

GENERATION LOGISTICS WEEK DOWNLOAD

ISSUE 2:
**LOGISTICS
IN PRACTICE**

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INTRODUCTION: DELVING DEEPER.

Issue 1 was all about introducing and outlining the potential opportunities that exist within logistics for your students.

It was about describing the nature of modern logistics, resetting perceptions and providing you with the knowledge and understanding to keep logistics in mind when supporting your students making those initial career decisions.

Now, in this issue, we want to dive a bit deeper into the sector. We want to give you a snapshot into different aspects of real-world logistics. The challenges faced, the skill sets developed, and the people delivering the goods daily. We'll share a mix of short, accessible content featuring subjects of interest to young people, and also a few longer think pieces that address bigger issues, such as sustainability and decarbonisation.



As part of our commitment to helping you understand the exciting and complex world of logistics at all its stages, we've secured support from some of the most important players in logistics to provide their insights, resources and details of their career opportunities.

GOLD SPONSORS









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PARTNERS











BOX FRESH: THE LOGISTICS OF THE TRAINER.

Have you ever stopped to think about how big sports brands keep stocked with the freshest trainers?

Maybe you think it's just a matter of walking to the storeroom and getting another pair?

Well, for the big brands, stocking the in-demand lines – the sort your students will be saving up for! – is a bit more complicated than that.

Because most stores (even the big ones) don't have room for lots of stock, and when demand and footfall is high – think about a store on Oxford Street, for example – that could be a real issue. Especially when it can be hard to predict the sales of specific ranges on any given day.

The solution? An ingenious combo of old school hustle and new school technology. It's a great example of how modern logistics supports our everyday lives, often without us even noticing.



HERE'S HOW IT HAPPENS:

1.

THE PURCHASE

A customer buys a pair of trainers.

The payment goes through on the till.

2.

THE SIGNAL

At the point of purchase an automated stock replenishment signal is sent directly to a storage site – very often on another continent.

Immediately, the required stock is loaded onto the next shipping, normally via sea freight.

3.

TRACKING

The trainers are tracked every step of the way as they arrive into a Europe depot.

The trainers are then loaded onto vehicles heading for destinations across the continent – each one its own automated 'restock'.

Our trainers head for the UK.

4.

DRIVING

The trainers are catalogued at a UK port (e.g. Dartford).

And then they head to the store via HGV, where the trainers are unloaded and restocked.

And the whole process can happen in as little as 48 hours, from the bleep of the till, to being back out on shelf.

REAL PEOPLE, REAL CAREERS IN LOGISTICS.



FREDDIE ALLAN
COMPANY: DFDS
ROLE: GRADUATE MANAGEMENT TRAINEE

Finding the right graduate placement can be a difficult task – something Freddie knows all too well.

“When you are looking for grad-schemes you see a lot of bad job adverts that ask for unrealistic levels of work experience.”

But when he found a role in logistics, he liked the way the opportunity was advertised. It suited his attitude, and his skillset.

“This job advert was all about whether you have the raw skills and personality to make the job your own.”

He didn't really know what the job was going to entail at the outset, but it certainly felt like a good connection. He liked the people he met during the recruitment process, and admired the positivity and energy of the business.

Freddie freely admits logistics isn't always easy to explain to outsiders. His previous role in Border Compliance could draw some blank looks, though a placement in warehousing is a little more familiar. He has learnt one significant lesson though.

“It is essential to be able to connect with different types of people and to be willing to ask questions. The people you work with are your most valuable resource when starting out in this industry, so it is vital that you make the most of them.”



SUKHWINDER
COMPANY: X2
ROLE: TRANSPORT COORDINATOR (ADM)

Sukhwinder is a transport manager at X2 and manages an Edible Oils and Fats contract. He does this by managing and seeking the best hauliers to transport their goods to their customer, and liaising daily with their production, customer service and warehouse teams.

He had completed a MSc IT for Management, BA (Hons) Accountancy & Finance before taking his role. Sukhwinder found his role via a job site. He was attracted to X2 because of their professionalism and their pursuit of finding the best team possible to grow the company further.

