

LOGISTICALLY SPEAKING

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INDUSTRY NEWS

[WELCOME OUR NEWSLETTER FOR EVERYTHING LOGISTICS!](#)

We're excited to bring you a blend of insightful articles, lighthearted content, and important updates from our community.

This issue features an engaging piece on the latest trends in logistics, a fun cartoon reel to brighten your day, and a motivational quote to inspire you as we continue to grow and innovate.

You'll also learn more about our dedicated Board and stay up-to-date with key events and developments in the logistics world. We hope you enjoy this diverse mix and find value in each section.

FEATURE ARTICLE

Forklift Electrification: Lithium-Ion Adoption Accelerates, Industry Approaches Tipping Point

February 4, 2026 By [Rick LeBlanc](#)

The conversion to lithium (Li-ion) powered forklifts is quickly approaching a tipping point, scaling at a faster rate than anticipated by many.

Global Electric Forklift Market - Lead-Acid vs Li-ion (2018-2034)



Source: Interact Analysis

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Market data suggests the transition to Li-ion-powered forklifts is happening faster and at a greater scale than many industry participants anticipated.

Electrification is no longer an emerging trend in the forklift market. According to new analysis from [Interact Analysis](#), the shift away from internal combustion engines and toward electric forklifts, especially lithium-ion powered models, is now reshaping the industry at a structural level.

Once viewed as a premium alternative, lithium-ion (Li-ion) batteries are rapidly becoming the dominant power source for electric forklifts worldwide. Market data suggests the transition is happening faster and at a greater scale than many industry participants anticipated.

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Lithium-ion forklifts approach market dominance

In its recently published *Forklifts – 2025* report, Interact Analysis projects that Li-ion penetration within the electric forklift segment will rise from

roughly 32% in 2024 to more than 70% by 2034. The research points to a pivotal inflection point around 2026, when Li-ion technology is expected to overtake lead-acid batteries in market share.

By 2034, an estimated **83% of all new electric forklifts shipped globally will be powered by lithium-ion batteries**, up from just 42% a decade earlier.

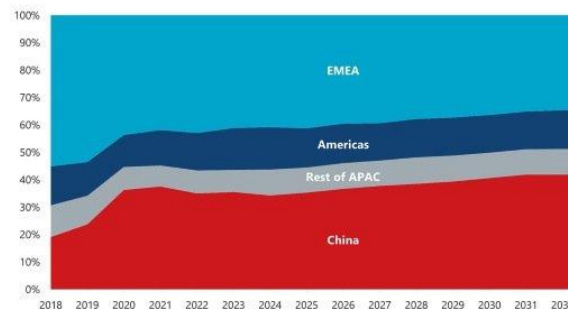
“This rapid transition is overwhelmingly driven by the compelling operational and economic advantages of Li-ion technology,” said **Maya Xiao**, Research Manager at Interact Analysis.

Those advantages include significantly faster opportunity charging, longer service life, minimal maintenance requirements, and lower total cost of ownership (TCO), despite higher upfront equipment costs. In high-utilization operations, Li-ion batteries typically last five to seven years, compared with two to three years for lead-acid alternatives.

Regional adoption tells very different stories

While electrification is advancing globally, the pace of adoption varies sharply by region.

Regional Share of Li-ion Forklift Truck Market (2018-2034)



Source: Interact Analysis

Uptake in the Americas will be slower, as mature internal combustion and lead-acid powered fleets will convert more incrementally to Li-ion power.

China remains the clear leader. Li-ion forklift shipments in China are projected to grow from just over 26,000 units in 2018 to more than **one million units annually by 2034**, driven largely by the mass production of cost-competitive Class 3 electric warehouse trucks. Basic Li-ion models in China are now available at prices near \$1,000, accelerating adoption across a wide range of applications.

By 2034, more than 73% of forklifts sold in China are expected to be lithium-ion powered.

Europe follows closely behind, propelled by tightening emissions regulations, including EU Stage V standards, and strong corporate ESG commitments. Major markets such as France, Germany, Italy, and Spain targeted 50% Li-ion penetration across all forklift classes by 2025, with the UK and Sweden expected to reach similar levels by 2027.

North America, however, is transitioning more slowly. The U.S. is not projected to reach 50% Li-ion penetration until around 2032.

