

# CBRE Kingspan Ireland Logistics Confidence Index 2026

Latest Market Trends & Occupier Insights

**CBRE**



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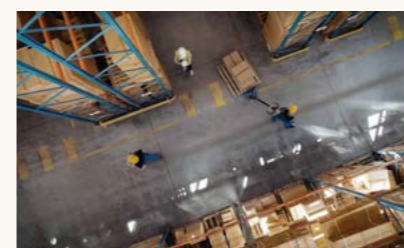
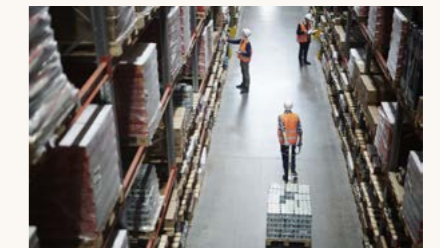
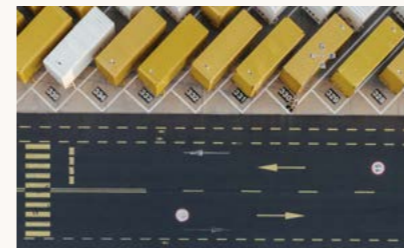
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# Introduction

CBRE Ireland and Kingspan, in conjunction with specialist sector research agency Analytiqa, and supported by the FTA Ireland, are delighted to publish the eleventh in our series of annual surveys to assess confidence and expectations in the Irish logistics and supply chain sector.

This year our research was undertaken against a backdrop of subdued global economic growth, as countries around the world adapt to evolving trade conditions. Geopolitical risks, including tariff shifts and supply-chain disruptions pose downside risks to economic growth. Uncertainty, in particular, can weigh on business confidence and intentions to invest.

At the start of 2026, senior decision makers have expressed their views and insights to facilitate this important industry research. Respondents included CEOs, Managing Directors and senior management of some of the largest logistics providers and buyers of supply chain services across the island of Ireland. After 11 years of the Confidence Index report in Ireland, we continue to be grateful for the support of our loyal respondent base that provides us with really valuable consistency of participation.

Our report examines key performance indicators for businesses operating within the logistics and supply chain sector. It provides insights from both logistics buyer and service provider perspectives giving us a 360-degree view of sentiment.

This research mirrors similar analysis that is undertaken by Analytiqa in other countries on this specialist sector of the economy. To calculate our Index number, respondents were asked about current business conditions and forecasts for the future. They expressed their views on growth plans of their companies in terms of anticipated changes in turnover, profitability, logistics and supply chain related capital expenditures and expected changes to employment.

Our report also focusses on the most important trends and issues facing logistics and supply chain operations, such as skills shortages, property requirements, managing e-commerce growth and sustainability. As geopolitical and economic uncertainty continues to shape decision making around the globe, we identify the most important opportunities for growth and ask our respondents how government can best support these objectives.

Whilst confidence amongst manufacturers and retailers has remained at the same levels as our 2025 report, we note a fall in optimism amongst logistics providers this year. For the first time in our 11-year series, the 2026 Confidence Index number has slipped below 50 for both logistics companies and manufacturers and retailers, indicating a marginally pessimistic outlook for the year ahead.

Despite this, there are notes of encouragement. More companies are expecting their profits to rise this year and over one-third, a figure above our 11-year average, are set to make significant capital expenditure as they position themselves for future growth. Logistics and supply chain operations will continue to demonstrate the resilience that characterises the industry.

We trust you will enjoy reading the eleventh edition of the CBRE Kingspan Ireland Logistics Confidence Index.



*Garrett McClean*  
**Garrett McClean**  
Executive Director,  
Head of Industrial & Logistics  
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Kingspan

# CBRE Market Outlook

The industrial and logistics (I&L) market enters 2026 with strong momentum, shaped by a notable rebound in activity during 2025 and a strong pipeline of demand moving into the year ahead. Dublin's I&L sector demonstrated impressive resilience, with take-up recovering sharply after a period of caution triggered by tariff uncertainty early in the year. Occupiers adjusted to tariff-related uncertainty by adapting their real estate plans rather than cancelling activity.

Full-year take-up reached just under 240,000 sq m, representing a 62% increase on 2024 and confirming renewed confidence among occupiers. This sharp rise was echoed in Q4 alone, which delivered over 76,000 sq m of activity - the strongest quarterly performance since late 2023. Such a strong finish positions the market favourably for 2026 and has placed the market on a firmer footing entering 2026. Ireland's broader economic resilience continues to underpin logistics demand, with retail and consumption trends remaining positive. While pharmaceutical export front-loading supported activity in early 2025, export levels are expected to normalise somewhat this year. Even so, the structural demand drivers supporting logistics - e-commerce, pharmaceutical activity, and domestic consumption - remain firmly in place. Several large-scale requirements point to an optimistic outlook, though geopolitical volatility remains a source of uncertainty.

## Occupier Profile

A diverse mix of occupiers continues to underpin market strength. Retailers, e-commerce providers, third-party logistics groups, pharmaceuticals, and manufacturing firms all contributed meaningfully to 2025 transactions. E-commerce, in particular, remains a structural driver, creating sustained demand for modern, energy-efficient distribution hubs that facilitate rapid delivery networks.

Several large-scale requirements exceeding 12,000 sq m remain active entering 2026, including mandates from logistics operators, retail distribution chains, and pharmaceutical firms. The return of substantial logistics-led requirements over 10,000 sq m highlights the scale of demand and the importance of Ireland as a distribution market. Notably, the largest deal of 2025 involved a 16,550 sq m sublease in North Dublin by a European logistics operator, reinforcing ongoing interest from internationally recognised occupiers. E-commerce remains a structural driver of activity, with operators seeking well-located, energy-efficient distribution hubs that enable faster and more sustainable delivery networks.

## Leasing Activity & Demands

Take-up in Dublin rebounded strongly in 2025, reaching 221,000 sq m, almost 50% higher than in 2024. This recovery places the market on stronger footing entering 2026. The exceptional five-year average annual take-up of 330,000 sq m (2019-2023) has now stabilised toward a new, sustainable range of 220,000-250,000 sq m, reflective of a more balanced market.

Mid-sized units ranging between 1,859 sq m and 4,645 sq m were the most active size bracket during Q4, reflecting a balanced market where both mid-box and large-box requirements played key roles. For the full year, however, it was units above 9,290 sq m that dominated, accounting for 37% of activity.

New supply also played a key role in 2025 market dynamics. Q4 alone delivered a significant wave of modern Grade A space, most notably the completion of five units at Mountpark Grange Castle on the N7 corridor, adding 55,532 sq m to the market. Additional completions included a new facility at Apex Hub and a 5,132 sq m unit at Northwest Logistics Park, both of which cater to occupiers seeking high-quality, energy-efficient accommodation.

Over the next 12 months, a further 70,000 sq m is expected to complete across 25 units, including the Airport Trade Park on the M1 - already 40% pre-let - alongside substantial schemes at Nexus Logistics Park, Stadium Business Park, and Blanchardstown Corporate Park. Importantly, approximately 40% of all under-construction space is already pre-committed, indicating strong occupier confidence and early absorption of new stock.

## Rents

Rising rental values continue to be a defining theme across both prime and secondary markets. Prime Dublin rents increased sharply in 2025, growing by 6% in Q4 alone to reach €153.40 psm (€14.25 psf). Forecasts indicate a further 5% rise in 2026, bringing prime rents to €161.50 psm (€15 psf). This upward trajectory has positioned Dublin among Europe's top cities for rental growth since 2022, with prime rents rising 24% over that period. More strikingly, prime rents in Dublin have more than doubled since 2015, an average annual growth rate of around 8%, and have consistently outpaced inflation. Secondary rents have risen even more rapidly, increasing by more than 120% over the past decade. With strong demand fundamentals, constrained land availability, and rising construction costs, rental growth is expected to remain a core feature of the market in the medium term.

Multi-let industrial (MLI) units continue to outperform, with some units already achieving up to €269 psm (€25 psf) in the most in-demand locations. Build-cost inflation, compliance requirements and limited land supply continue to place upward pressure on rents across the sector.

## Investment & Valuations

Investment activity in the I&L sector was similarly robust in 2025. A total of €94m

Prime rental values in the Dublin market are currently

€153.40

Per square metre

transacted in Q4 alone across six assets, driven primarily by Chancerygate's €60m acquisition of the North Gate Portfolio. The sector accounted for 14% of quarterly investment volumes and 17% of full-year activity. Further momentum is expected early in 2026, with two significant portfolios - Horizon Logistics Park and a 32-asset platform - at advanced stages of sale. Value-add investors are increasingly targeting repositioning opportunities, especially where sustainability interventions can meaningfully enhance rental tone and long-term value. Prime yields remained stable at 5%, supported by sustained investor appetite, strong rental performance, and consistent occupier demand.

## Sustainability

Sustainability continues to shape both occupier requirements and investment strategies. Older stock is increasingly being repositioned to meet ESG targets, with upgrades delivering meaningful operational and financial benefits. A notable example is M7 Real Estate's refurbishment of the Ballymount Logistics Hub, which achieved BER A2 and BREEAM In-Use Very Good ratings before securing a long-term tenant. This reflects a broader trend: companies are prioritising energy efficiency, decarbonisation, and compliance with forthcoming regulatory changes, particularly around fire safety and in-use building performance.



# Kingspan Viewpoint

Against the current backdrop of war and political turmoil in certain parts of the world it is perhaps unsurprising that there has been a dip in confidence in the Irish logistics sector. What is encouraging is that the dip is relatively small, signalling an understanding that, whilst there are undoubtedly challenges, maintaining a 'business as usual' approach is the best way to steady the economy and ultimately support growth. In order to do that, it is crucial to ensure that the right infrastructure is in place.

## The right space at the right price

When it comes to logistics property, almost half of the respondents (48%) foresaw an increase in demand for 2026. With both location and cost coming out as primary factors to consider, 50% of those operating in logistics and 29% of retailers or manufacturers expect to be looking at existing stock to supply that demand. This poses an opportunity to improve these existing buildings and make them fit for purpose both now and into the future, and there are some straightforward measures that can enable this. Alternatively, creating new buildings that are designed to meet the needs of the occupants from the outset is an attractive but also more costly prospect. So, what are the primary drivers, benefits and considerations behind each option?

## 2030 Green Building Targets and Requirements

Here is a quick rundown of what is coming down the track when considering a new build facility.

- ➔ All new buildings must be zero-emission by 2030 (2028 for public buildings) - that's less than four years away!



- ➔ From 2030, all new buildings must calculate, disclose, and report on their total lifecycle GWP, covering both operational and embodied carbon. This means that not only must buildings be designed to be energy efficient, but also that careful consideration needs to be given to the specification of materials and products used in their construction. For new buildings with a floor area over 1,000 sq.m, this requirement begins in 2028.

Even though these standards don't yet apply to properties being developed before 2030, it makes sense to adopt them as far as possible, as it will be far more costly to retrofit a relatively new building in a few years' time, than to have constructed it to be zero ready in the first instance.

This is because it's not just new buildings that are having to meet tougher targets - the ultimate goal is to have a zero-emission building stock by 2050. In the meantime, the 16% worst performing non-residential buildings must be renovated by 2030 to meet Minimum Energy Performance Standards (MEPS), and this will increase to 26% by 2033. If an existing building is being upgraded to provide new facilities or improve aesthetics, it is important to also improve the thermal efficiency of the building envelope at the same time – both to pre-empt upcoming requirements, and to take advantage of the long-term benefits it brings.

These include aspects such as better thermal comfort for occupants, helping to retain staff and maintain productivity, as well as the more obvious reductions in space heating or cooling demand and costs, which can be significant.

## Key Strategies to meet 2030 targets

The significance of improving thermal performance goes deeper than simply adding a layer of insulation. Taking a 'fabric first' approach by prioritising insulation, airtightness, and building design is a crucial first step to minimise energy usage. This allows technologies such as PV or heat pumps to adequately supply demand and to operate efficiently.

The use of smart technologies such as occupancy sensors can also help to save significant amounts of energy, again reducing cost and reducing sector energy intensity. Crucially, repurposing or upgrading existing buildings, rather than demolishing and rebuilding, is one of the most effective ways to minimise the impact of embodied carbon in the built environment, and there are products on the market that can help to reduce both embodied and operational carbon.

A study conducted by global consulting engineers and designers, Cundall, found that conducting a refurbishment of the roof and walls using Kingspan lower embodied carbon insulated panel products to create a net zero ready building could save as much as 54%\* of space heating demand, reducing operational cost and keeping the carbon footprint to a minimum.

## Solar Power and Energy Security

Under the latest updates to the European Energy Performance of Buildings Directive (EPBD), which Ireland is legally bound to adhere to, all

new buildings and major renovations must be designed to enable solar energy generation. This includes residential, commercial, and public sectors, provided the installation would be "technically suitable and economically and functionally feasible". The timetable for implementing this solar mandate is imminent:

- ➔ It applies to all new public and non-residential buildings with a useful floor area exceeding 250 sq.m by 31 December 2026.
- ➔ all existing non-residential buildings over 500 sq.m undergoing major renovation or works requiring administrative permits (such as roof repairs or technical system upgrades by 31 December 2027).

The rooftops of warehouses and distribution centres offer some of the most suitable and underused spaces for the installation of photovoltaics, and the benefits of doing so are manifold. Our integrated roof and PV system, PowerPanel, is one approach now being used on Irish industrial buildings to utilise roof space. In the first place it helps to ensure compliance with the wider upcoming requirements. The investment should also offer a rapid pay back, especially in light of rising energy costs. Equally important in the face of the cause of those rising energy costs, i.e. global unrest and political tariffs, it greatly enhances energy security, providing on site renewable energy generation and reducing reliance on imported oil and gas. If the installation of PV on an existing warehouse roof is combined with upgrading the thermal performance of that roof, either through stripping it back and replacing it or by overcladding, there will be significant savings in operational costs and significant steps made towards futureproofing the building, preventing it from becoming a stranded asset and greatly enhancing its useful life for decades to come.





## Measuring Confidence

In undertaking this survey, we have adopted the same methodology used across similar surveys conducted by Analytiqa research for other jurisdictions. In this, the eleventh edition of the CBRE Kingspan Ireland Logistics Confidence Index, we have for the most part followed the same questioning to aid comparison and trend analysis, whilst updating our insight on key elements to reflect more recent market developments.

Our index takes into account the proportion of respondents quoting improvement, no change or deterioration in the sector. In the calculation

of the index, a reading of over 50.0 indicates an improvement, or expectation of future growth, while below 50.0 suggests a decline. The further away from 50.0 the index is, the stronger the change over the period.

The insights recorded take a dual perspective across the sector, with responses from those operating as logistics providers and buyers of these services. This report was supported by senior decision makers some of Ireland's most successful PLCs, prominent MNCs and large logistics providers.



Unit 4 Nexus Logistics Park - IPUT Real Estate Dublin

# Respondents

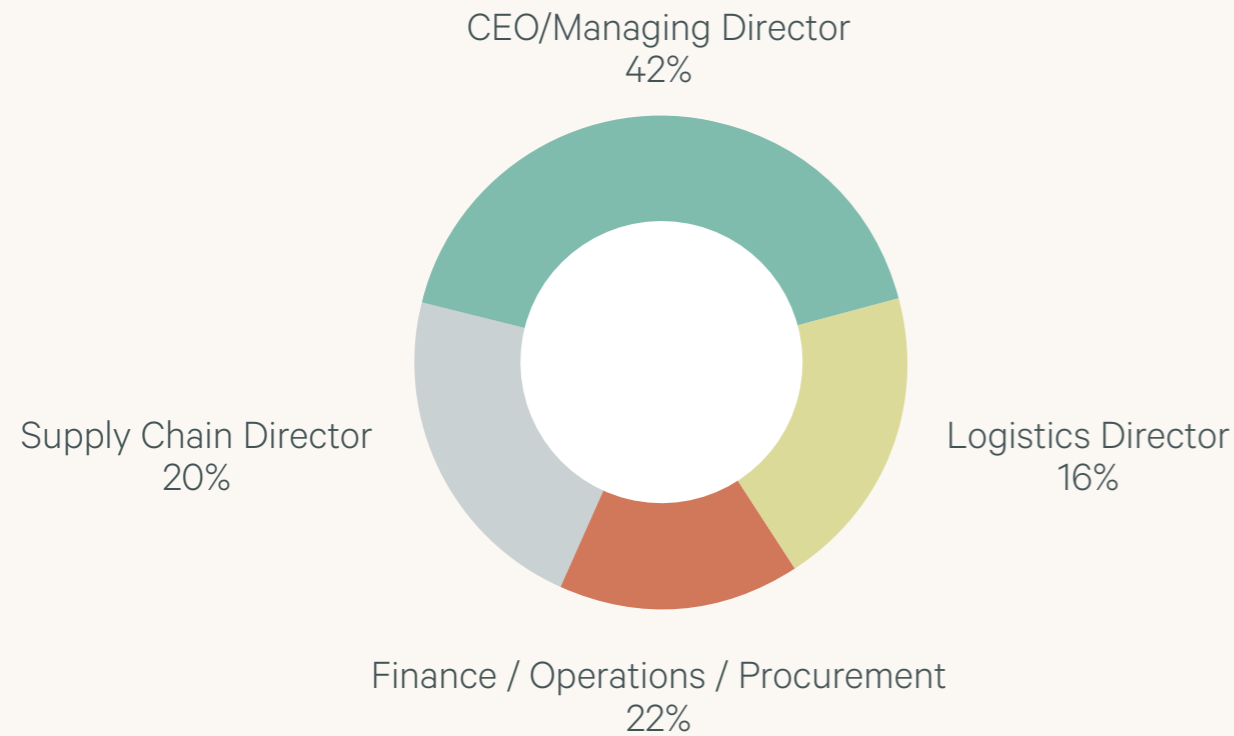
Conducted across two months, from mid-December 2025 to February 2026, there were a total of 50 respondents to our 2026 research, of which 25 were from logistics firms and 25 were manufacturers and retailers.