He ran his Transport Company after graduating which provided the foundations and desire to pursue a career in Transport. The best thing about his role is his ability to daily manage an Edible Oils & Fats contract.

Sukhwinder's biggest career achievement to date was when they were nominated in the 2023 MTA Transport Awards ceremony at Grosvenor Hotel London.



NICOLETTA EFFAH
COMPANY: GXO
ROLE: OPERATIONS MANAGEMENT GRADUATE

Although Nicoletta is a GXO Grad, she is currently working as a Project Officer in Zambia with Transaid, working on Road Safety projects. This will count as the second placement on her scheme.

Nicoletta's job required a degree in any discipline because it's a graduate scheme. She found her role on LinkedIn. She was looking for a graduate scheme that would give her experiences across various parts of the logistics industry and the GXO Graduate Scheme seemed perfect for it.

She studied Business Management in her undergraduate degree. During her second year, there was a module that taught operations. It was Marketing and Operations, but Nicoletta liked operations more. That was when Nicoletta knew she wanted to be in the Operations and Logistics industry.

So she pursued her master's in International Trade, Strategy and Operations at the University of Warwick.

“The intellectual curiosity of wanting to know what goes on before a customer is satisfied, or before the marketer can even tell a story, is what brought me into this industry. The marketer can tell a beautiful story but if the storage, transportation, transparency, last-mile delivery does not meet the customer expectation, it is difficult to retain customers.”

The dynamicity of logistics is what drives Nicoletta. There is always something new to work on. What she likes most about that is that you actually get to finish working on things and see the results and how it influences various stakeholders. She doesn't feel like just one part of a task or someone who should not care about how it all comes together.

Getting the opportunity to work with Transaid in Zambia has been a big highlight for Nicoletta within her career.



JAKE SINGH
COMPANY: HUGHES DRIVER TRAINING
ROLE: SALES REPRESENTATIVE

Jake currently holds the position of Sales Representative at Hughes Driver Training, where he manages multiple client accounts on a daily basis. A significant aspect of his role involves cultivating strong customer relationships, and he's proud to maintain a remarkable 95% customer satisfaction rating.

The qualifications required for Jake's role as a Sales Representative typically revolve around effective communication and interpersonal skills, a solid understanding of the products or services offered, and the ability to build and maintain customer relationships.

After completing college, Jake chose not to pursue further education because he had a clear vision of entering the workforce. He had studied Business and Information Technology during college, and it became evident to him that a career in sales was his calling.

Jake learned about my current role through a close friend from school who also works at Hughes Driver Training. *“Joining this company, alongside my friend, has proven to be one of the best decisions I've made in my career journey.”*

Jake's strong work ethic drives him to set ambitious goals for himself. This determination led him to pursue a career in sales, and the family-oriented environment at Hughes Driver Training resonated with his values.

The most rewarding aspect of Jake's role at Hughes Driver Training is the ability to transform lives by helping individuals achieve their dream of becoming qualified HGV/PCV drivers. Knowing that he's played a significant role in someone's journey and personal growth is incredibly fulfilling.

“One of the most significant highlights in my career has been assisting a candidate who faced multiple rejections from other driving schools due to a specific disability. He enrolled with Hughes Driver Training and, with our support, passed his test for the Articulated vehicle on his first attempt. It was a truly gratifying moment in my career.”

DECARBONISATION OF THE SUPPLY CHAIN

THE BIG SUSTAINABILITY CHALLENGE FOR THE INDUSTRY.

We take a deep dive into the pressing issue of sustainability and decarbonisation, a frontline for innovation and critical thinking within logistics.

Experts say that the world is getting hotter. Many parts of the world are experiencing extreme weather and temperature as a result of climate change. And at the UN's COP26 conference held in Glasgow in late 2021, world leaders agreed to take steps to reduce the impact of humans on the environment, to ensure that temperatures around the world do not increase by more than 1.5 degrees by the middle of the century, as that will put the polar ice caps at risk of melting.

