

UK businesses are also firmly in scope. Those exporting into the EU will need to meet these requirements to maintain market access, while domestic policy in the UK continues to move in a similar direction. The Act therefore signals not just a European regulatory change, but the broader direction of travel for global markets.

What changes for packaging

For packaging, the Circular Economy Act pushes regulation beyond narrow, material-specific rules and into a more joined-up system. Packaging will increasingly be assessed as part of the wider product it contains, rather than as a standalone component. Harmonised EPR requirements are expected to drive more meaningful changes in packaging design, with a greater focus on reuse, recyclability and material reduction.

At the same time, compliance expectations are rising. Businesses can expect increased scrutiny around data quality, chemical composition and sustainability claims. Restrictions on substances of concern, including PFAS and heavy metals, are likely to tighten, placing additional compliance burdens on producers and their supply chains.

“Durability, recyclability and reduced material use sit at the heart of the Act, alongside tougher transparency requirements across supply chains.”



Emily Baker,
Commercial Marketing
Manager
emily.b@beyond.ly



ENVIRONMENTAL COMPLIANCE MARKET OVERVIEW

Enforcement and oversight are set to increase

One of the most significant shifts under the Act is likely to be enforcement. Greater regulatory alignment across member states paves the way for more consistent inspections, audits and cross-border enforcement action. There is also expected to be a lower tolerance for non-compliance and for misleading or unsubstantiated environmental claims.

Importantly, the Act is unlikely to stop at packaging. Requirements are expected to align across multiple product categories, meaning packaging decisions will increasingly be scrutinised in the context of wider product design, material choices and environmental impact.

What businesses should be doing now

Although the legislation is still in development, the direction is clear. Businesses that act early by embedding circular economy principles into product and packaging design will be better placed to manage regulatory risk and control future costs. Aligning packaging strategies with both the existing Packaging and Packaging Waste Regulation and the forthcoming Circular Economy Act will be essential for maintaining compliance and access to EU markets.

In practice, this means taking a more strategic view of packaging decisions today, rather than treating compliance as a box-ticking exercise tomorrow.

“Requirements are expected to align across multiple product categories.”



Emily Baker,
Commercial Marketing
Manager
emily.b@beyond.ly



SUPPLY CHAIN INSIGHT

KEY HEADLINES

- Smarter Supply Chains: Where Quantum Optimisation Actually Protects & Delivers Value.



ONE WORLD
Part of GB Global



ONE WORLD GTM MARKET OVERVIEW

Smarter Supply Chains: Where Quantum Optimisation Actually Protects & Delivers Value

As global supply chains become ever more digitised and interconnected, complexity itself is emerging as a critical source of risk. Decisions around routing, stock positioning, disruption response and data security now sit on shared systems that underpin trade across borders and time zones. When those systems are exposed, disruption no longer stays local. Cyber incidents, operational failures or security weaknesses can ripple quickly across entire networks, undermining continuity, trust and commercial stability. Optimising performance in this environment is no longer enough; leaders are being forced to confront how to protect decision making systems when efficiency, resilience and security are inseparable.

This is where quantum optimisation is beginning to matter. Traditional planning, optimisation and security models were designed for a less connected world, relying on simplifications that struggle when too many variables interact at once. As exposure becomes systemic rather than isolated, existing approaches to encryption, risk modelling and operational planning are being stretched. Quantum optimisation is not positioned as a replacement

technology, but as a way to support better decisions when classical systems reach their limits, allowing leaders to explore many more scenarios, including cyber, operational and disruption shocks, before risks quietly accumulate under pressure.

At One World, the focus is firmly on protection and practical value rather than experimentation for its own sake. Supply chains are digital supply chains, making cyber security business security. All work is conducted within strict controls: operational data is encrypted end to end, no live systems are exposed, and no customer operations or sensitive information are placed at risk. Quantum optimisation is never allowed to weaken security. Instead, it is used to help organisations understand where security controls matter most, how to prioritise cyber defence resources, and how to reduce overall attack exposure while improving decision quality.

Beyond security, quantum enhanced optimisation is being explored where commercial complexity overwhelms traditional tools, such as route selection under competing cost, capacity, service and risk pressures, allocation of constrained transport or warehouse space, and planning stock flows amid uncertainty. It also supports structured disruption

“Modern supply chains are no longer just operational systems – they are digital infrastructure. As complexity grows, risk becomes systemic.”