Our research base was once again characterised by the very senior roles of the individuals that took part. 42% of respondents were classified as either CEOs or Managing Directors, while a further 36% of respondents were either Logistics or Supply Chain Directors at their firms. The remaining 22% of respondents included professionals in senior financial, procurement, operational and commercial roles.

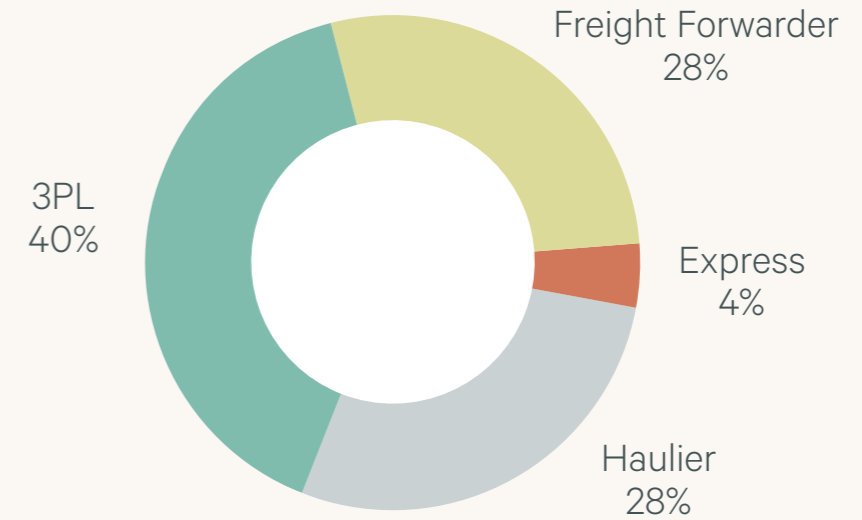
# 42%

**of respondents were classified as either CEOs or Managing Directors, while a further 36% of respondents were either Logistics or Supply Chain Directors at their firms.**

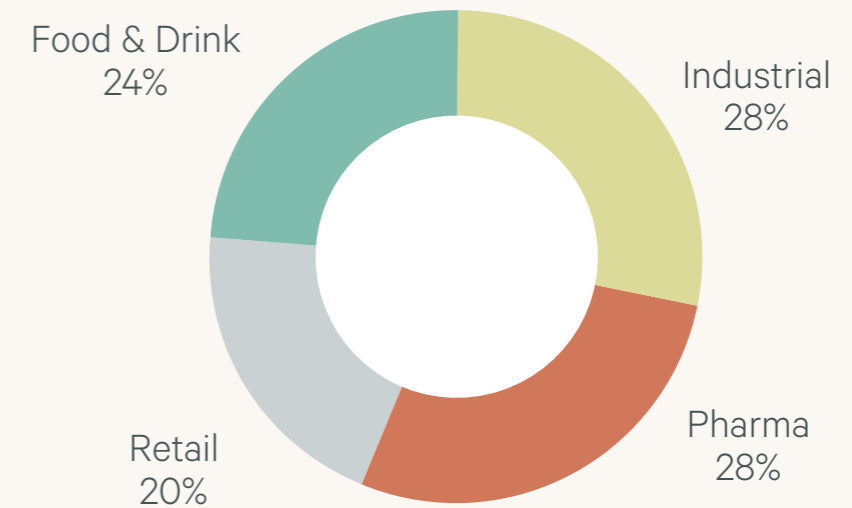
## Job Title of Respondents



## Logistics Respondents



## Manufacturers and Retailer Respondents



The majority of the logistics firms that participated in the survey were categorised as 3PL companies and represented 40% of logistics respondents. 28% belonged to forwarding companies with the same share, also 28%, accounted for by hauliers. The remaining 4% of respondents were parcel and express operators.

The manufacturers and retailers that responded to the survey were allocated across key industry sectors. These included food, drinks and consumer goods (24%), industrial (28%), pharma / healthcare (28%) and retail (20%).



## How Confident is the Irish Logistics Sector?

### Confidence levels have decreased in 2026, as the overall optimism score drops below 50.0 for the first time.

The CBRE Kingspan Ireland Logistics Confidence Index for 2026 has been set at 48.8. This represents the first time in the Index series, since its start in 2016, that it has fallen below the 50.0-mark in Ireland, reflecting a small level of pessimism in the outlook for the year ahead, with uncertainty surrounding prospects.

For only the third time in our report series, after 2017 and 2023, we see manufacturers and retailers reporting a higher score than logistics providers. Sentiment amongst logistics providers, decreased by 3.4 points this year, to 48.8. Manufacturers and retailers maintained their Index number from 2025, at 49.6, which, apart from the short-lived optimism of 2023, reflects its highest level since a score of over 60.0 in 2017.

Providing context for this sentiment, figures published in December 2025 (1), show that Gross Domestic Product fell by 0.3% in Q3, 2025, while Modified Domestic Demand (MDD - a broad measure of underlying domestic activity that covers personal, government, and investment spending) increased by 2.3%, driven by capital formation. However, personal spending increased by a more modest 0.1% while real wages declined by 0.1%. Gross National Product (GNP), a measure of economic activity that excludes the profits of multinationals, increased by 0.8% in the quarter.

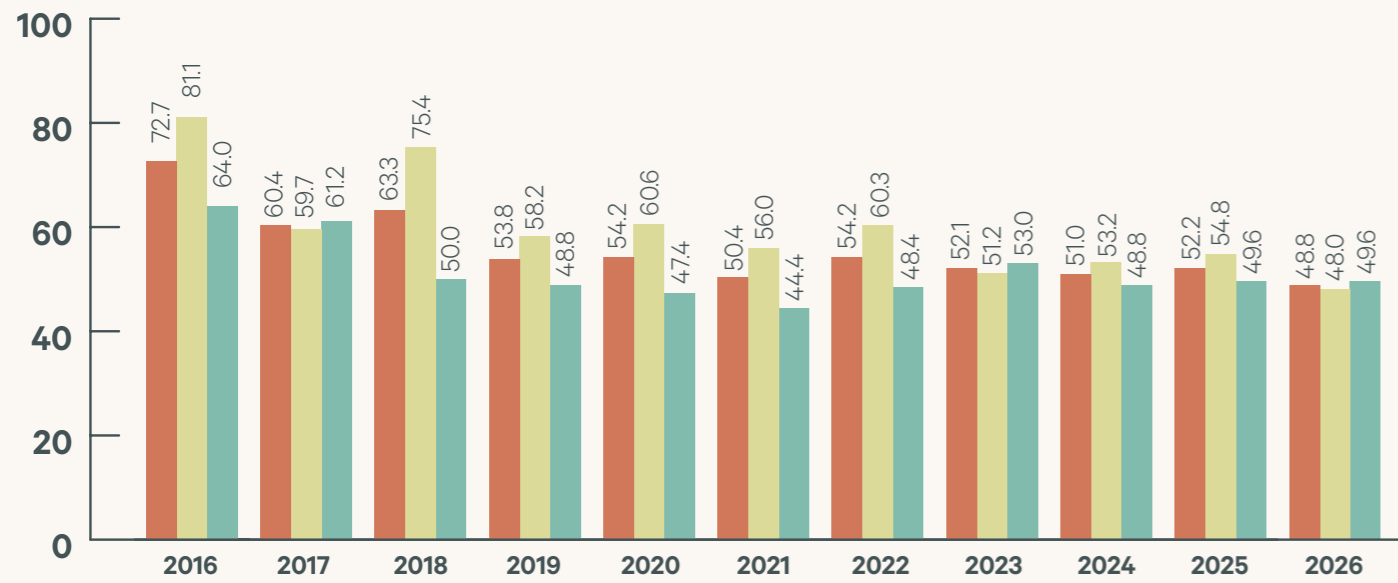
With our respondents' overall outlook marginally negative, it should be noted that for the eighth year in a row, confidence levels remain fragile. The sentiment of our respondents aligns with a more moderate economic outlook for Ireland in 2026, a year that will continue to be characterised by geopolitical uncertainty around the world. In response, supply chains must remain resilient and agile, adapting and accepting volatility as a new 'normal'.

### Sentiment from manufacturers and retailers' is maintained, while logistics operators see a fall in optimism.

(1) <https://www.cso.ie/en/releasesandpublications/ep/p-na/quarterlynationalaccountsquarter32025/>

## Logistics & Supply Chain Confidence Index 2016-2026

Overall Confidence    Logistics Operators Confidence    Manufacturers & Retailers Confidence



# Business Confidence Compared to 12 Months Previous

→ **16% of respondents are more confident about current business conditions in the logistics and supply chain sector than they were 12 months ago, down from 22% last year.**

52%, over one-half, of our respondents believe current conditions are more challenging (4% 'much more difficult' and 48% 'somewhat more difficult') than they were 12 months ago. Whilst this is in line with the views expressed over the last three years, reflecting continuing global economic, geopolitical and supply chain challenges, if we are to find a note of optimism, it is that fewer respondents are describing current conditions as 'much more difficult'.

16% of respondents are more confident about business conditions in the logistics and supply chain sector than they were 12 months ago, down from 22% last year, but at the same level as 2024. When asked how confident they were compared to 12 months previously, all 16% of these respondents say that conditions are 'somewhat more favourable', none believing that conditions are 'much more favourable' than last year.

This means that almost one-third of our respondents (32%) see trading conditions as similar to those of 12 months ago, up from 26% last year.

Ireland's Central Bank reported that consumption is expected to grow by 2.9% in 2025, a similar rate of growth as in 2024, acknowledging that it grew more strongly in 2025 than was expected at the beginning of the year. (2) Rising food and energy prices were among the key drivers of the growing inflation rate in Ireland in 2025. The Consumer Price Index (CPI) rose steadily over the course of the year. In January 2025, the rate of inflation was 1.9%, increasing in September to 2.7% and peaking at 3.2% in November 2025. The CPI rose by 2.7% between January 2025 and January 2026, down from an annual increase of 2.8% in the 12 months to December 2025. (3)(4)

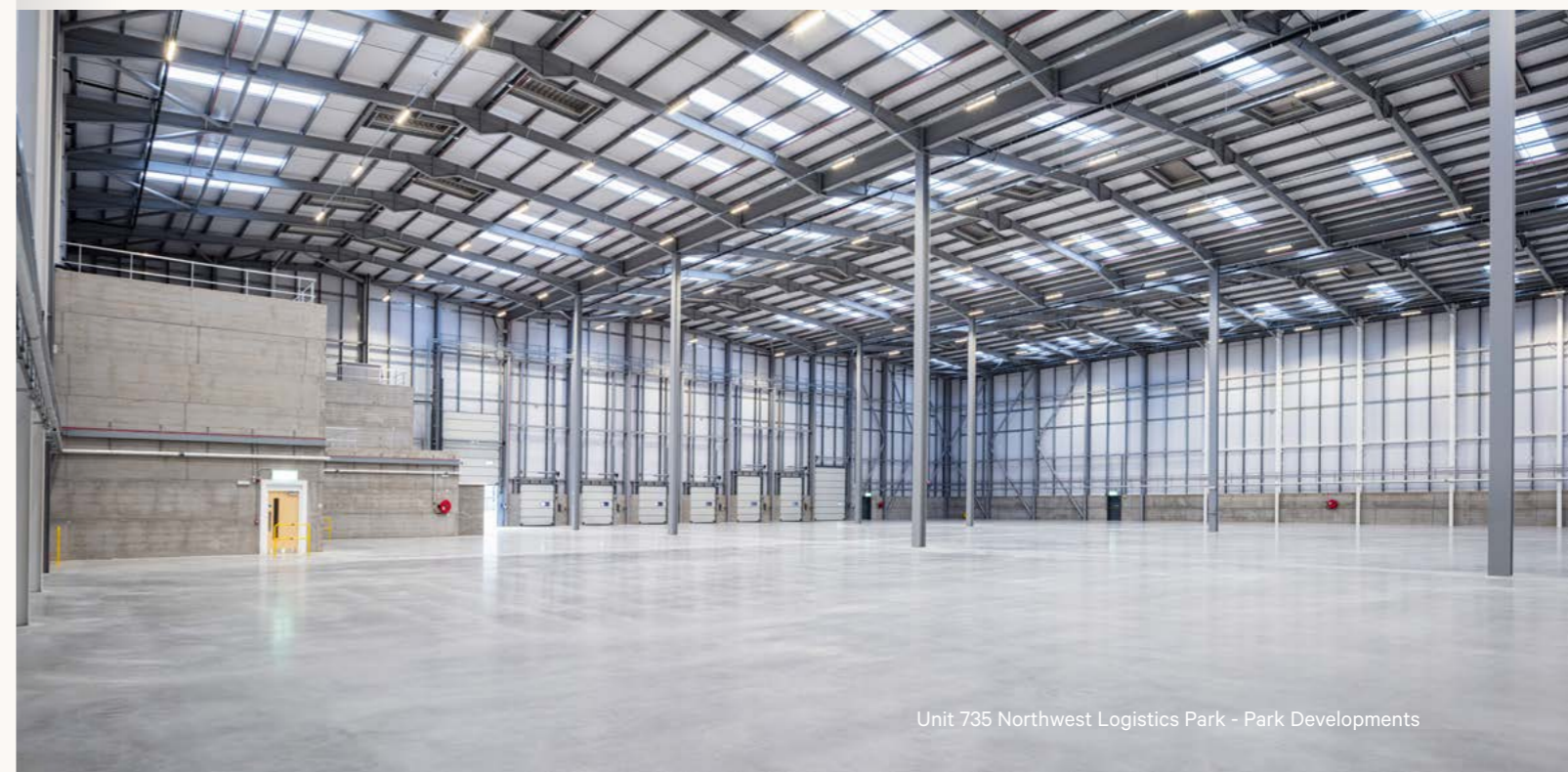
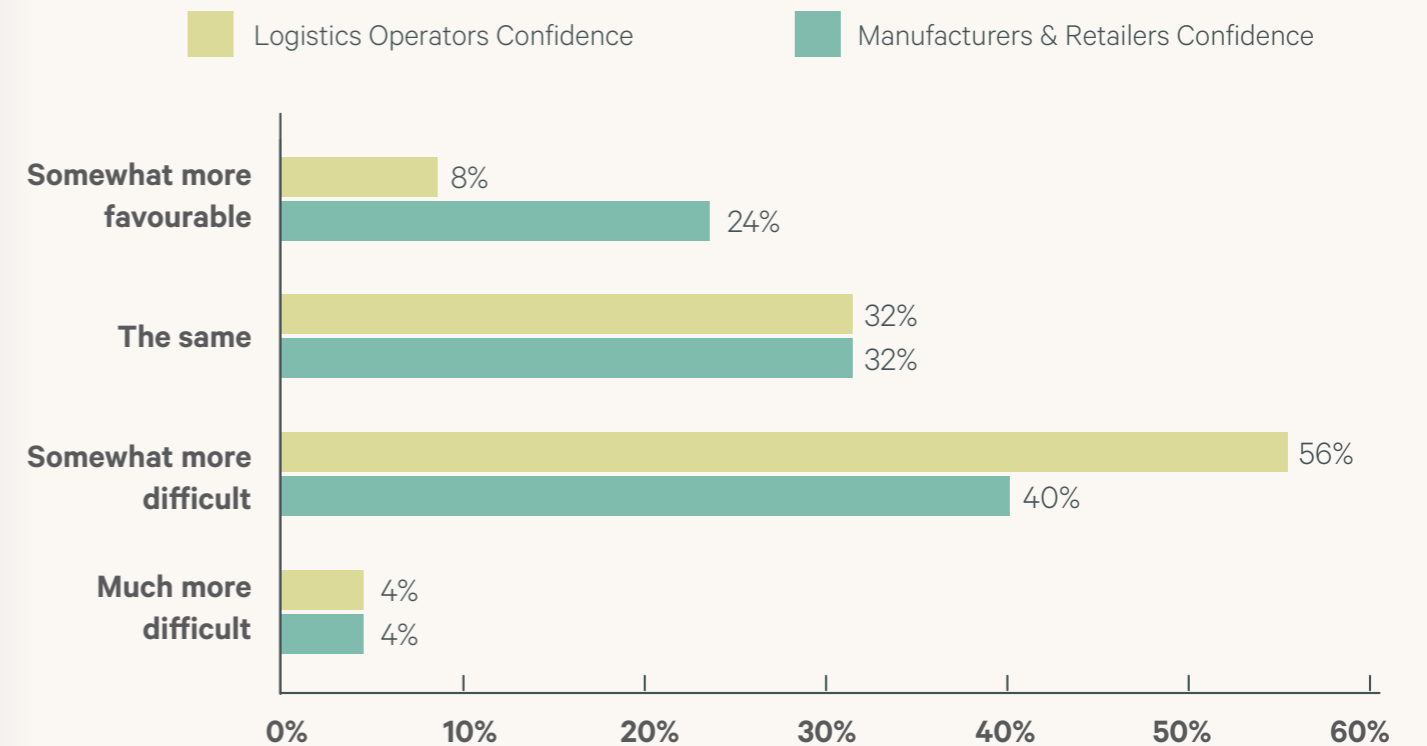
Consistent with the last three years, more manufacturers and retailers are optimistic about current business conditions than logistics providers, with 24% of manufacturers and retailers expressing positive sentiment (down from 28%), as opposed to 8% of logistics operators (down from 16%).