Clearly, this is an issue that matters to everyone on the planet. But what specifically does it mean for logistics, and how can the sector be a force for positive change?

In general, logistics businesses move goods using vehicles powered by fossil fuels – primarily diesel. HGVs, vans, trains, planes and even cargo all rely on diesel to move goods from A to B. Where there is fossil fuel usage, it creates harmful emissions which escape into the earth's atmosphere, destroying it and allowing sunlight to drive up the temperature.

The politicians attending COP26 set some ambitious targets for all the nations of the world, to ensure that the conference's stated global target, to negate the amount of greenhouse gases (like carbon dioxide) added to the atmosphere so that they no longer add more than they take out (known as Net Zero), can be reached by the middle of the century. And this is something which the logistics industry has committed to achieving.



So how is the sector rising to the challenge and adapting to the new environment? The UK government has set ambitious targets for the switch away from diesel road vehicles, which will happen by 2040 at the latest. Sounds simple – but there is lots of planning and exciting new product development under way to make it a reality.

Firstly, which vehicles are to be used? Vehicle designers and project engineers are currently working on identifying the best possible designs which can work with alternative fuels to deliver the same range as existing conventionally powered vehicles at a workable cost. Electric vehicles need larger batteries than domestic electric cars, and the industry is working closely with motor manufacturers to develop power sources that can enable vehicles to travel hundreds of miles on a single charge.

Most important is the fuel which is to be chosen for the nationwide roll out of zero emission vehicles: will the preferred choice be electricity, hydrogen or biodiesel, made from recycling other types of oil like cooking oils? And how is this fuel to be delivered to the customer? Planners and developers are discussing the construction of a nationwide network of refuelling stations available for HGVs and a universal attachment to use when charging up a lorry – so the industry is seeking planners, engineers and construction workers to ensure that the finished stations can fulfil the needs of the sector.

There's still a way to go to finalise the technology that will enable planes and ships to run on alternative fuels – tests have

been undertaken, for example, on flying electric planes short distances, and product designers are at the cutting edge of this technology to create large enough batteries to undertake the necessary routes while allowing enough room for cargo. Sea freight travels huge distances, so technicians are calculating the scale and output of new-style engines for the job, which will be manufactured at new commercial plants, and these will need planning and construction teams to make them a reality.

On a local level, new clean air zones are being introduced in towns and cities around the country, which mean that logistics businesses are finding alternative ways to deliver to their customers when HGV access is not possible. The use of cargo bikes, teams of scooter riders and even skate boarders is already underway, a practical way to get the delivery to its final destination with no emissions at all. And of course, there are plenty of new roles involved in coordinating these teams, just as with an HGV fleet – it's the ideal job for anyone who enjoys solving complex puzzles and dealing with people. Across all sectors of logistics, engineers and software creators are busily modelling solutions which will be used to develop the industry of the future, while product designers and technicians are creating new vehicles and methods of moving goods which have never been used before. Logistics will be at the forefront of shaping the transport world of tomorrow, so if you have a great imagination, and an ability to put ideas into practice, the logistics industry needs you to shape its solutions.

ALL THE WORLD'S A STAGE.

HOW MUSIC TOUR LOGISTICS HELPS MAKE SURE THE SHOW ALWAYS GOES ON.

Global tours are big business. For the Taylor Swifts, Ed Sheerans, Coldplays or indeed any other artists of a similarly stratospheric ilk, a global tour can take a year or more to complete, such is the scale and breadth of the operations.

And getting it right, of course, is all about logistics. Getting the stage rig from one place to another, ensuring all the production equipment is safe and secure, and somehow getting all of it to the right place at the right time, while negotiating transportation networks across the globe.

As you might suspect, this is a sub-segment of logistics all of its own, with challenges all of its own too.

We asked Global Motions – music tour specialist – about how they dealt with some of the biggest challenges they've faced along the way, and how they ensure the show always goes on.