According to Xiao, the slower pace reflects entrenched structural factors rather than a lack of interest. These include widespread use of Class 4 and 5 internal combustion trucks in trailer-loading applications, deeply established service ecosystems for ICE equipment, and a large installed base that encourages incremental replacement rather than rapid fleet transformation.

Multiple forces are pushing electrification forward

The move toward electric forklifts is being driven by a convergence of regulatory, operational, and strategic pressures.

Tightening emissions standards and carbon-related policies are steadily eroding the economic case for internal combustion forklifts. At the same time, electric models offer clear operational advantages, including reduced maintenance, lower energy costs, improved indoor air quality, and reduced unplanned downtime.

Corporate sustainability goals are also playing a growing role. Large multinational operators increasingly view fleet electrification as a necessary component of decarbonization strategies and ESG reporting.

Another important factor is the expansion of the secondary market. As used electric forklifts become more widely available, small and mid-sized enterprises that were previously priced out of new equipment are gaining access to Li-ion technology, further broadening adoption.

Infrastructure remains the biggest friction point

Despite the momentum, electrification is not without challenges. The most significant barrier remains electrical infrastructure.

Interact Analysis data indicates that **50–60% of Li-ion charging installations require facility upgrades**, which can add up to 25% to total project costs. Grid evaluations, electrical layout redesigns, and charger installations are often rated as both complex and costly, particularly for older warehouses.

High upfront capital costs and gaps in after-sales expertise for Li-ion systems also continue to slow adoption in certain markets, though these barriers are gradually diminishing as experience grows.

What comes next

Looking ahead, Interact Analysis sees two parallel paths shaping the next phase of forklift electrification.

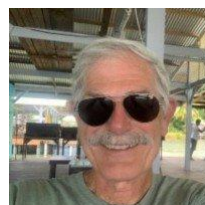
On the technology side, advances such as solid-state batteries and sodium-ion chemistries could further expand electrification into new application niches. At the same time, manufacturers are rethinking business models, shifting from equipment sales toward integrated solutions that bundle forklifts, batteries, chargers, and infrastructure support.

According to Xiao, success in this next phase will depend less on individual components and more on system-level execution.

“Forklift electrification has passed the tipping point, evolving from a forward-looking trend into a core strategy that determines future enterprise competitiveness,” she said.

As battery technology improves, lifecycle costs continue to fall, and charging infrastructure becomes more standardized, electric forklifts are rapidly moving from a preferred option to the default configuration across global material handling operations.

For forklift manufacturers, dealers, and end users alike, the message is becoming increasingly clear: lithium-ion electrification is no longer a question of if, but how fast.



[Rick LeBlanc](#)

Rick LeBlanc is the editor of [Reusable Packaging News](#) and the co-author of [Pallets A North American Perspective](#).