56% of logistics operators say that conditions are 'somewhat more difficult' compared to the same period last year (up from 44% last year), with 4% stating they are 'much more difficult', down from 20% last year.

44% of manufacturers and retailers see current conditions as more difficult, up from 40% last year, though only 4% see conditions as 'much more difficult'. Almost one-third (32%) see current conditions as the same as last year, with the same share of logistics providers agreeing with this view.

(2) <https://www.centralbank.ie/publication/quarterly-bulletins/quarterly-bulletin-quarter-4-2025>  
 (3) <https://www.cso.ie/en/releasesandpublications/ep/p-yin/ireland2025theyearinnumbers/>  
 (4) <https://www.cso.ie/en/releasesandpublications/ep/p-cpi/consumerpriceindexjanuary2026/>

## Business Conditions vs 12 Months Previous



Unit 735 Northwest Logistics Park - Park Developments



# Business Confidence Forecast for Next 12 Months

→ **Over one-half of respondents expect conditions to worsen in 2026, while one-quarter have a positive outlook.**

Ireland's Central Bank warns that after showing notable resilience through 2025, the outlook for the Irish economy over the near to medium term is being shaped by divergent sectoral performances, ongoing structural change, geopolitical tensions and policy actions at home and abroad. Signals for domestically-focused activity are mixed, with data pointing to a slower pace of growth and higher inflation. From 2026 to 2028, MDD is forecast to grow at an annual average rate of 2.9% per annum. The projections envisage a slowdown in MDD growth from the 6.1% annual average realised from 2021 to 2024. (5)

This cautious outlook for 2026 mirrors the sentiment expressed by our research respondents.

When asked about their expectations for business conditions over the next 12 months, opinions are more polarised this year. 57% of respondents expect conditions to be more difficult, up from 52% in 2025, with 10% forecasting that conditions are likely to be 'much more difficult' in the year ahead, down from 14% that expressed that view last year.

Less than one-in-five of respondents (18%) expect business conditions to be the same in the year ahead, down from 38% last year, while 25% expect conditions to be 'somewhat more favourable' over the next 12 months, up from 8% in 2024. None of our respondents are expecting business conditions to be 'much more favourable' over the next 12 months.

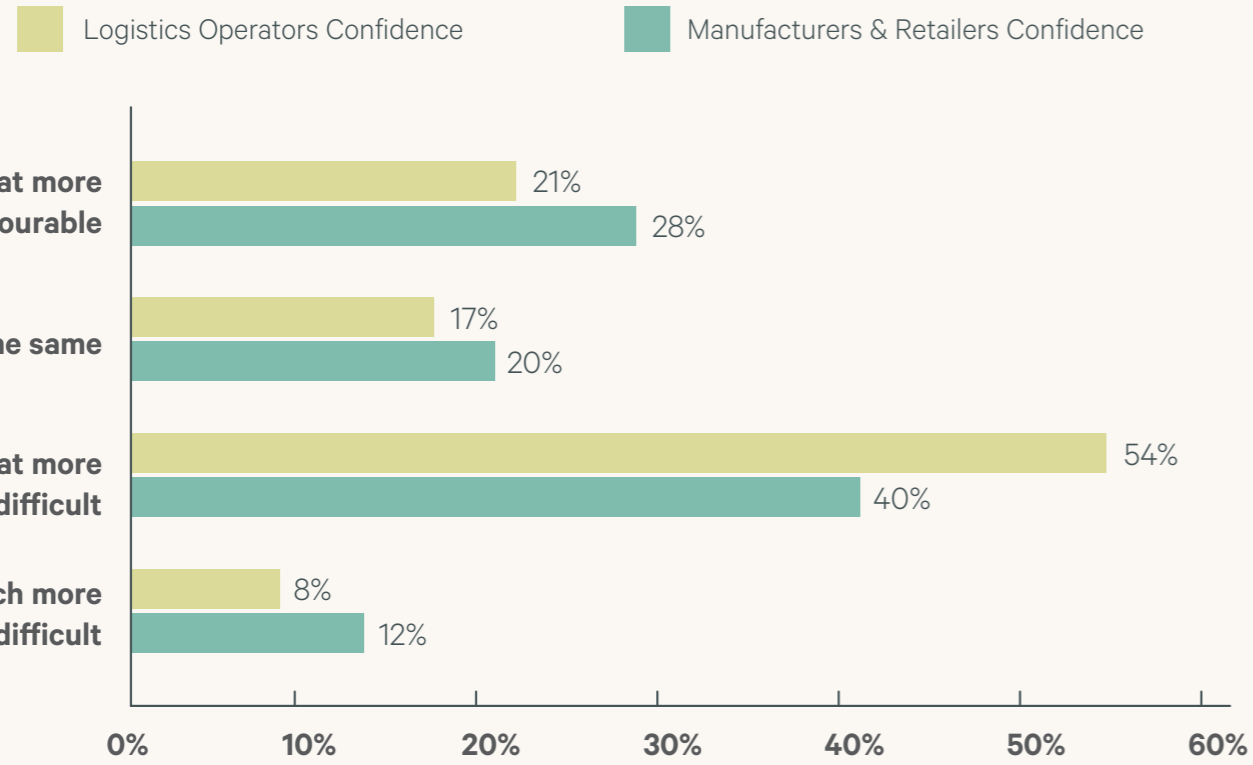
Almost two-thirds of logistics operators (62%) expect conditions to be more difficult in 2026 (down from 68% last year. This figure is 52% for manufacturers and retailers (up from 36%).

17% of logistics operators expect conditions to remain the same in 2026, while 20% of manufacturers and retailers share this sentiment, down from 56% last year.

Over one-quarter of manufacturers and retailers say that conditions are likely to be more favourable in 2025 (28%, up from 8%), whilst 21% of logistics operators are thinking the same way, up from the 12% who had a positive outlook last year.

(5) <https://www.centralbank.ie/publication/quarterly-bulletins/quarterly-bulletin-quarter-4-2025>

### Business Conditions Over Next 12 Months



Unit 1 Mountpark Grange Castle West - Mountpark



# Growth Opportunities

- **Two-thirds (66%) of respondents expect turnover in their organisation to increase over the next year, down from the 72% who expressed this view last year. 14% of respondents expect turnover to remain stable, which means that 20% of respondents are anticipating a decline in turnover in 2026, up from 6% that held this view last year**
- **57% of respondents are forecasting higher profits in 2026, reflecting continued improvement in this key metric over recent years. Logistics operators are, however, less confident this year. 54% are forecasting higher profits in 2026, with 60% of manufacturers and retailers expecting to increase profitability**
- **Respondents are somewhat more cautious in their intentions for capital expenditure in 2026. This is driven by sentiment from logistics providers, where 28% say they are ‘very likely’ to incur significant capital expenditure in 2026**

# 24%

**of logistics operators expect to increase headcount in 2026, down from 64% from last year. At the same time, 28% of manufacturers and retailers expect to reduce their supply chain headcounts, the highest level seen over the eleven years of our report series**

Our research aims to uncover the confidence indicators to validate the index score. We asked participants to reveal their projections and plans for the year ahead across four key metrics. In this section, we will look at turnover, profitability, capital investment and workforce projections to determine the changes in key business indicators and decisions, supporting confidence levels throughout the industry.



## Anticipated Changes in Turnover

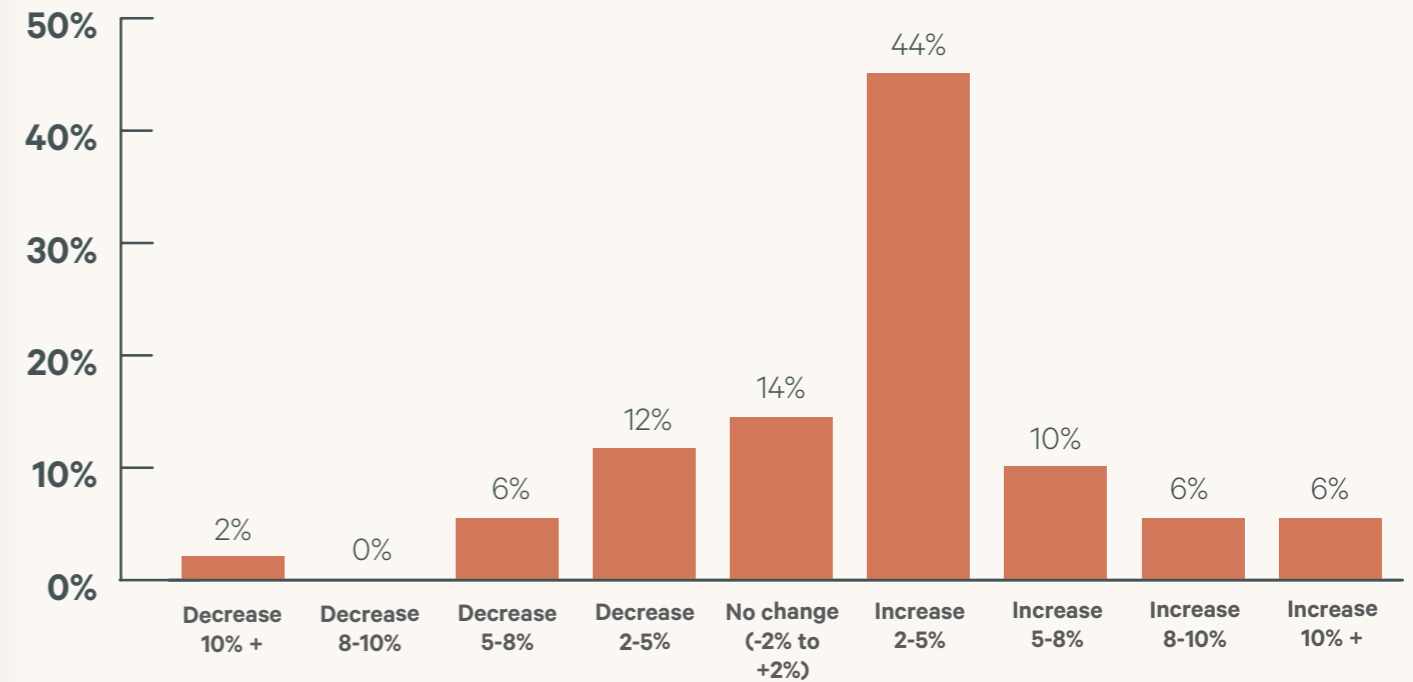
When asked about anticipated changes in turnover over the next 12 months, two-thirds (66%) of respondents expect turnover in their organisation to increase over the next year, down from the 72% who expressed this view last year.

44% of our respondents expect an increase in turnover of between 2% and 5% in 2026, with 10% forecasting growth of between 5%

and 8%. 6% of companies are predicting an 8%-10% increase in turnover this year, whilst 6% (down from 12% last year) are anticipating growth of more than 10%.

14% respondents expect turnover to remain stable over the next 12 months. This means that 20% of respondents are anticipating a decline in turnover in the year ahead, a figure up from 6% last year.

## Change in Turnover Over Next 12 Months



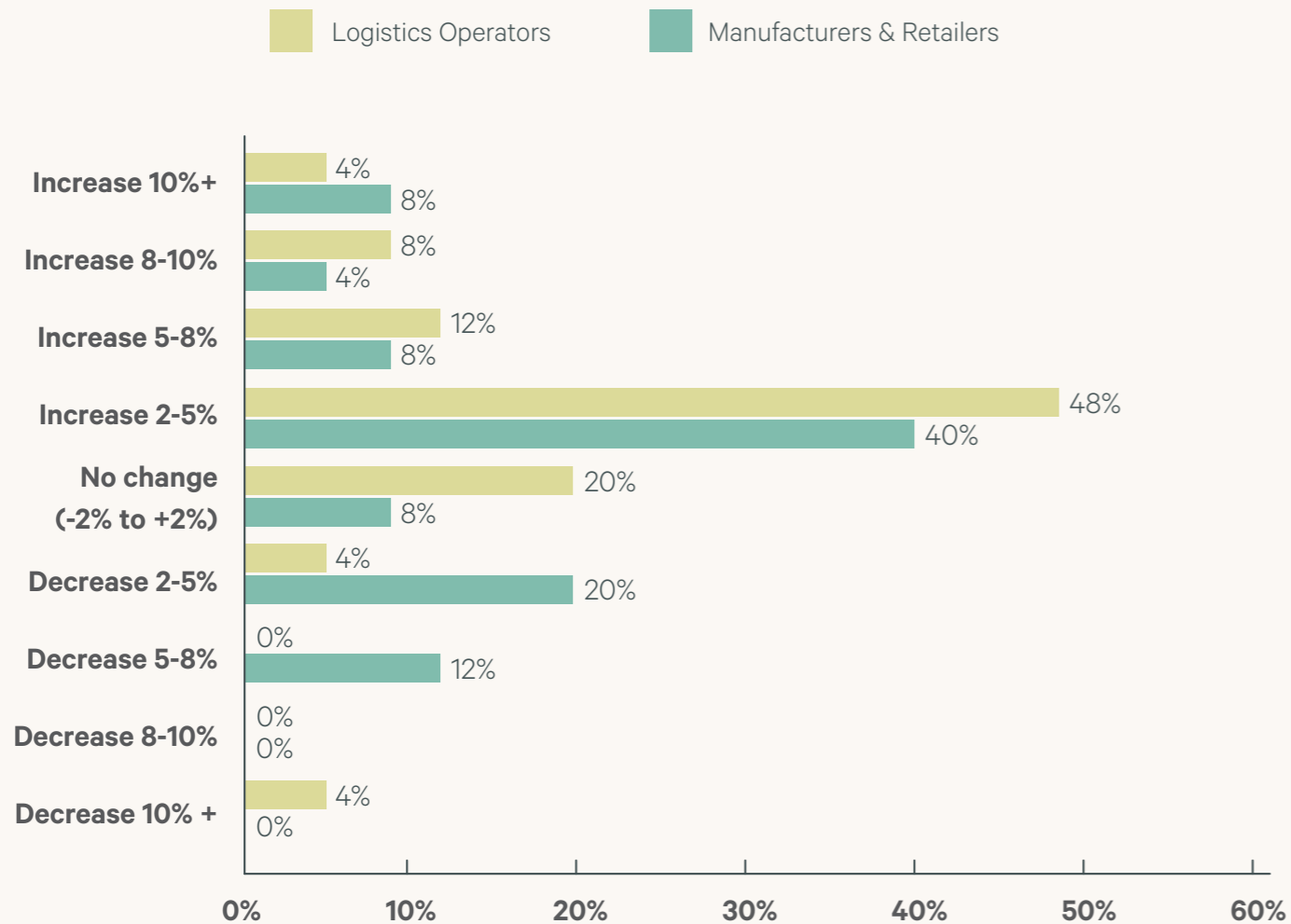
This year, logistics providers are more confident in their ability to grow revenue than manufacturers and retailers. 72% of logistics respondents are expecting to increase turnover over the next 12 months, (the same as last year) while 60% of manufacturers and retailers have the same outlook (down from 72% in 2025).

For 2026, 32% of manufacturers and retailers have negative turnover outlook, up from just 4% last year. Only 8% are forecasting no change in turnover for 2026, whilst 8% expect to see growth of more than 10% in their turnover.