CHALLENGE #1

MISSION: We needed to transport the full stage from Adelaide, Australia to Houston, Texas.

PROBLEM: There was no established transport route between the two; no reliable services that we'd trust to move something as important as the stage over those distances.

SOLUTION: We chartered our own vessel. A HUGE one, able to take 70 individual 40ft containers which held all the kit the tour needed.

CHALLENGE #2

MISSION: Get full stage and production gear to Dubai.

PROBLEM: The Red Sea is closed – and we've got three vessels already in transit, two near Tangiers and the other near Nova Scotia.

SOLUTION: Last minute stop offs via destination en-route, where cargo can be unloaded and safely stored, until alternative passage using air or rail freight can be secured.

CHALLENGE #3

MISSION: Get a stage from Wellington to Auckland.

PROBLEM: A flatbed truck shortage across the North Islands.

SOLUTION: Repurposing in-bound ocean containers so they can be transported as rail freight via a special service.

HOW DID THAT GET THERE?

WEIRD LOGISTICS AND HOW THE 'UNUSUAL' IS ALL PART OF THE JOB.

Logistics is one of those sectors that is needed in every other sector to ensure they work smoothly. One upshot of that is that logisticians sometimes find themselves dealing with some weird and wonderful challenges. This article explores some of those challenges, and the attitudes and skill sets required to get the job done.

Ever wondered how the Army moves its equipment to manoeuvre around the country or overseas? How bands arrive at destinations around the world with all their stage sets and equipment for stadium tours in the right place at the right time? Or how Formula 1 teams transport their cars and support equipment to international racetracks for races, alongside their merchandise and personnel? These and many more unusual challenges are solved by the work of expert logistics teams who solve complex challenges on a daily basis.

From working out how to transport high value, smaller items like fine jewellery swiftly and securely to the challenge of shifting larger structures like prefabricated houses or even an aeroplane by road, logistics operators are used to finding solutions to problems which would flummox conventional businesses. Unusual loads require creative solutions to ensure that they reach their final destinations in the best possible condition, without costing the earth.

For example, the Army's Logistics Corps now deploys a vehicle called DROPS (Demountable Rack and Offload Pickup System) which their technical team has developed to maximise efficiency. The system uses a long wheelbase trailer which has been adapted to allow it to carry two loads using only one driver: a great example of the logistics industry's ability to think outside the box and adapt existing technologies to find a solution to a challenge.

Shifting high value items from place to place can pose huge security risks, as well as needing special protection to prevent damage. Moving items worth thousands, or even millions of pounds, requires a specialised logistics operation to provide careful handling, as well as high levels of security and to the minute delivery schedules to protect the most valuable cargo. Fine art shipping, for example, requires a complex programme of loan agreements with other galleries around the world, as well as insurance, packing, couriering, shipping handling and installation to ensure that every piece arrives on time and in perfect condition: not a job for the faint hearted. Managing and coordinating so many different processes and arrangements, needs diplomatic skills as well as organisation and flexibility. For instance, when flights are cancelled or rerouted, an alternative route needs to be found with no loss of speed or insurance.

It's also worth considering the logistics of plane and vehicle manufacture. Many large vehicles and aircraft are transported to their final assembly point in pieces, which means that specialist vehicles and particular skills are needed to ensure that everything arrives on time and in perfect condition. Airbus actually developed its own plane, the Beluga, to transport large, assembled sections of the fuselage and wings of aircraft to their final locations, where they can be put together, tested and put into service. As well as highly skilled engineers who travel with the aircraft, this process also needs a team of behind-the-scenes experts, who oversee all elements of the journey to provide the correct paperwork, clearances, and advice to the end user to make sure that the finished plane is able to go straight into service. By using an aircraft of this size, it's possible to transport extremely large payloads which would be too unwieldy to transport by road or take too long to move by sea: pieces of the Space Station, helicopters, satellites and even a number of vintage aircraft have been moved using a larger plane, and all required the close attention of technicians and engineers to create a suitable space to transport the payload, as well as a team of support staff.