Alan Gunner,
Sales Manager at
One World GTM
ag@owgtm.com



ONE WORLD GTM MARKET OVERVIEW

planning, enabling organisations to evaluate recovery options and trade offs in advance rather than improvising responses when ports close, strikes hit or cyber incidents occur. Crucially, classical and quantum assisted approaches run side by side, with outcomes compared and validated and no technology risk passed to customers.

The long term opportunity is not sudden transformation, but better tested, more resilient decision making as risk grows and margins tighten. One World's controlled, security first approach reflects a broader shift across global trade: cautious engagement with quantum optimisation now, so that when the technology is ready, it delivers real commercial value without adding exposure.

The full article, Quantum optimisation: smarter, secure supply chains, is available to read in full [here](#).

“Quantum enhanced optimisation helps leaders make better decisions under pressure, balancing efficiency, resilience, and security, while protecting the data and systems that trade depends on.”



Alan Gunner,
Sales Manager at
One World GTM
ag@owgtm.com



EDUCATION UPDATE



KEY HEADLINES

- . Innovate UK Grant Boosts Advanced Manufacturing Supply Chains
- . Upskilling Alongside Innovation



UPSKILLING ALONGSIDE INNOVATION WITH SUPPLY CHAIN ACADEMY

Innovate UK Grant Boosts Advanced Manufacturing Supply Chains

Innovate UK, the UK's national innovation agency, has launched the Advanced Manufacturing Supply Chains competition, providing grant funding through UK Research and Innovation (UKRI) to help organisations develop more resilient, productive and sustainable supply chains across the UK manufacturing sector

The funding supports innovation that strengthens supply chain performance and long term competitiveness, particularly where businesses are adopting new technologies, digital tools and collaborative operating models.

While investment in innovation is critical, the success of grant funded projects ultimately depends on the capability of the people delivering them.

As manufacturing supply chains become more complex and exposed to disruption, organisations must ensure their teams have the skills to implement change, manage risk and embed new ways of working.

Workforce capability is a vital enabler of innovation and a key factor in turning funded projects into lasting operational impact.

Upskilling Alongside Innovation

Introduced in 2017, the Apprenticeship Levy As organisations plan bids for the Advanced Manufacturing Supply Chains grant, or prepare to deliver funded projects, workforce development should run in parallel with technical delivery.

The Supply Chain Academy delivers supply chain consultancy, professional education, funded programmes, and apprenticeships, including a funded supply chain degree; supporting organisations to upskill their workforce alongside innovation initiatives and build the confidence, capability, and expertise needed to deliver tangible, measurable results. We have previously supported teams from organisations including Alliance Pharma, BAE Systems, Mitsubishi Electric, Thomson Reuters, Sky UK, Uniserve, and XPO Logistics.

"Following the facilitation our forecast accuracy improved by almost 10%. We now have a better understanding of the impact of poor forecasting! As a result, other teams in our global network have seen the difference so have engaged the Supply Chain Academy to support them further. They are a great to partner with and do business with!" Matthew Toms at Alliance Pharma.

"The funding supports innovation that strengthens supply chain performance and long term competitiveness."



Alex Mortimer,
Commercial Director at
Supply Chain Academy
am@supplychainacademy.org.uk



UPSKILLING ALONGSIDE INNOVATION WITH SUPPLY CHAIN ACADEMY

For businesses seeking a fast flexible approach to develop more resilient, productive and sustainable supply chains across Supply Chain Academy can support to offer practical, focused learning that can be aligned directly to Innovate UK funded projects, such as:

- Using AI tools
- Supply chain fundamentals and best practice
- Planning, forecasting and inventory management
- Supply chain risk and resilience
- Sustainable and responsible supply chains

Explore Supply Chain Academy's short course offering [here](#).

“Supply Chain Academy can support to offer practical, focused learning that can be aligned directly to Innovate UK funded projects.”



Alex Mortimer,
Commercial Director at
Supply Chain Academy
am@supplychainacademy.org.uk



UNiSERVE

your **global** business



Part of GB Global