Of the 72% of logistics operators expecting revenue growth in 2026, many more this year (48%) are forecasting growth at the lower end of the scale, between 2% and 5%. 12% of the companies expect to see their turnovers grow by between 5% and 8% this year, whilst 4% are forecasting growth of more than 10%.

In line with last year, just 8% of logistics operators have a negative turnover outlook for the year ahead, and one-fifth (20%) are forecasting no change in turnover in 2026.

### Change in Turnover in Next 12 Months



### Anticipated Changes in Profitability

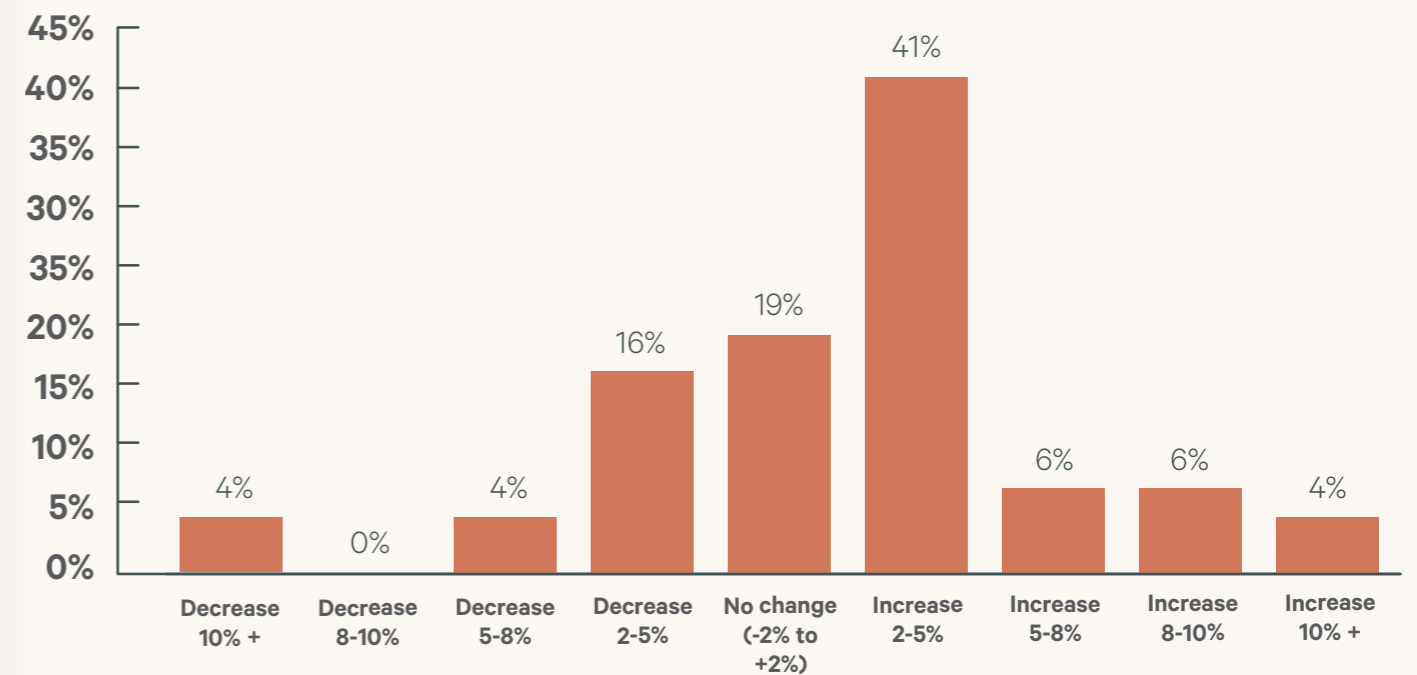
Across the eleven years of Index reports, we continue to report that respondents are generally more confident about increasing the turnover of their businesses than their profits. This is not unexpected. When balancing fluctuating turnover expectations, business investment and rising costs, growing profitability can be a more challenging objective.

Against the 66% of respondents that are forecasting turnover increases in 2026, we

see 57% are forecasting higher profits in 2026. This figure does, however, represent continued improvement, reflecting an increase from 35% in 2023, 43% in 2024 and 50% last year.

Less than one-fifth (19%) of respondents expect no change in profitability this year (down from 28% last year) and 24% forecast a deterioration in profitability this year, up marginally from the 22% of respondents who shared that view last year.

### Change in Profitability over next 12 months



Stadium Business Park - Dunquin Capital

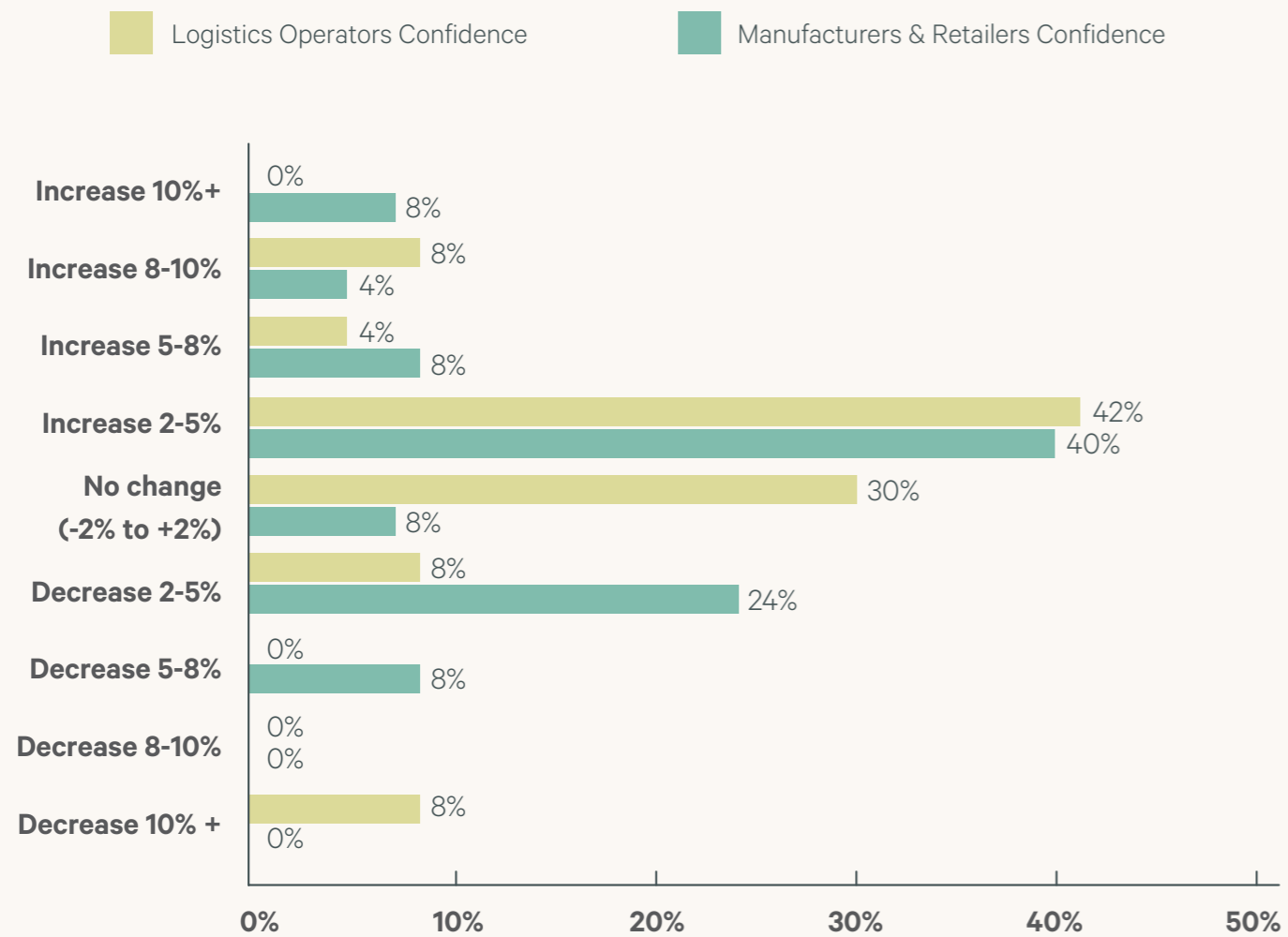
In a switch around from last year, manufacturers and retailers are the more confident sector this year. 60% of manufacturers and retailers (up from 40% last year), expect to increase profitability in 2026. 54% of logistics operators are forecasting higher profits in 2026, down from a 60% share of respondents last year.

This year 42% of logistics operators, the vast majority, expect to increase profits at lower levels, between 2% and 5%, while 40% of manufacturers and retailers share these expectations.

30% of logistics operators (up from 24% last year and 20% in 2024) expect no change in profitability in the year ahead, compared to just 8% of manufacturers and retailers (down from 32% last year).

16% of logistics operators expect a deterioration in profitability over the next 12 months (the same share as last year). This compares to 32% of manufacturers and retailers, a figure that has increased from 28% last year. Three-quarters of the manufacturers and retailers forecasting a decline in profits expect a decline of between 2% and 5%.

### Profitability in Next 12 Months



### Forecasts of Capital Expenditure

Investment sentiment has fluctuated in our research over recent years. A cautious investment outlook in 2024 was followed by more ambitious intent last year. This year, however, it appears that respondents are once again more risk averse.

When asked about the likelihood of their company making significant logistics and supply chain related capital expenditure over the next 12 months, one-third (34%) said it was 'very likely', down from 46% that expressed this view last year, but above our eleven year 'average' of 32%.

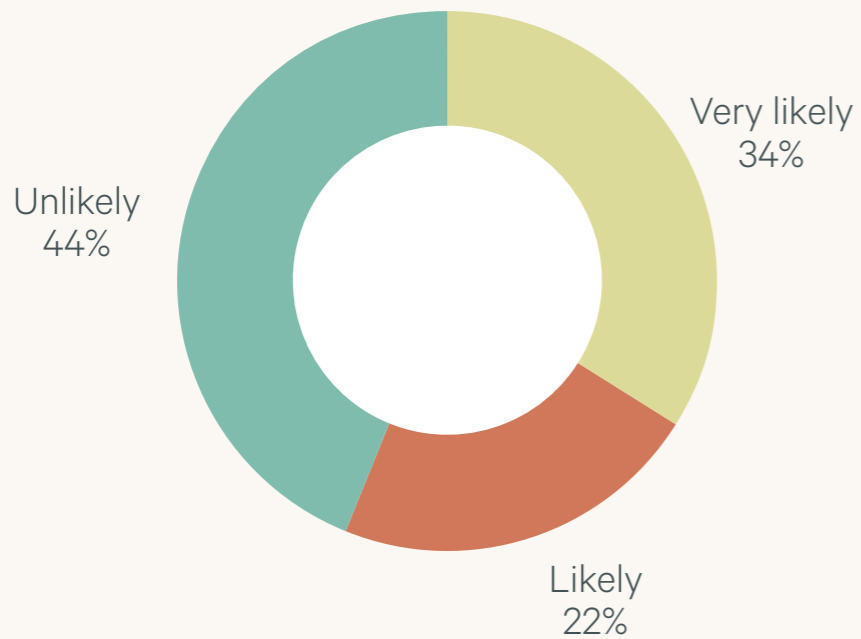
With 22% of respondents suggesting that they are 'likely' to undertake significant capital expenditure in 2026, the share of respondents indicating that they are 'unlikely' to make significant capital expenditure in the year ahead was 44%, up from 36% in 2025, but in line with our results in 2024).

60% of respondents in the logistics industry said they are likely or very likely to incur significant capital expenditure over the next 12 months, down from 76% last year.

For manufacturer and retailer respondents, this year's investment outlook mirrored that of last year with 52% suggesting they are likely or very likely to incur significant capital expenditure over the next 12 months.

Whilst among logistics operators there is fairly even split between those that are 'very likely' and 'likely' to incur capex, manufacturers and retailers have a much more robust outlook compared to logistics companies, with other three-quarters of those with investment intentions suggesting they are 'very likely' to happen in 2026.

### Likelihood of Significant Capital Expenditure over Next 12 Months





Just 30% of respondents (down from 51% last year) intend to increase their logistics and supply chain-related headcount to some extent over the next 12-month period, with the largest cohort (26%) expecting to increase their headcount by between 2% and 5% year-on-year.

Only 24% of logistics operators expect to increase headcount in 2026, down a remarkable 40% from last year, with two-thirds of those forecasting an increase of between 2% and 5% over the next 12 months.

Similar to last year, in 2026 it is the manufacturers and retailers that are once again taking a more cautious, and polarised, approach to employment. 36% of respondents expect to maintain headcounts, with 36% also signalling their intention to recruit more staff. However, 28% are expecting to reduce staff numbers in 2026.

68% of logistics operators expect no change in headcount year-on-year, up from 28% last year, which means that just 8.0% are anticipating a decline in employee numbers in the year ahead.

### Forecast Changes to Employment

Recruitment, skills and talent challenges have been a regularly occurring theme for companies operating across logistics and supply chain operations over the last 11 years of our report series.

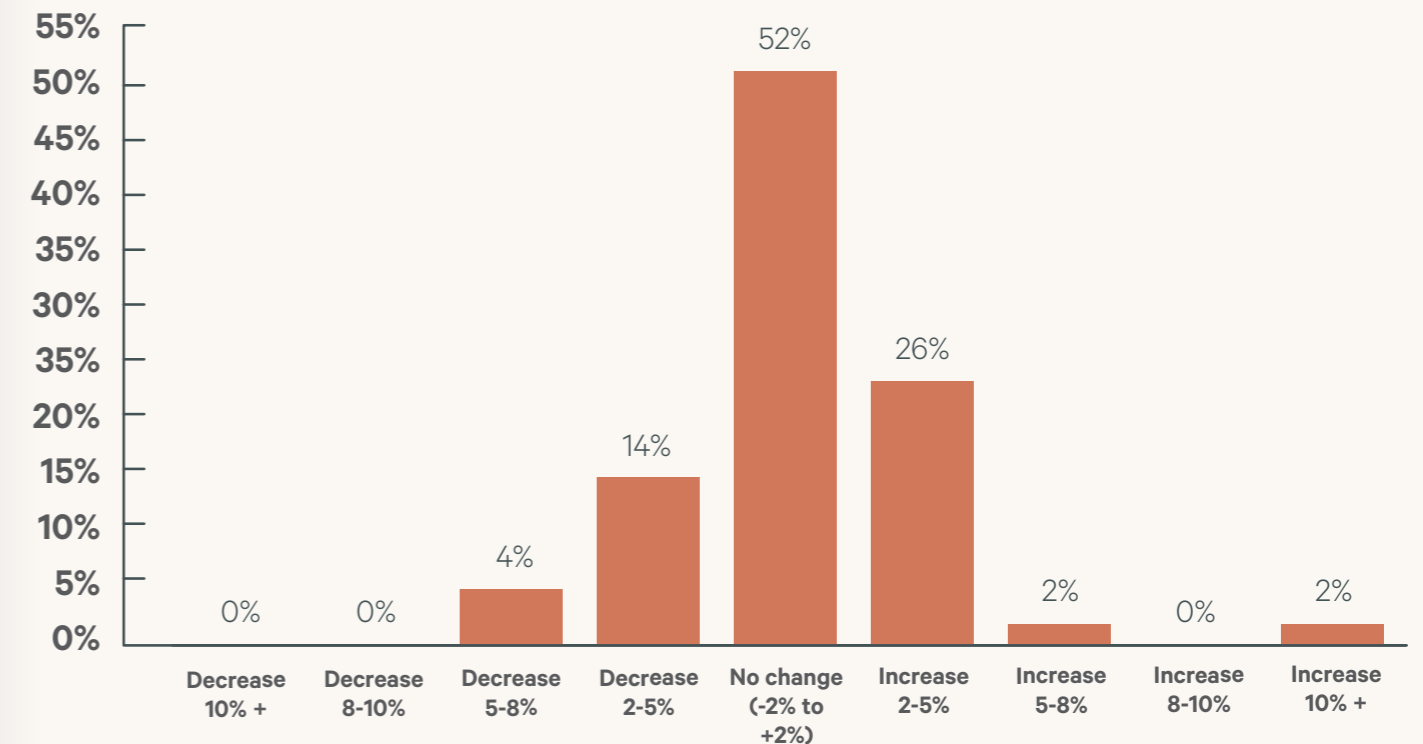
The sentiment of our respondents should be placed in the context of Ireland’s continuing tight labour market.

The number of people aged 15-89 years in employment rose by 56,700 or 2.0% to 2,833,100 people in the 12 months to Q4, 2025. The employment rate, which measures the working age population aged 15 to 64 years, reached 75.3% in Q3, 2024, the highest point in 26 years since the current series began in 1998, before falling to 74.3% in Q4, 2024. The employment rate was 74.5%

in Q4 2025. The estimated labour market participation rate in Q4, 2025 was 65.8%, up from 65.5% in Q4 2024. There were 128,200 unemployed people aged 15-74 years in Q4, 2025, with an associated unemployment rate of 4.4%, up from 4.0% in Q4 2024. (6)

This year, faced with an uncertain growth environment and pressures to maintain profitability, a higher proportion of our respondents than we have seen before are expecting to reduce their levels of employment. When we asked our respondents what changes they anticipated making to their workforce and, in the case of manufacturers and retailers, their supply chain-related headcount, over the next 12 months, 18% expect to make cuts, a figure up from 12% last year.