CASE STUDY

THE FIRST INCLUSIVE APPRENTICESHIP LOGISTICS PROGRAMME IN THE UK FROM PROLOGIS

Prologis is committed to providing young people who are interested in working in the logistics sector with the tools for a successful future. That's why the company has partnered with Goodwill Academy to deliver the UK's first inclusive apprenticeship programmes in logistics.

At the end of their formal education, many young people with special educational needs face uncertainty about the future and limited career opportunities. Prologis' goal is to create inclusive apprenticeship programmes that provide access to accredited training courses for everyone - enabling more people to acquire the skills and knowledge to pursue a career in logistics.

The Prologis Warehousing and Logistics Training Programme (PWLTP), based at DIRFT in Northamptonshire, is designed to provide young people with the skills they need to start and grow their career in logistics.

Recently, PWLTP has started delivering new inclusive apprenticeship and training programmes for individuals with special educational needs and disabilities (SEND), offering them a new pathway to employment in the sector.

The logistics sector currently employs over two million people, roughly 8% of the national workforce, with a wide breadth and depth of available roles.

The inclusive apprenticeship programme has minimal entry level requirements and offers learning interventions that cater to a range of neurodiverse needs - as well, the programme provides support to young people in securing a job.

By offering flexible learning through a blended approach of in-person and digital teaching experiences, students can gain access to a full range of learning techniques, including traditional study and tutor-based sessions. The comprehensive apprenticeship programme, spanning a period of 12 to 30 months, encompasses an array of courses, such as supply chain warehouse operative, transport and warehouse operations, and supply chain practitioner.

In addition to creating programmes aimed at providing specialised skills in logistics and a diverse range of career opportunities, our programmes also link trainees with potential employers at Prologis Parks, providing the next generation of workers and a pool of skilled individuals for our customers.



REAL PEOPLE, REAL CAREERS IN LOGISTICS.



AMANDA CRUICKSHANK
COMPANY: WINCANTON
ROLE: HEAD OF PEOPLE,
GROUP OPERATIONS & TRANSPORT

People are what make the logistics world turn, so the professionals who look after them, drive their progress and ensure their work is successful and fulfilling have a particularly relevant place in the industry.

Amanda’s role as Head of People in Group Operations & Transport at Wincanton is exactly that kind of role.

‘I contribute to the leadership, strategy and direction of the sector – supporting Directors and senior leaders in functional areas, whilst supporting a culture of high performance and continuous improvement.’

Though Amanda’s role now feels like such a perfect fit, logistics wasn’t always on her radar.

‘I don’t think I realised I was suited to a role in logistics until I worked in logistics! But I previously worked for one of the big food retailers in a number of operational and leadership roles, so on reflection this was a great foundation.’

Transferable skills have made all the difference, then, as has her ambition and passion for people.

‘The best thing about my role is genuinely the people I get to work alongside! My peers, my people team, the operational teams or our colleagues in the centre.’



KAILAN PATEL
COMPANY: ST MODWEN
ROLE: FINANCE APPRENTICE

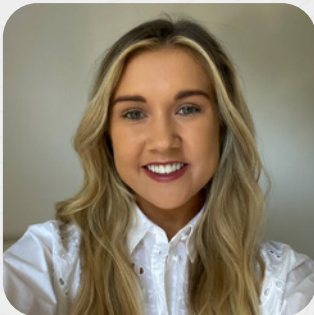
Whilst some come to logistics with skills and qualifications gained through previous study and work experience in different sectors, others choose our industry to be their route in to a career for life.

Kailan, a Finance Apprentice at St Modwen, is a great example of the latter. All his role requires is an accountancy and taxation qualification. The rest is learning on the job, becoming exposed to real business and real opportunities to progress outside of a purely academic setting.