LOGISTICS QUOTE

I'M A
**LOGISTICS
MANAGER**
MY LEVEL OF
SARCASM
DEPENDS ON YOUR
LEVEL OF
Stupidity



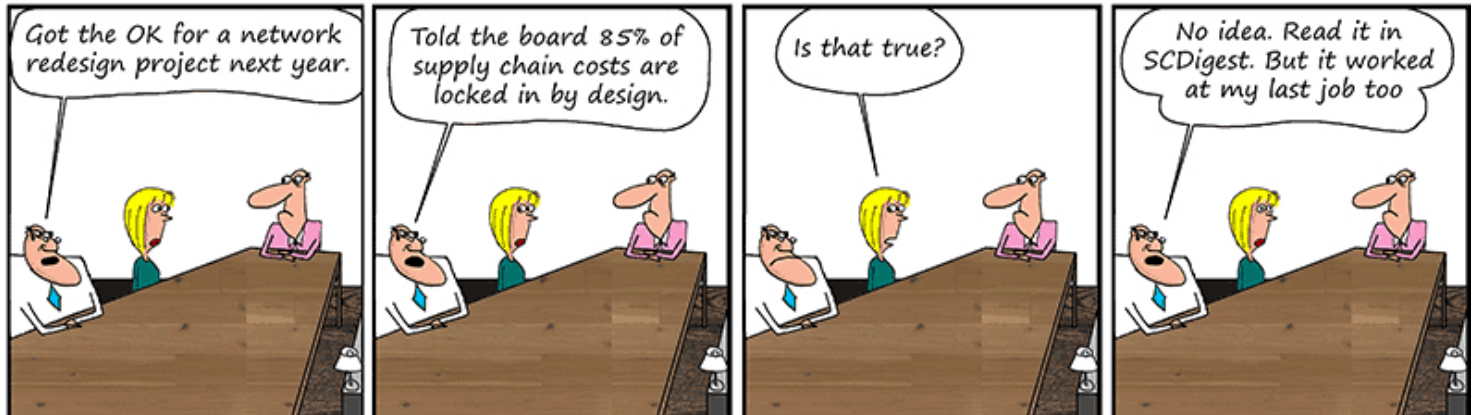
CARTOON REELS



"THIS IS THE FUTURE OF LOGISTICS. THANKS TO OUR NEW TECHNOLOGY THIS PARCEL CAN MISS-SEND ITSELF TO SOMEWHERE IN KAZAKHSTAN."



Chain Reaction



ASK DAN!

Ask Dan!

The other day I got a call for a “Racking Inspection”. When I arrived on site I asked if this was in response to a written order from WorksafeBC. The answer was “ no.” This was a request from a City Inspector and she/he was not asking for an Inspection. She/he was asking for the” permit.”

Want to know the difference? ASK DAN.

BOARD MEMBERS LIST

Meet our board members!

Dave Kubilius - President

General Manager, Warehousing & Distribution - London Drugs

Dan Beer – Past President

Account Manager, [West Coast Installations \(WCI\)](#)

Matt Scheer - Vice-President

Manager, Lower Mainland Distribution - [Provincial Health Services Authority](#)

Roy Ellis - Secretary/Treasurer

Transportation Equipment Consulting

Kevin Dowle - Secretary

Vice President, Operations at Wesgroup Equipment

Edmund Soong - Director of Safety

Health, Safety & Environment Manager - [Gescan](#)

Erin Hart - Director - Communications & Website

Automation Consultant - [Automha Americas Inc.](#)

Ronald Trainor - Director of Education

President - [Vidsta Storage Solutions Inc](#)

Robin MacDonald - Director at Large

Business Manager - [IS2 Workforce Solutions](#)

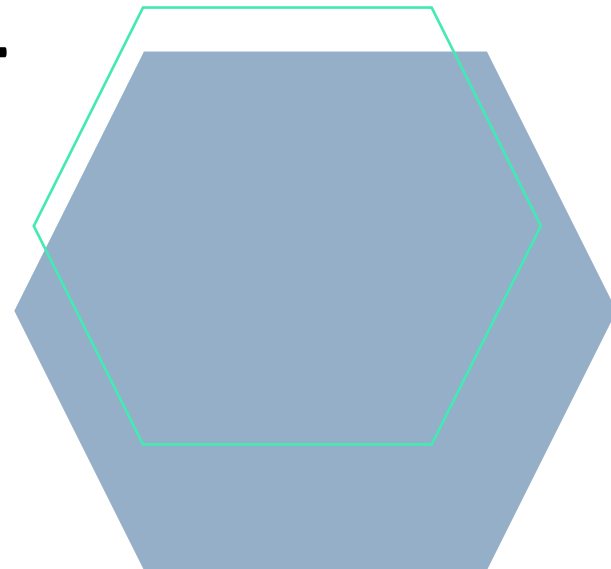
Antonella Gemmiti - Director at Large

Roma Strenja - Director at Large

Sr. Manager, Talent Acquisition - Supply Chain & Global Fulfillment – Lululemon

Pia Tan - Director at Large

Vancouver Airport Authority



PREVIOUS EVENT RECAPS

Stay informed about previous and upcoming events, news, updates, and recent achievements.

Toyota Tour-January

A huge thank you to Jeremy Lane and his team for hosting LogisticsBC for a tour of the facility and an awesome presentation. The event was enjoyed by everyone who attended. We truly appreciate the time, insight, and hospitality!



WHAT'S COMING UP?

March 18- Tour of Rad Torque facility



April- BCIT / LogisticsBC- on-campus-April 15

May- Women in Logistics event

June- Golf Tournament



LOGISTICSBC

(CMHDS) CANADIAN MATERIALS HANDLING & DISTRIBUTION SOCIETY