### Expectations for Headcount in Next 12 months



(6) <https://www.cso.ie/en/releasesandpublications/ep/p-yin/ireland2025theyearinnumbers/> and <https://www.cso.ie/en/releasesandpublications/ep/p-lfs/labourforcesurveyquarter42025/>



## Key Issues

### Geopolitical Turbulence

Geopolitical turbulence has increasingly become the new 'normal'. The theme has been a constant across the 11 editions of our report, characterised by persistent uncertainty, evolving global trade pressures and regional conflicts, all contributing to supply chain disruption. Such disruption is now expected rather than being exceptional, and resilience, adaptability, and foresight are key amid this ongoing volatility.

We asked our respondents to identify the impact of geopolitical turbulence on their business. Almost three-quarters of our respondents (73%, including 63% of logistics companies and 84% of manufacturers and retailers) stated that geopolitical turbulence has led to increased costs for their businesses.

These higher costs can be apparent in a number of ways, including higher energy and fuel prices. Average diesel prices increased marginally in 2025 (7). Ireland's national average price of diesel per litre across 2025 was €1.72, up from €1.71 in 2024 and €1.67 in 2023, but below the 2022 average of €1.89. In 2025, prices peaked in February at €1.79, before ending the year at €1.75, and falling to €1.72 in January 2026. Across the decade of our Index reports, between January 2016 and January

# 22%

→ **Almost one-quarter of respondents suggest that they have lost business as a result of geopolitical turbulence**

# 73%

**Almost three-quarters of our respondents (73%) believe that geopolitical turbulence has led to increased costs for their businesses, up on last year, whilst 47% have been subject to operational delays and supply chain uncertainty**

2026, Ireland's average price of diesel per litre increased by 53.2%.

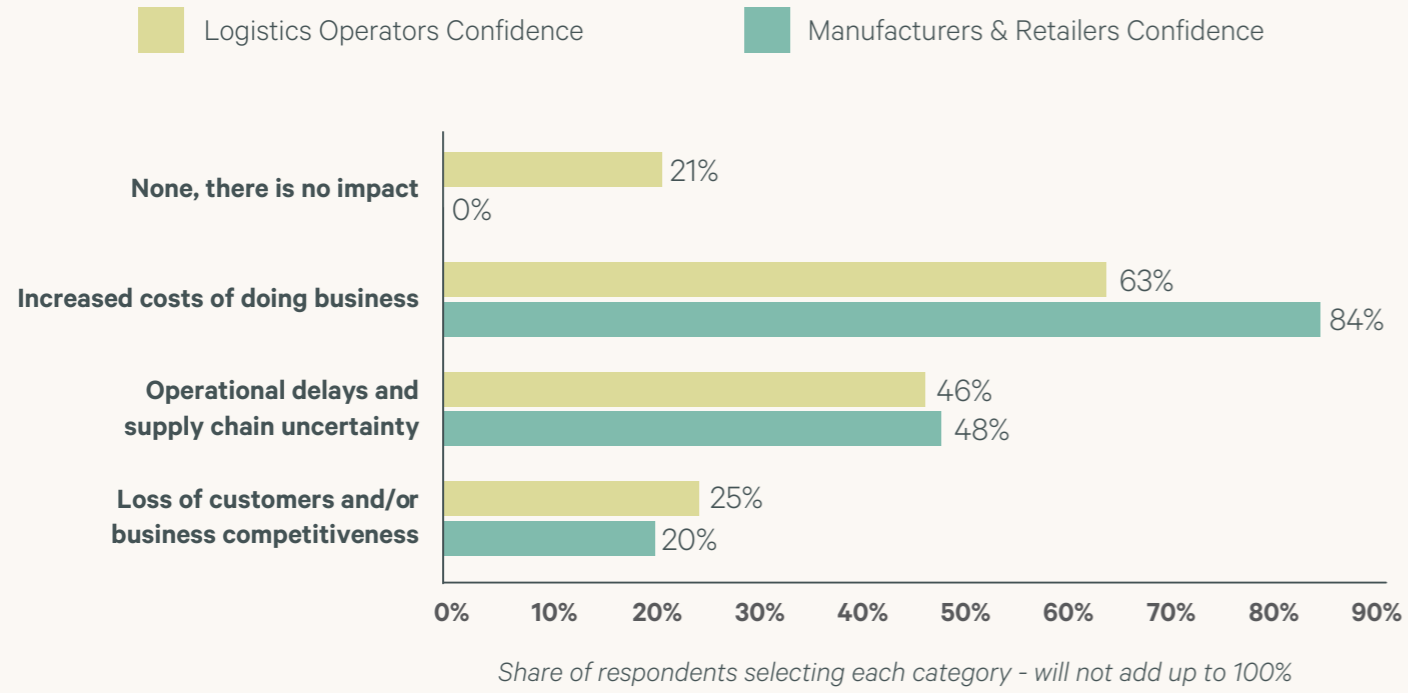
Aside from rising costs, just under one-half of respondents (47%, down from 53% last year) stated they have been subject to operational delays and supply chain uncertainty as a result of geopolitical disruptions. This was the case for 46% of logistics companies and 48% of manufacturers and retailers that took part in our research.

Overall, more than one-fifth (22%) of our respondents suggest that they have lost business as a result of geopolitical turbulence, the impact of which has been felt by 25% of logistics companies and 20% of manufacturers and retailers.

10% of our respondents stated that geopolitical turbulence has not had an impact on their business, though this was weighted completely towards logistics companies. One-fifth of logistics operators (21%) stated that they have not been impacted by geopolitical turbulence, a bigger figure than 2025, in part explained by the slightly higher number of domestic-focused road transport companies taking part in the research this year. None of the manufacturers and retailers taking part this year shared that view.

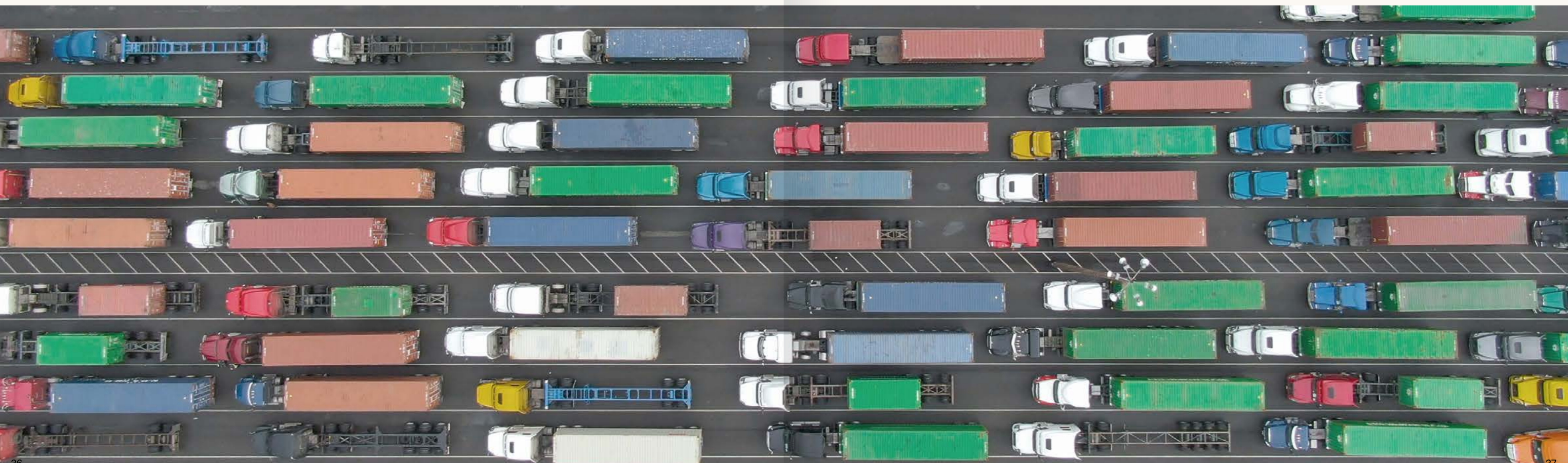
(7) <https://data.cso.ie/>

### Geopolitical Turbulence



(7) <https://data.cso.ie/>

### National Average Price of Diesel Per Litre, January 2016 - February 2026



### E-commerce

→ **Just under one-half of companies active in E-commerce state that recruitment is a challenge in managing growth of their online operations, whilst 26% find it challenging to meet the increasing service demands of their customers.**

The share of companies' turnover generated by online sales continues its upward trajectory in Ireland (8). Across all retail businesses, excluding motor trades, automotive fuel and bars, the average share of turnover generated online rose to 7.7% in 2025, up from 7.5% in 2024, 7.4% in 2023 and 7.1% in 2022. It is significantly ahead of the 5.5% pre-Covid-19 figure of 2019.

In 2025, the share of turnover generated online peaked at 10.1% in November (up from the 2024 peak of 8.9%, also in November), whilst February and March saw the lowest shares, at 6.7% and 6.8%.

In this context, of our respondents that are active in e-commerce, recruiting labour resources (either for warehouse and / or distribution operations) is the biggest

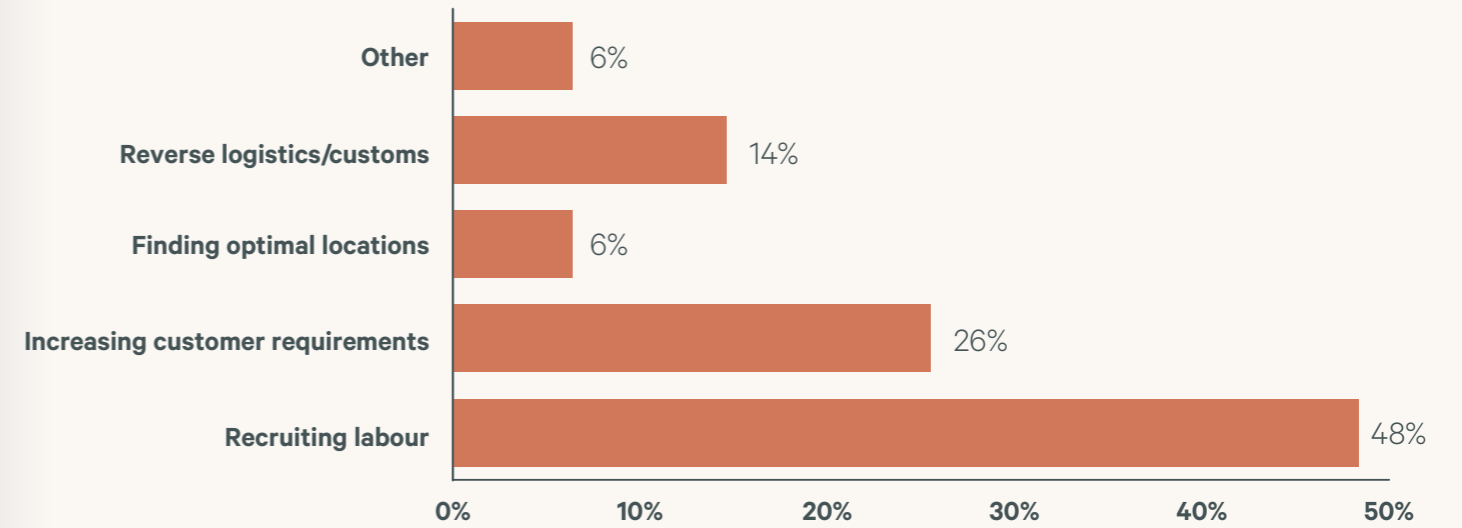
challenge they face in managing growth of their e-commerce operations. This challenge is encountered by 48% of respondents that are active in e-commerce (52% of logistics operators and 44% of manufacturers and retailers).

One-quarter of respondents (26%) see meeting increasing service level requirements (such as same day delivery, third party locations, late night or Sunday deliveries) as a challenge (up from 20% last year),

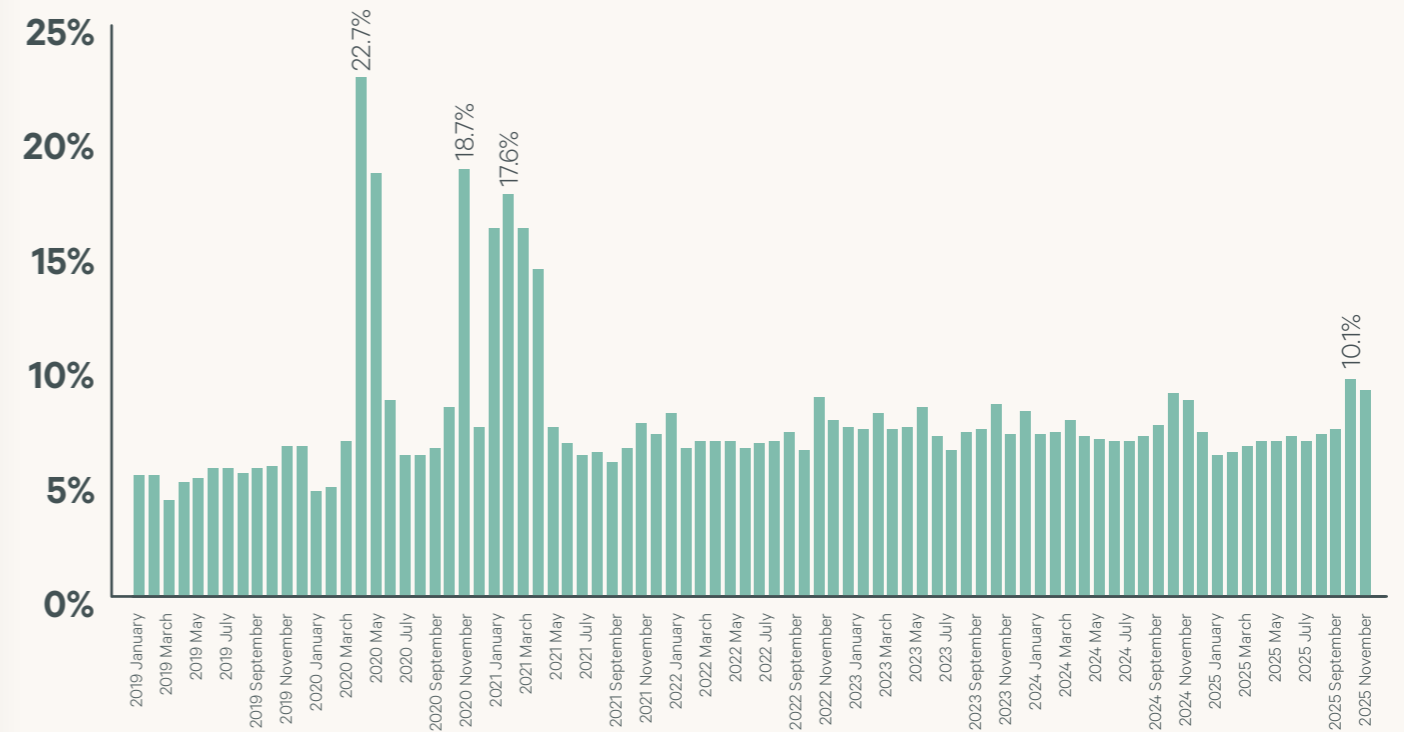
Just 6% of companies, down from 14% last year, are challenged to find optimal locations for their fulfilment operations, a problem more keenly felt by manufacturers and retailers. 14% of companies (up from 9% last year) encounter challenges managing reverse logistics and customs processes.

Other challenges highlighted by respondents include conforming to Government legislation and changes at the EU level, increased costs of doing business and negotiating US tariffs.

### E-commerce Growth Challenges



### Share of Turnover Generated by Online Sales: All Retail Businesses



(8) <https://data.cso.ie/>

Source: <https://data.cso.ie/>



## Logistics Property

48%

**of respondents expect to see an increase in demand for logistics properties in the year ahead**

→ **Manufacturers and retailers remain the more likely to look to new builds to meet their requirements, as fewer respondents favour existing stock to meet their needs.**

→ **For the fifth year in a row, cost is identified as the single most important issue when companies are looking to acquire additional space, whilst finding a facility in preferred locations is the second biggest issue.**

In 2025, tariffs had less impact on Dublin's industrial and logistics market than initially anticipated, as operators largely adjusted the timing of their real estate plans rather than cancelling activity. Take-up reached 221,000 sq m – almost 50.0% higher than in 2024 – and several large-scale requirements point to an optimistic outlook for 2026, though geopolitical volatility remains a source of uncertainty.