The spark of interest, for Kailan, came whilst studying at university. *“I was asked to research the role of the supply chain, which exposed me to understanding the importance logistics has in business.”*

Learning on the job has its benefits, too. *“My favourite aspect? I love that every day presents me with different challenges. It means I’ve had an opportunity to gain an understanding of the industry, and to widen my knowledge and skills by not limiting it to purely accounting practices.”*

A role with variety, the opportunity to progress and the chance to gain experience of real world business. Who could argue with that kind of career path?



LUCY MACKAY
COMPANY: TESCO
ROLE: NIGHT WAREHOUSE
SERVICE SHIFT MANAGER

Lucy believes that the skills she gained at school and university have proven themselves to be incredibly transferable, setting her up perfectly for a career in the logistics industry.

Without the need to follow a specific educational route, or have decades of experience under her belt to make a difference, she’s excited about the skills she can continue to develop as her career within logistics progresses.

“The beauty of our industry is that it is open to all. The industry needs diverse problem solvers, and a workforce that can adapt and overcome challenges.”

Within her role as Customer Fulfilment Centre Manager for Tesco, Lucy thrives on the fact that no two days look the same. The fast-paced environment allows her to adapt to new challenges as she goes, constantly adding new strings to her bow.

The pace with which she’s been encouraged and supported to progress to her current role after just three short years with Tesco brings Lucy a lot of pride and satisfaction:

“As a young female within logistics, I’m running a customer fulfilment centre that services over 3,000 customers everyday and have the responsibility to ensure my 1,100 colleagues get home safely everyday.”

Lucy is keen to stress that her passion for her work and her drive to progress have been key to her progression: *“There is huge opportunity for career growth within logistics.”*

MYTH BUSTING POSTERS.

We have a series of great Logistics Myth Busting posters for you to use on your digital displays and to print off for your Careers Noticeboards which will consider some of the common misconceptions of the logistics industry and what the REAL deal is!

You can download them [HERE](#) and here are some samples!



A WORLD OF INNOVATION WITH WINCANTON

Wincanton's Innovation Centre is the first of its kind in the UK 3PL logistics world, bringing innovative thinking to the forefront of what the company does.

It opened in September 2021 with the aim of promoting and educating stakeholders about the incredible technology and innovation, both in Wincanton and across the logistics industry. As of June 2024, the centre has opened its doors to 5,500 visitors, including customers, prospects, suppliers, colleagues, community groups and government officials.

There is no typical day in the life at the Innovation Centre due to the huge variety of activities that happen throughout the year- and that's the best part of it!

EVENTS, EVENTS AND MORE EVENTS

The centre has been a focal point for a whole host of events over the years including a charity 24-hour cycle, recording 'vid-casts' for Generation Logistics, International Women's Day celebrations, LGBTQ+ networking, Consultant's Day, Capital Markets Day, recruitment open days... the list goes on and on. The Innovation Centre is now also host to Wincanton's very own Dragon's Den, W² Labs. This is a ten-week programme which enables start-ups or product developers to trial products at scale and receive expert mentoring and funding from Wincanton.

All of these events need something to sustain them, and the centre has a great coffee machine using sustainable coffee brand Pact. Since opening, 12,770 cups of coffee have been drunk on site - that's a lot of caffeine!

SHOWCASING INNOVATIVE TECHNOLOGY

The clue's in the name so of course the Innovation Centre is home to a huge suite of the latest industry tech! One of the most exciting pieces at the site is an Autonomous Mobile Robot (AMR), which uses sensors and machine vision to navigate space and perform tasks.

The Wincanton Innovation Centre also offers an augmented reality feature which tells the stories of colleagues who work in our award-winning People Campus, and a digital twin of the company's highly automated Screwfix operation in Trentham, which can even be walked around using Virtual Reality (VR).

On display for visitors is Wincanton's future wall, an interactive protection mapping feature which is activated by placing 3D printed and RFID tagged objects onto a sensor. It showcases logistics within in the smart city of the future, including delivery drones, exoskeletons, the hyperloop, AI and digital twins.

Wincanton's Innovation Centre is constantly evolving to showcase the latest tech developments and be at the heart of innovation in logistics.