The exceptional five-year average of 330,000 sq m of annual take-up from 2019 to 2023 set a high benchmark. This is now trending toward the 220,000-250,000 sq m range as the market stabilises to a new normal.

Further rental growth is expected in 2026, with prime rents forecast to reach €161.50 psm (€15 psf), a 5% uplift year-on-year. Small- and mid-box multi-let industrial units will continue to outperform, with some already achieving rents up to €269 psm (€25 psf).

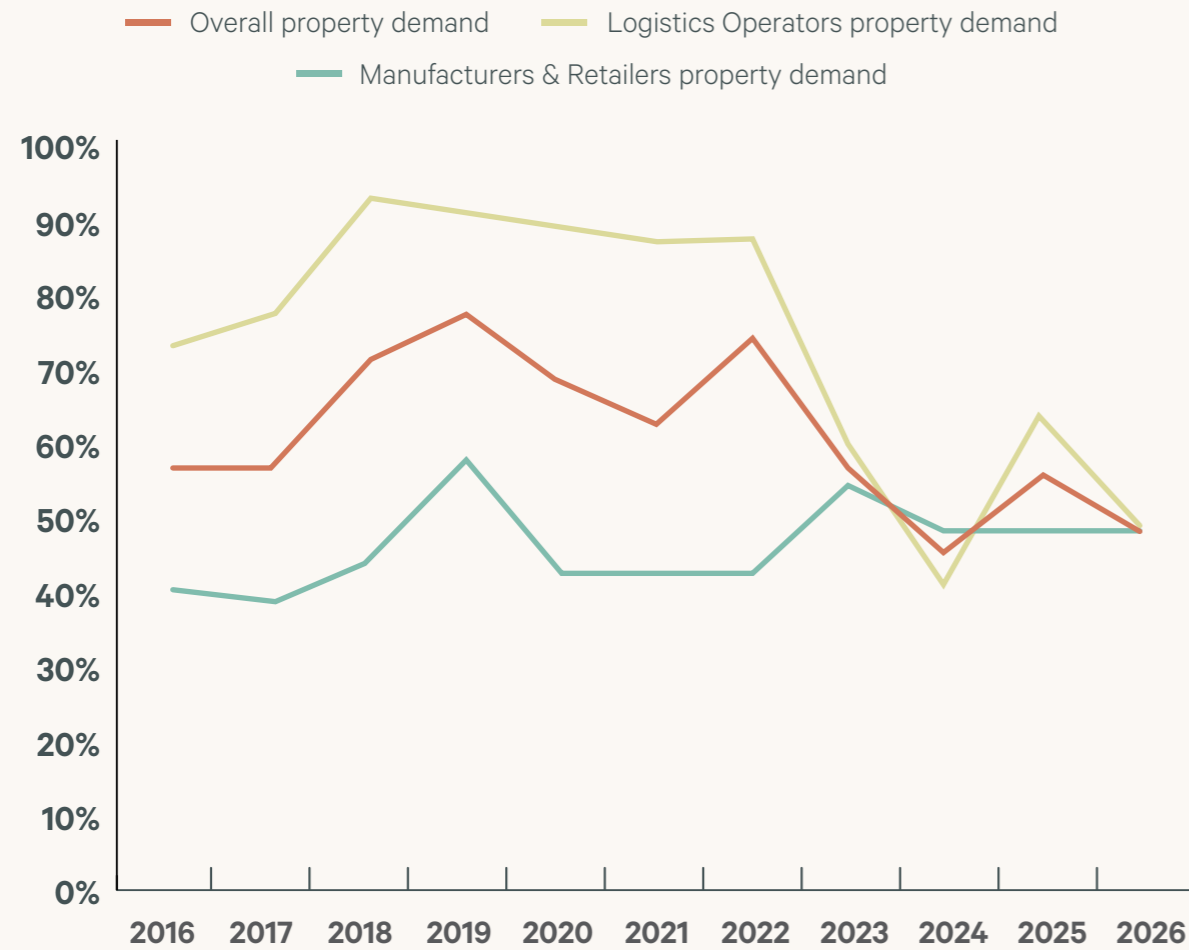
Our respondents more cautious plans for capital expenditure in 2026 – perhaps with further consideration given to the timing of their investments – is confirmed by their anticipated property requirements. Just under one-half (48%) expect to see an increase in demand for logistics property in 2026, down from 54% last year. This lower level of demand is being driven by logistics companies in 2026. Almost two-thirds (63%) indicated they had a demand for more space in 2025, but this has fallen to 48% this year. The same share of manufacturers and retailers (48%) also signalled their intentions to take additional warehouse space in 2026.

Similar to 2025, manufacturers and retailers are once again the more likely to look to new builds to meet their requirements, as 29% state they will look to existing stock to meet their needs. Driven in part by the contract demands of customers, one-half of logistics operators suggest that they will look to existing stock to meet their expansion needs in 2026.

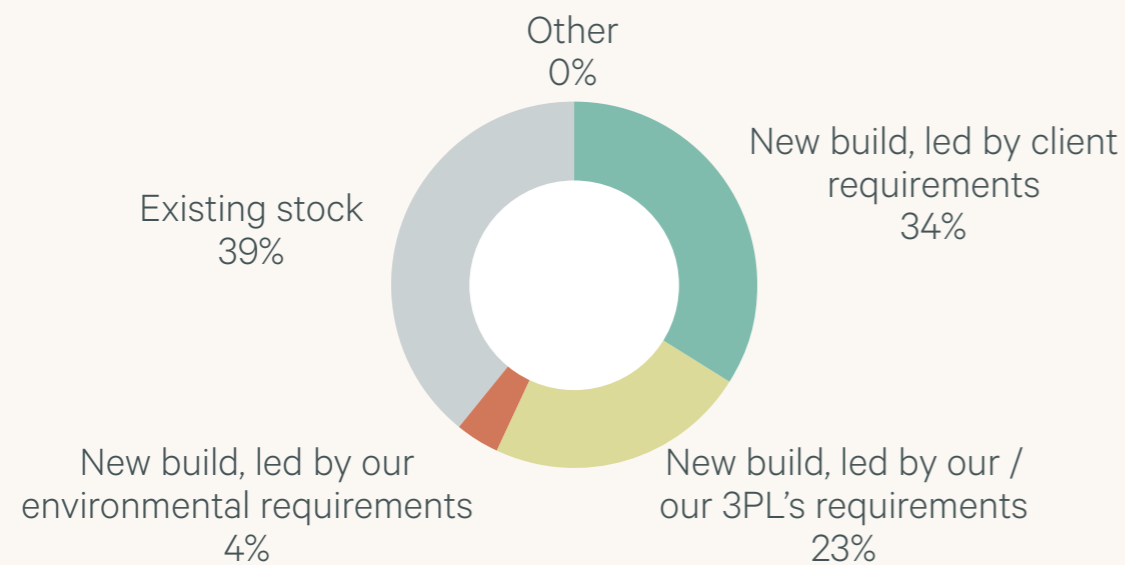
Almost one-quarter (23%) of companies expect to have new build requirements led by either their own business needs or directed by their outsourced logistics partners. 34% of respondents with a demand for additional space will focus on new builds, led by client requirements.

Just 4% of companies (down from 7%) will target new builds, led by their environmental requirements, led once again by manufacturers and retailers, as no logistics operators considered this a driving factor behind their decisions to take additional space.

## Share of Respondents Forecasting Higher Demand for Logistics Property



## Type of Logistics Facility that Companies Expect to Require



When asked what challenges they expect to encounter in relation to supply or in securing additional warehouse accommodation, the two issues that have historically resonated - and continue to resonate - most with respondents are the location and the cost of facilities. Location was highlighted as a challenge for 27% of respondents up from 19% last year and 33% highlighted costs, down from 36% in 2025. Across the last five years, property costs have been consistently highlighted by respondents as the single most important issue, and more so by logistics operators.

This year, finding a facility with agreeable contract terms, is highlighted as the fourth most frequent challenge for 13% of respondents, down from second place and 19% last year. This is once again more widely recognised as a challenge for manufacturers and retailers than logistics operators.

For the second year, we also sought to understand industry awareness of the 'Building Regulations (Part B - Fire Safety) 2024' under 'Fire Safety for Buildings Other than Dwelling Houses' that will come into effect from the start of May 2025 (9).

In line with our initial findings last year, our research highlights a lack of awareness amongst occupiers. 63% of our respondents (57% of logistics companies and 68% of manufacturers and retailers) are aware that all new industrial and logistics buildings constructed must adhere to the new fire code and will require a sprinkler system if their racking is more than 7.0 metres.

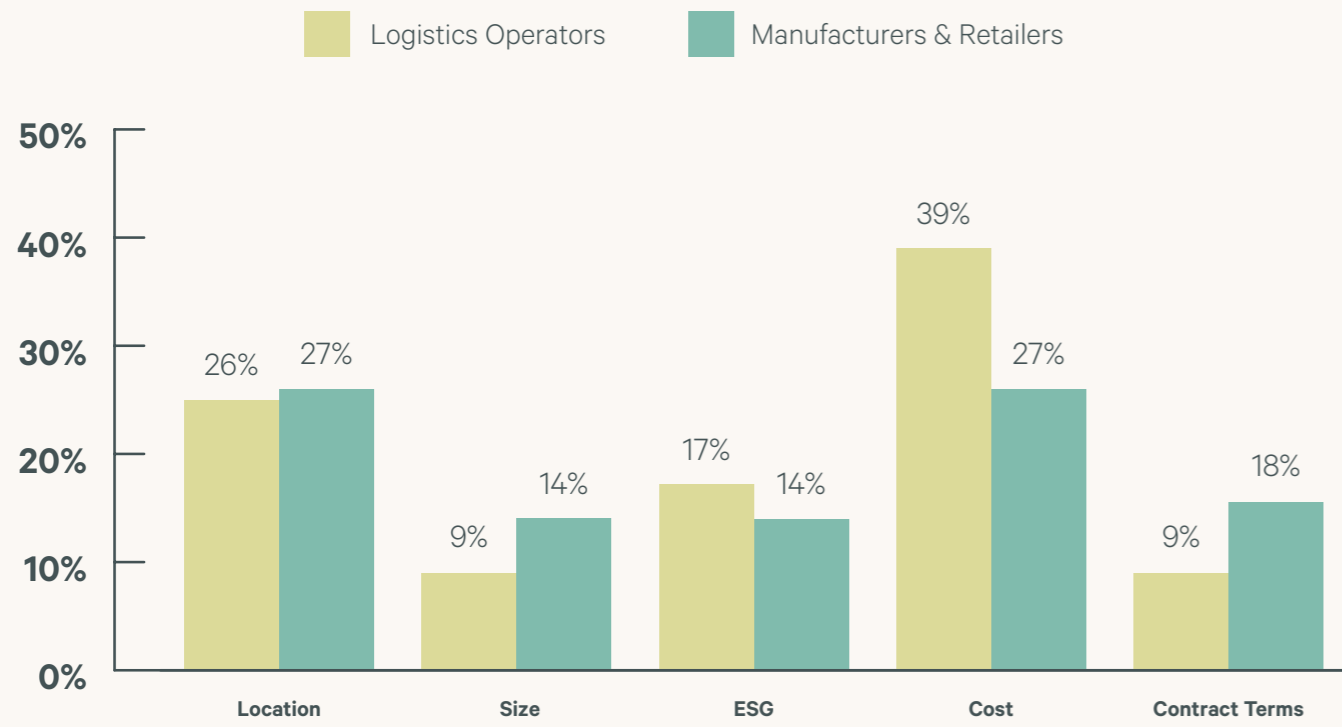
Far fewer, however, are aware of the likely impact of an additional €1.00 psf on rent. Just 45% of respondents (59% of logistics companies and 32% of manufacturers and retailers) are aware of such implications.

Lastly, we asked that if respondents currently rack greater than 7.0 metres in their warehouse facility, were they aware that should they make changes to their current use that will trigger a new Fire Safety Certificate, they may now require fire-resisting zones and a sprinkler system. Overall, only 52% of respondents were aware of such guidance (comprising a 52% share of logistics companies and manufacturers and retailers).

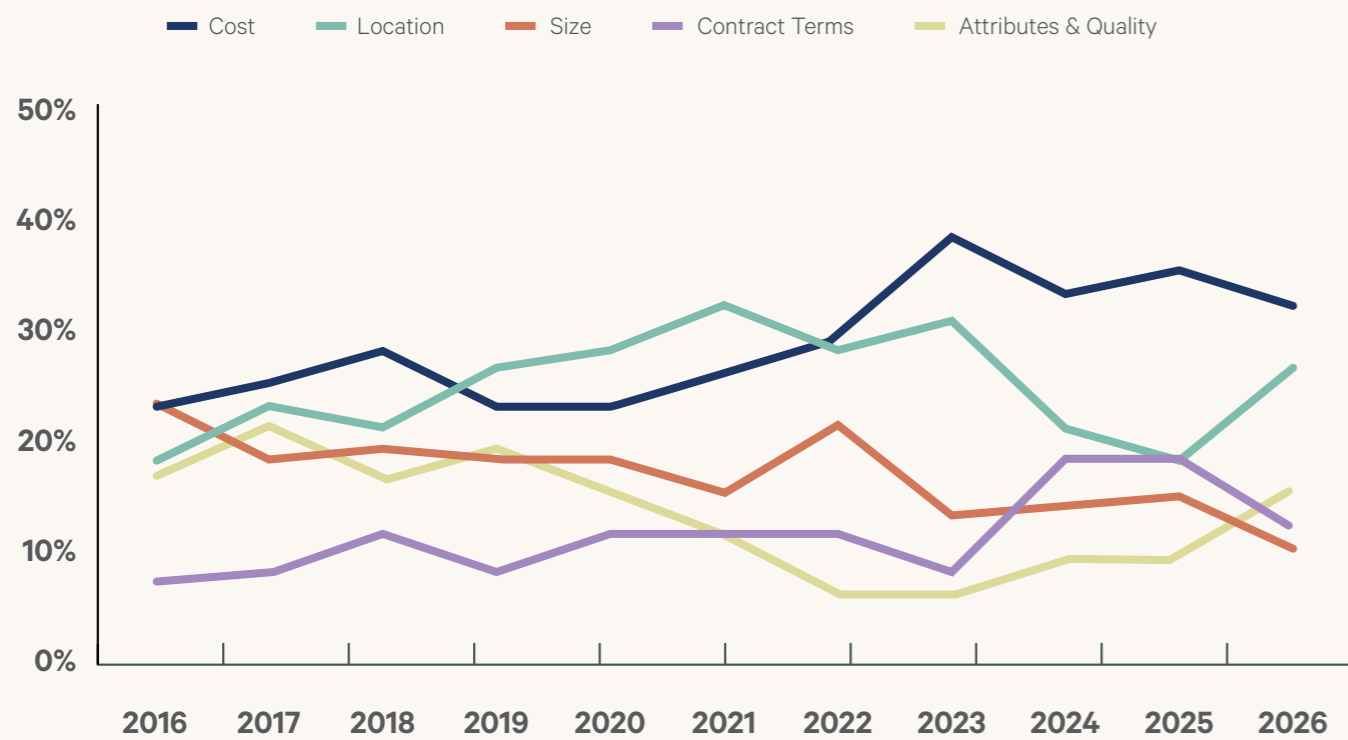


Evergreen Business Park - JCD Group

### Issues In Securing Logistics Property



### Issues In Securing Logistics Property (2016-2025)



(9) <https://www.gov.ie/en/publication/263ee-technical-guidance-document-b-fire-safety/>



Unit 28B Momentum Logistics Park - Palm Capital



Unit 28B Momentum Logistics Park - Palm Capital

## Skills and Talent

→ **Attracting drivers remains the number one priority for respondents, particularly for logistics companies.**

→ **Manufacturers and retailers place a greater emphasis than logistics companies on investing in technology and AI to alleviate labour resource pressure.**

As regular readers of the Confidence Index report will know, finding and retaining adequately skilled staff has long-been a significant challenge for companies operating in the logistics and supply chain sectors.

Companies and trade organisations work together to change perceptions of the industry, encourage young people to enter the sector and raise the profile of the roles females and foreign nationals play in the sector. Technology is now playing an important role as well, as companies invest in hardware and software to alleviate staff and skills shortages.

To put the industry's labour and skills challenges in context, we once again asked our respondents to rank the areas of their business where the industry's talent / skills shortage is having the biggest impact.

As expected, the issue of driver shortages ranked as the top priority to resolve for both logistics providers and manufacturers and retailers, though especially so for logistics companies.

# 36%

**Investment in training and apprenticeship schemes (36%) and improving conditions (such as pay, wellness and flexibility) (37%) are the most widespread solutions to resolving skills shortages.**

In second place overall, the filling of management roles is viewed as a major challenge for 2026. This is also particularly the case for logistics companies. For manufacturers and retailers, finding and retaining warehouse, temporary and seasonal staff is once again highlighted as the second most important area.

For a sector traditionally characterised by low margins and cost pressures, wages have not risen as fast as other sectors of the economy. Across Ireland, the largest percentage increase in average weekly earnings in the 10 years to Q3, 2025 was in the Information & Communication sector, up by €627.33 (58.6%) from €1,070.36 to €1,697.69. The lowest was in the Transportation & Storage sector, up by €183.56 (24.6%) from €747.07 in Q3, 2015 to €930.63 in Q3, 2025.

We asked respondents to identify the strategies, and action points they will be taking in the next 12 months to address the talent and skills shortages in their business.

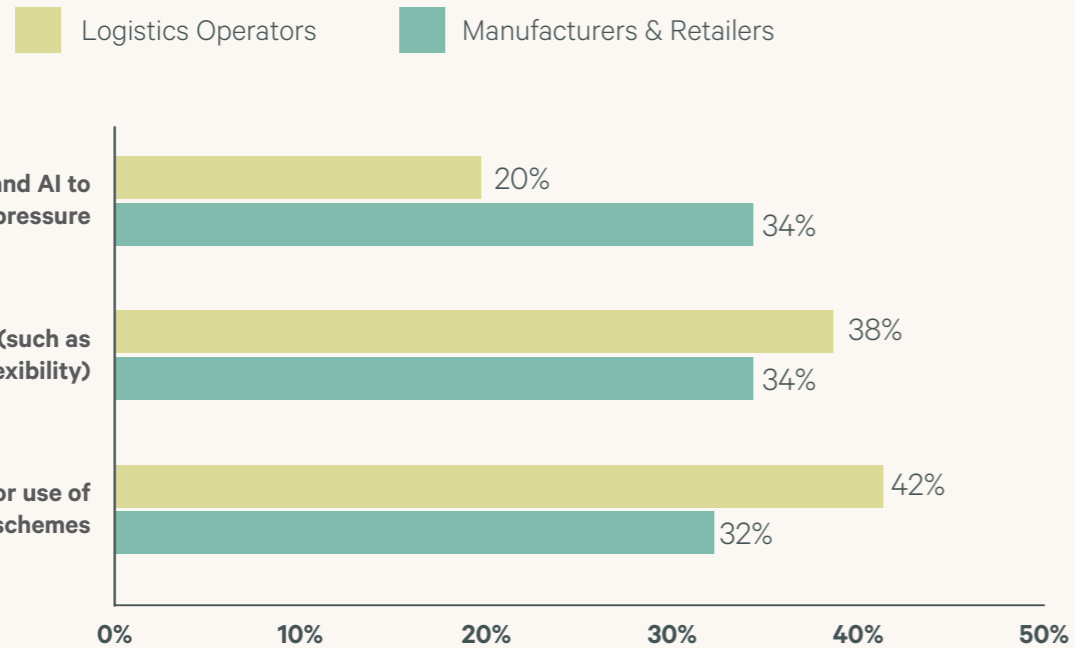
Investment in training and apprenticeship schemes (36%) and improving conditions (such as pay, wellness and flexibility) (37%) are the most widespread solutions to resolving skills shortages. This is the case for logistics operators, while 34% of manufacturers and retailers, as opposed to 20% of logistics operators, are investing in technology and AI to alleviate labour resource pressure.

Once again, the difference in approach here may be accounted for the composition of the audience groups, noting that AI and robotics currently have fewer practical applications for traditional road transport companies.

## Where is the Industry's Talent / Skills Shortage Having the Biggest Impact on your Business?

Overall	Logistics	Man/Ret
1. Drivers	Drivers	Drivers
2. Management	Management	Warehouse staff (Incl. temporary / seasonal based roles)
3. Office-based roles (accounts, sales & marketing, customs)	Office-based roles (accounts, sales & marketing, customs)	Office-based roles (accounts, sales & marketing, customs)
4. Warehouse staff (Incl. temporary / seasonal based roles)	Warehouse staff (Incl. temporary / seasonal based roles)	Management

## Addressing the Talent / Skills Shortage



(10) <https://www.cso.ie/en/releasesandpublications/ep/p-yin/ireland2025theyearinnumbers/>



Blarney Business Park - JCD Group

## Sustainability

Property initiatives (such as EV chargers, lighting, power etc) will be the main focus of 'green' investment respondents this year, particularly logistics operators.

26% of respondents up from 14% last year, are either not investing this year to achieve sustainability 2030 targets or they are not aware of 2030 sustainability targets.

How will the logistics and supply chain contribute to help meet Ireland's legally binding emissions targets? We once again asked our respondents to identify the key focus areas for their sustainability projects in the next 12 months, to identify preparations for the 2030 'Green Building' targets set out in the State's Climate Action Plan.

Set against a backdrop of wider growth challenges, it is concerning but perhaps not wholly surprising, to see that 26% of respondents, up from 14% last year, are either not investing this year in achieving 2030 targets or that they are not aware of 2030 sustainability targets. This is reflective also of the decrease

in appetite noted by our research for capital expenditure in 2026, an element of which will be used, no doubt, to retrofit, refurbish and upgrade existing facilities.

In terms of investment, leading the way are property initiatives (such as EV chargers, lighting, power etc), which will be the main focus of investment for 48% of respondents this year (56% of logistics companies and 41% of manufacturers and retailers). Over one-quarter of companies (26%) will be undertaking procurement initiatives and/or extending requirements to suppliers / sub-contractors in 2026, driven by manufacturers and retailers (35%) over logistics companies (15%).

With around one-half of our respondents expecting to see an increase in demand for logistics property in the year ahead, we asked, when considering the selection of a new warehouse, what companies' expected requirement for facility certification will be.

# 35%

of companies have carried out an energy and/or carbon audit to help them meet the 2030 'Green Building' targets.



Blanchardstown Corporate Park - Channor Real Estate Group

# 49%

**In line with last year's findings, 49% of respondents, driven by sentiment from manufacturers and retailers, expect to require a 'Net Zero' level of certification, whilst 35% (led by logistics companies) are targeting LEED Silver / BREEAM 'Good'. 11% of respondents are targeting EU Taxonomy compliance, whilst 5% are set to aim for nearly-zero energy buildings (NZEBS).**

Once again, we asked our research respondents to identify the incentives that will best support and encourage an industry-wide drive towards greater sustainability. For logistics operators, customer pressure is vital, highlighted as the most important driver of action by 35% of those respondents, up from 31% last year as this year. 24% of logistics operators believe that government-led regulation (down from 29%) and financial support ('green' financing / loans) (30%, up from 25%) are more important levers.

For manufacturers and retailers, government-led regulation (26%, down from 40%) has been replaced as the biggest incentive to support and encourage an industry drive towards greater sustainability by customer pressure (27%).

We also asked respondents to identify the actions their company are taking, if any, to meet the 2030 'Green Building' targets set out in the State's Climate Action Plan.

It is encouraging to see that 88% of respondents have given the subject consideration (though down from 93% last year). Fewer companies (18%, down from 22% last year) are starting discussions and are formulating plans, suggesting that more are taking action. However, it is concerning to see that one-fifth of logistics companies (21%) have not given the matter any consideration so far.

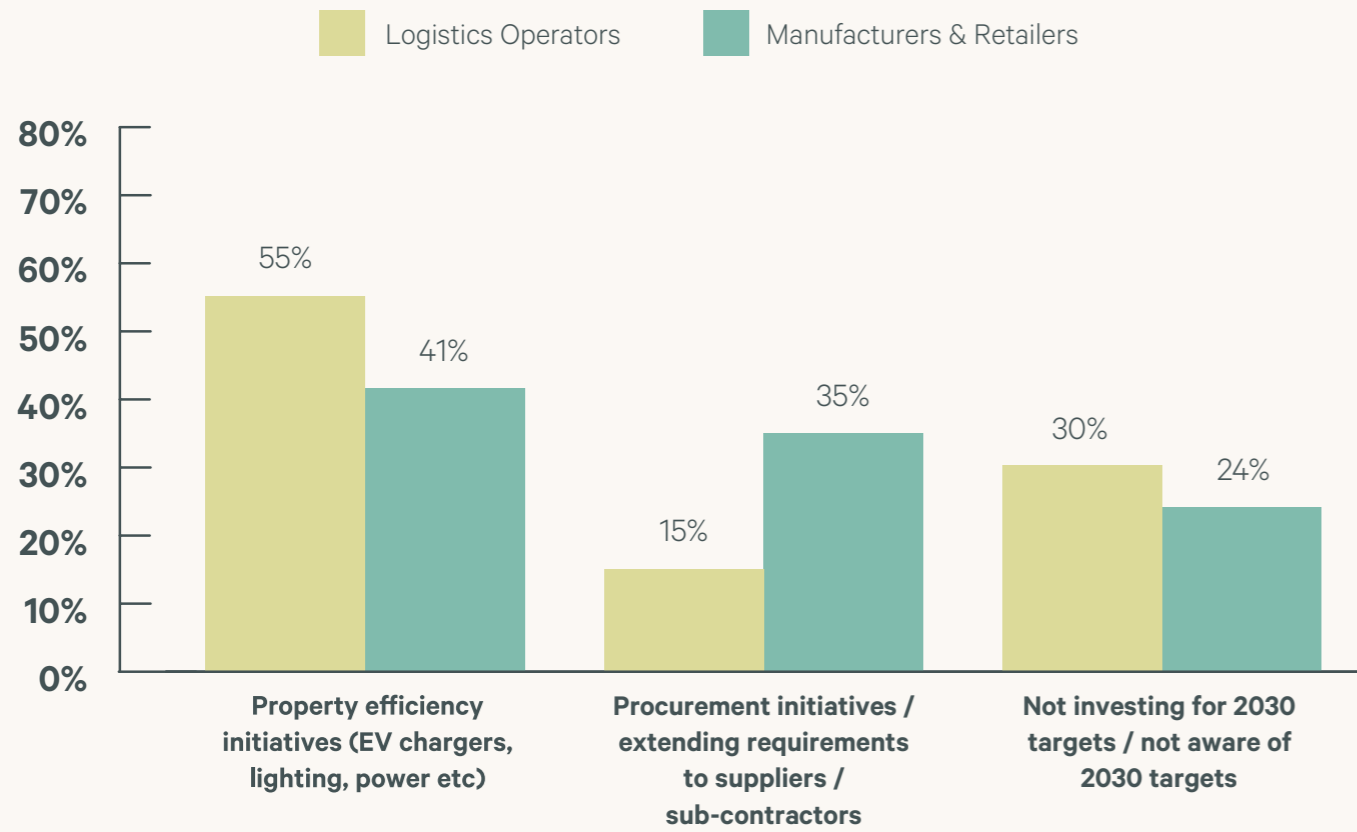
35% of respondents (down from 40% last year), led by manufacturers and retailers (39%), have carried out an energy and/or carbon audit. 24% of respondents (again driven by manufacturers and retailers at 32%) have made a net-zero carbon commitment by retrofitting existing facilities.

# 11%

**of respondents (in line with last year) suggest that they are, or will be, looking for new facilities to meet the plan aims.**



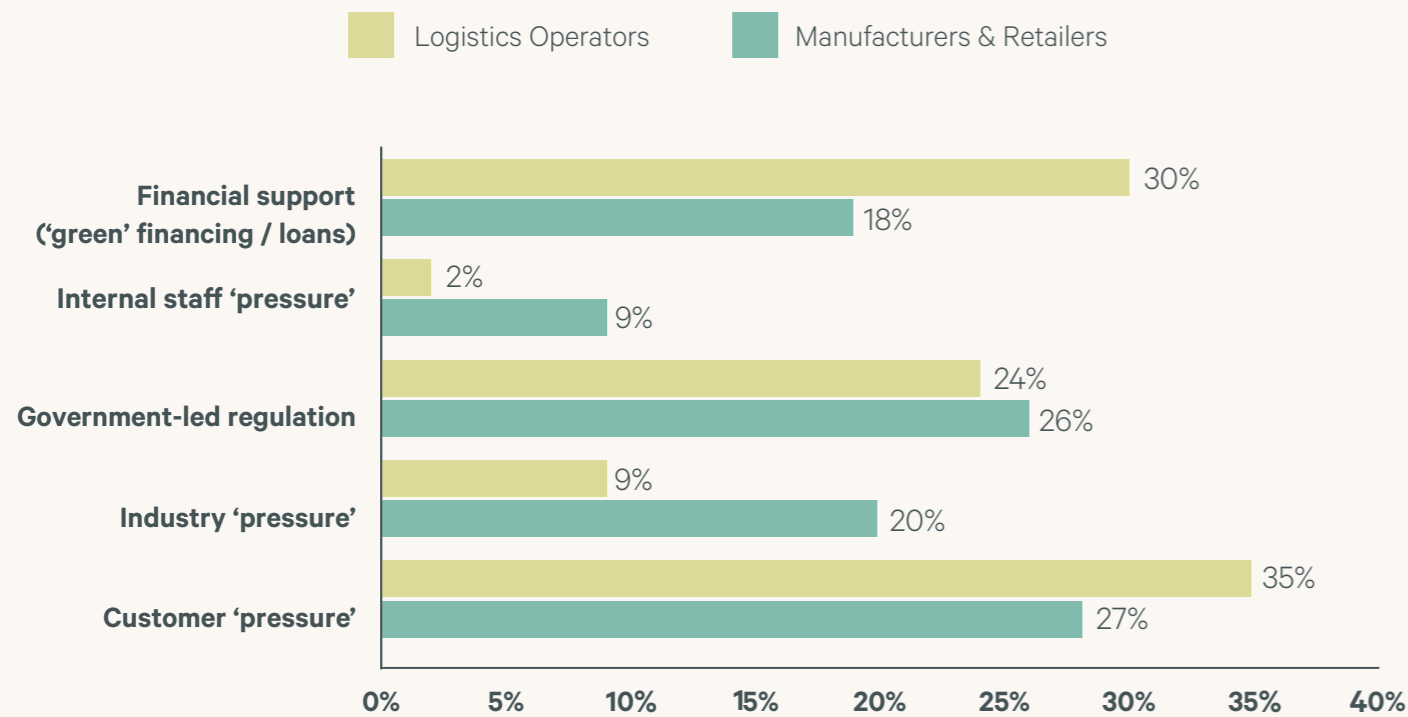
### Key focus areas for sustainability projects in the next 12 months



### Preparing for the 2030 'Green Building' Targets



### Incentives For Greater Sustainability



Globe Logistics Park - Red Rock Developments

### Driving the Growth Agenda

Seeking growth domestically is once again seen as the biggest opportunity for companies in 2026, ahead of international markets or embracing technology and artificial intelligence (AI).

Two-thirds of respondents (67%) would like the Government to prioritise initiatives to invest in 'net zero' ahead of infrastructure and labour policies.

Our research has identified that 2026 will be another challenging year for logistics and supply chain professionals across Ireland. In this context, what are the strategies that companies will be undertaking to drive growth in their businesses?

In line with the approach taken last year, one-third of respondents (38%, up from 33%) see domestic growth as their main objective, ahead of international opportunities (31%).

41% of logistics companies are targeting domestic ahead of 32% looking to international growth, while 33% of manufacturers and retailers favour domestic opportunities, ahead of 31% looking internationally.

New to our research this year, 31% of respondents (27% of logistics operators and 36% of manufacturers and retailers) will be embracing technology and artificial intelligence (AI) as a key business opportunity in 2026.