DRIVING INTO THE 21ST CENTURY.

SUBVERTING STEREOTYPES AND VEHICLE INNOVATION.

Part of the Generation Logistics campaign is about shifting outdated perceptions of the sector. In this article we look at how driving is a job of genuine skill, and at the vanguard of technological innovation.

Modern road haulage is light years away from the traditional image of a dirty, smelly environment with no regulation or control. 21st century HGV drivers are some of the most highly regulated, highly qualified members of the modern workforce, and are responsible for keeping the country supplied with all that it needs on a daily basis.

With many deliveries scheduled to arrive at their destination to the minute, today's truck drivers must be efficient, competent drivers who understand their vehicles and their routes and know how to get the best from both. After passing a medical examination, and undertaking a theory and practical driving test, potential drivers then need to undertake a course called a Driver CPC (Certificate of Professional Competence) before they can take to the road – it's not just jumping straight into the cab and driving off. The Driver CPC is a set of standards which are needed to allow you to drive for a living, and will need to be refreshed every five years in a 35 hour course.

Modern trucks are not just engines on wheels: today's HGVs are more technically equipped than ever before – today's cabs are more like flight decks on planes than a traditional vehicle. And with electric and hydrogen vehicles now being seen on the roads, it's important to understand how they work and how they differ from traditionally powered vehicles, something which drivers can be trained to understand.

Much has been talked about the introduction of self-driving HGVs, which are already in development around the world, and whether these will mean a loss of jobs for drivers. However, this is unlikely to be true

in the UK, with such a complicated road network to navigate – in that instance, the driver will become more like a pilot, in control of the systems which power the vehicle, rather than doing the driver themselves.

Many people think that truck driving involves long hours for low pay – but that is simply not true. The hours worked by drivers are heavily controlled by law, to ensure the safety of the driver and other road users is protected at all times. This makes HGV driving a great career if you have family or other commitments, or if you value time with your friends alongside your job. Wages have also risen significantly during the past two years, following a significant shortage of qualified drivers – Generation Logistics now estimates that a qualified HGV driver can earn more than £35,000 per annum after completing the necessary training.

HGV driving is not just about moving pallets of goods from A to B, either. Consider how stage sets for rock tours travel from one venue to another, how sporting events get all their merchandise from one venue or country to another, how art exhibitions travel around the country or round Europe. That's logistics, and the team co-ordinating the fleet of vehicles' movements ensures that HGVs arrive on time and the show (of whatever type) can go on.

Modern fleets can contain a variety of vehicle sizes, ready to cope with different destinations and load sizes. Modern HGV drivers need to be flexible and adaptable to work with mechanics and transport managers, among others, to ensure that their vehicles can stay on the road and their deliveries make it to their destination safely and punctually.

USEFUL LINKS AND INFO.

If you'd like to find out more about the opportunities that logistics can offer your students, you can download our career booklet [here](#).

If you'd like to explore a range of KS3, KS4 and KS5, curriculum-approved lesson plans a resources, situation key learning objective for maths, geography and business studies with real-world logistics scenarios, visit [The Generation Logistics Education Hub](#).

If you'd like to discover more about the Generation Logistics campaign and what we want to achieve, you can visit our campaign hub [here](#).

And finally, check out our social handles, especially during the inaugural Generation Logistics Week on the 24th to the 28th June. There'll be plenty of excellent careers relevant content to enjoy.



[@Gen_Logistics](#)

[@CareersWeek](#)

[@STEMLearningUK](#)

THE #GLW2024 VIRTUAL CAREERS FAIR

The #GLW2024 Virtual Careers Fair is a space for you to explore the amazing range of organisations involved in logistics and the huge variety of opportunities they present - land, sea, air, distribution, storage, delivery, planning, manufacturing and supply at all levels are all options within logistics.

Head over to
GLW2024.co.uk
to explore the VCF.



LOOK OUT FOR OUR DIGITAL TREASURE MAPS

educationhub.generationlogistics.org