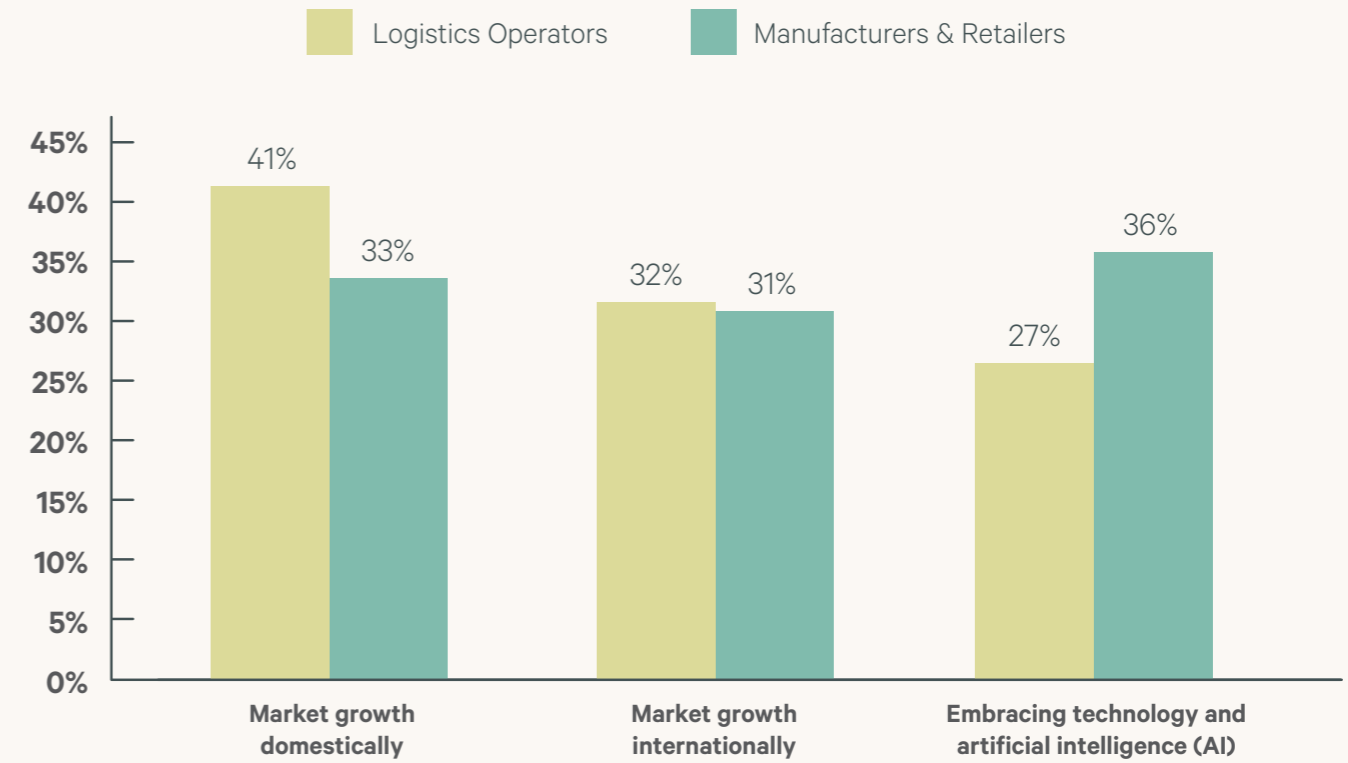
We concluded our research by asking respondents to identify the areas and issues they would like the government to prioritise to support growth in the logistics and supply chain sector.

Over one-half of respondents (51% down from 60%) would like the government to prioritise initiatives to reduce skills gaps, a demand from 58% of logistics operators and 44% of manufacturers and retailers.

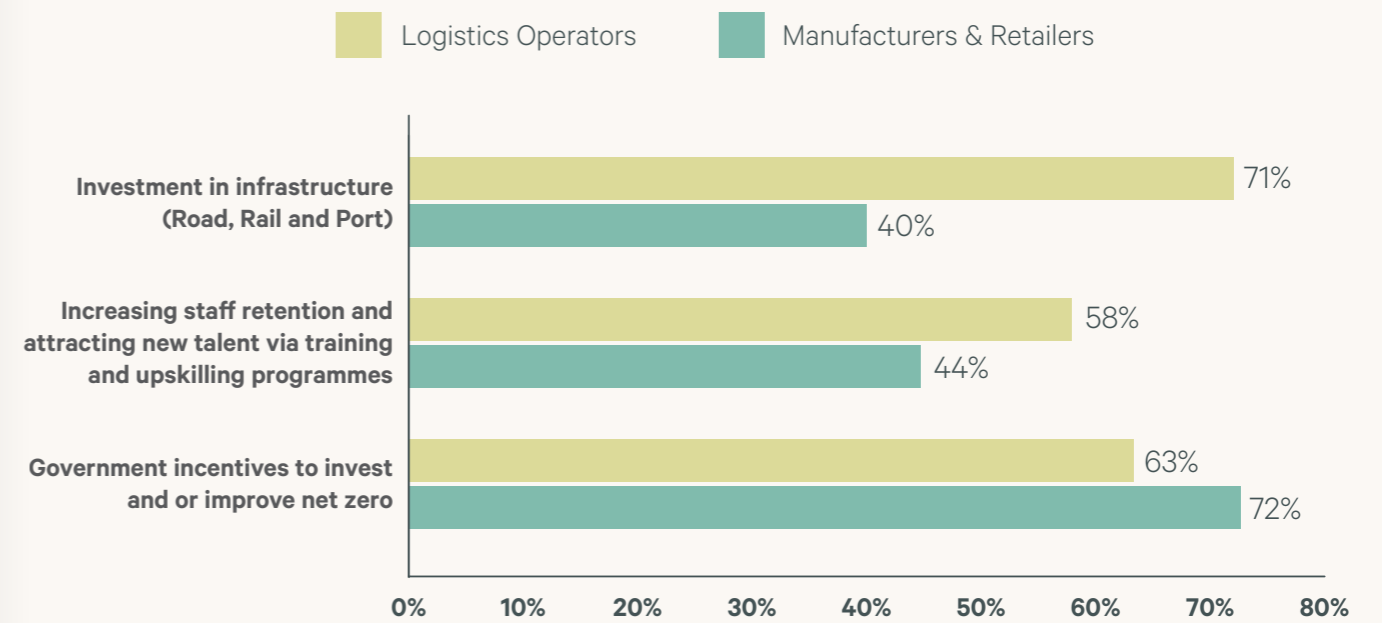
A similar share (55%) of respondents would like to see the government prioritise investment in infrastructure (road, rail and port) led, perhaps unsurprisingly by logistics companies (71%) over manufacturers and retailers (40%).

Our Index is delivering a clear message on the sustainability front. Whilst growth conditions make it more challenging for companies to focus on 'green' investment, they would like additional incentives to do so. Rating top of the list of 'demands' of government is, at 67%, a requirement to focus on the provision of incentives to deliver Net Zero supply chains (63% of logistics companies, up from 40% and 72% of manufacturers and retailers, up from 64%).

### Business opportunities in the next 12 months



### Priorities for Government Policy



Share of respondents selecting each category - will not add up to 100%

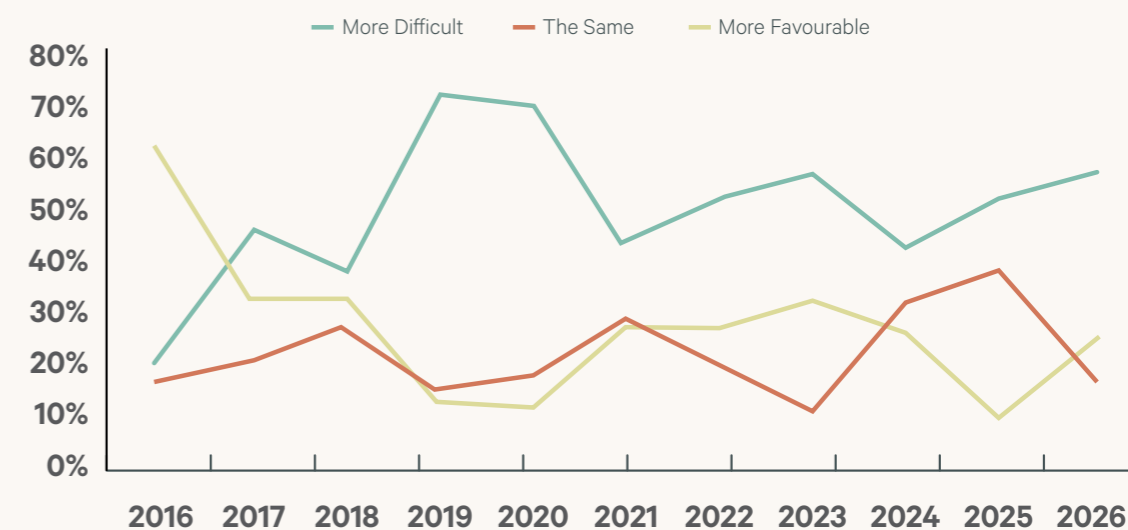


## Eleven-Year Trends

As the Confidence Index publishes its eleventh report, this section provides an 'at-a-glance' perspective to trends across some of the key metrics measured over the 2016-2026 period.

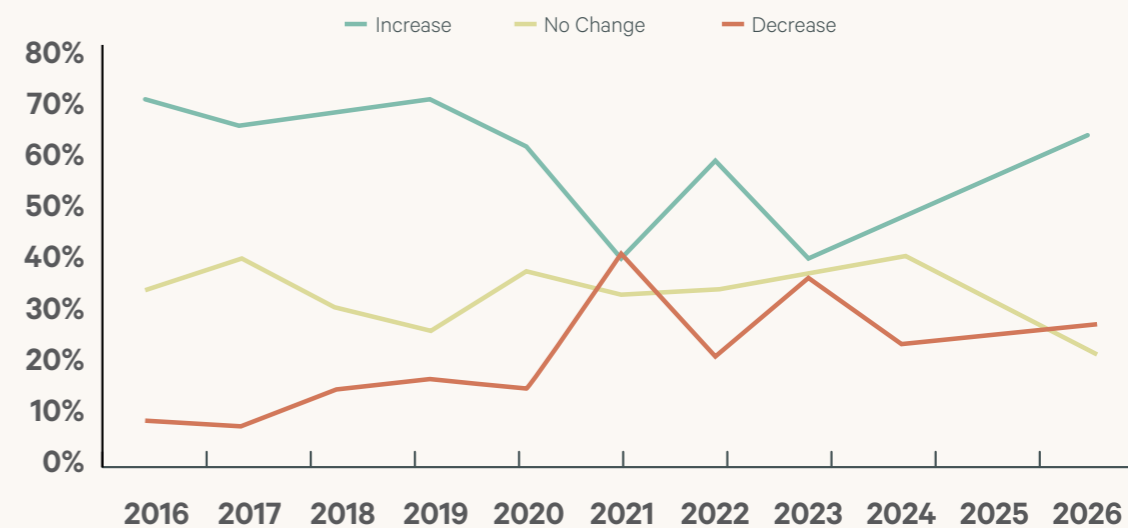
- The share of all respondents forecasting more favourable trading conditions in the year ahead dropped from 62% in 2016, to 25% in 2026, but up from its lowest level of 10% in 2025

### Forecast Of Future Trading Conditions



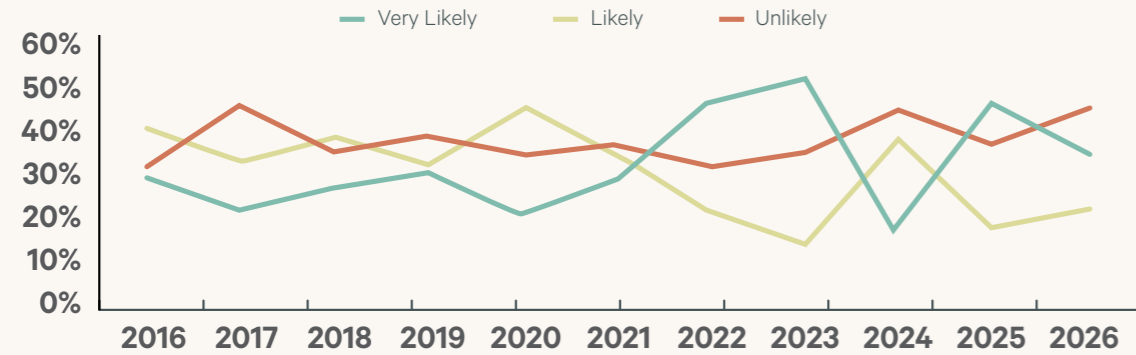
- In 2016, 62% of respondents expected their company's profits to increase in the year ahead. In 2023, this share dropped to 35%, but has since increased each year, to reach 57% in 2026

### Forecast Of Future Profitability



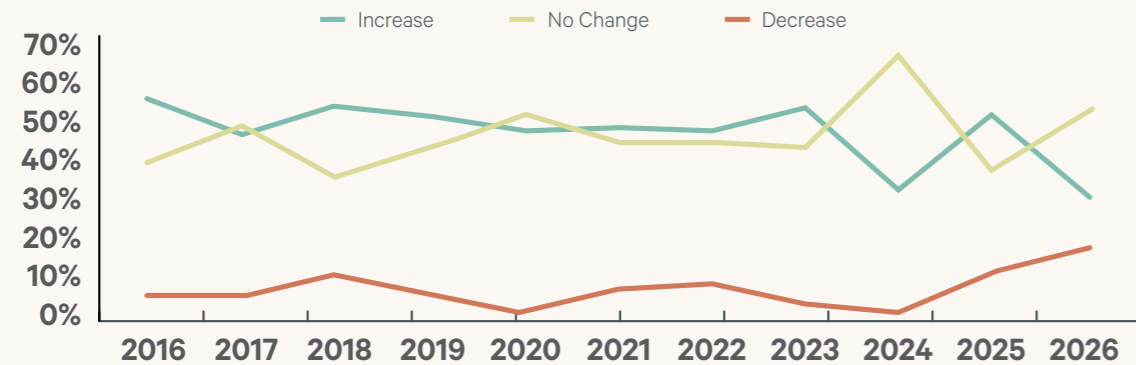
In 2016, 69% of respondents stated that they are likely (40%) or very likely (29%) to make significant logistics / supply chain capital expenditure in the next 12 months. This figure was 56% in 2026 (22% likely and 34% very likely), with only 2017 (at 55%) recording a lower level.

### Forecast Of Capital Expenditure Plans



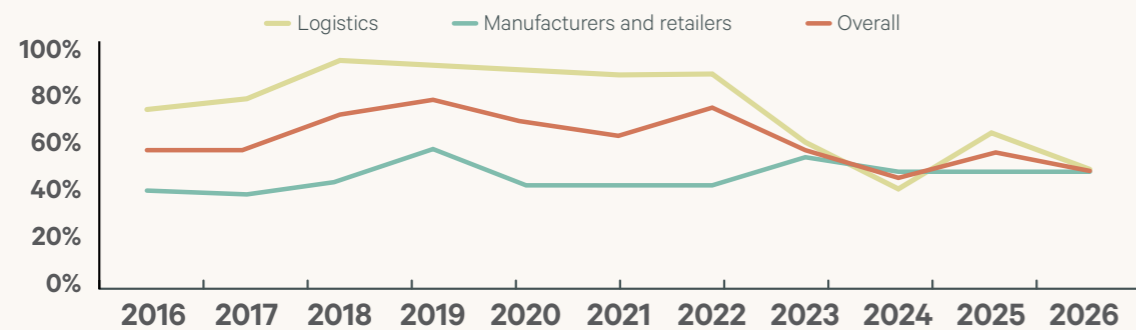
In 2016, 6% of respondents expected to reduce their logistics and supply chain staff headcount in the year ahead. In 2020, it was just 2%, rising to 18% in 2026, its highest level across our report series.

### Forecast Of Future Staff Requirements



73% of logistics operators and 39% of manufacturers and retailers (56% of all respondents) forecast an increase in demand for warehouse space in 2016. In 2026, this key metric stands at 48% for logistics operators and 48% for manufacturers and retailers (48% of all respondents).

### Forecast Of Future Property Requirements



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CBRE Advisory (Irl) Ltd registered in Ireland, no. 316570. PSRA Licence No. 001528 is the country's largest commercial real estate services company with offices in Dublin and Cork. Currently employing over 140 employees, we work with occupiers, investors and developers of office, industrial and logistics, retail, hotel and healthcare property, providing strategic advice and execution for property sales and leasing; tenant representation, corporate services; property and project management; appraisal and valuation; development services; investment management and debt advisory; business rates and compulsory purchase and research and consulting.

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The Freight Transport Association Ireland CLG is a not-for-profit membership trade association for the Irish freight and logistics industry. We are wholly owned and governed by our members and act solely in advancing their best interests.

FTA Ireland covers all aspects of private and public freight transport, passenger transport and logistics supply chain, including road, rail, sea and air. Our work enhances the influence and image of the freight industry in Ireland by promoting the highest standards of safety and compliance.

Our experience and expertise in the transport industry puts us at the forefront of new information and changes to legislation, ensuring our members are the first to know about the latest developments in supply chain activity and policy.



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Kingspan Insulated Panels, based in Kingscourt, County Cavan, is a global leader in high-performance insulation and building envelope solutions.

Innovation lies at the heart of Kingspan's operations. In 2019, the company established IKON, its global innovation center in Kingscourt, dedicated to the research and development of advanced materials and product systems aimed at enhancing building performance and reducing environmental impact.

Kingspan is committed to maximising construction efficiency while delivering high performance and fire protection with complete building envelope solutions underpinned by industry-leading warranties.

Their extensive range of insulated panel profiles offers exceptional aesthetic flexibility, supported by advanced specialist fabrication capabilities. With integrated daylighting features and rooftop solar PV systems (PowerPanel), this can deliver the complete envelope solution.

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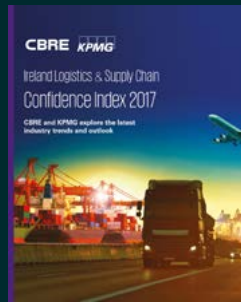
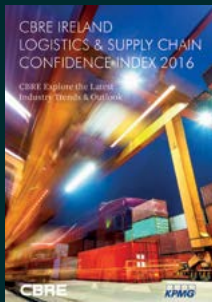
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