Executive Summary

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DVZ TOP 100

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TOP 100 in European Transport and Logistics Services 2021/2022

Editor: Alexander Pflaum

A study by
Fraunhofer Center for Applied Research
on Supply Chain Services SCS

Fraunhofer IIS

Preface

When the first edition of our »TOP100« logistics market studies was published in 1996, valid quantitative information about the economic relevance of the logistics sector in European economies was not available. There was no coherent, publicly accessible analysis and documentation about the logistics sector's size and growth developments – not at the national levels, not at the level of the most important logistics market segments, and not about Europe's top providers of logistics services. Up to this day logistics is not explicitly covered in the European Union's NACE system for the classification of economic activities. Data about the logistics of materials and goods are mixed and reported with people transportation data, or hidden in the statistics of various other sectors of the economy, such as manufacturing industries, retail, etc.

Since more than 25 years the TOP100 in Logistics studies make an effort to fill this gap of missing statistics to show the high relevance of the logistics sector for the wealth of modern economies. This 2021/2022 issue is the 9th edition covering the broader European logistics market (alternating with a German language edition, which focuses on the German market only). Today the understanding of logistics as one of the largest and most dynamic sectors of the European economy – a trillion-Euro industry – is widely accepted.

We believe that our work contributed to this achievement. This is not to understate the fact that there never will be one perfect set of figures to describe logistics and its segments. The diversity of definitions in use for logistics, Europe's variety of national logistics industry structures and statistical reporting practices, and differing expectations by users of logistics services vs. providers vs. external stakeholders, do not allow for that. But with every new TOP100 edition we try to come closer to offering an up-to-date, competent overview on European logistics through a selection of quantitative and qualitative facts about the sector and its top providers of logistics services.

This report and the TOP100 methods applied within give analytical proof and facts about the development of the logistics industry in Europe in an ongoing crisis. From the methodological approach we learn that logistics was not as severely hit by the COVID-19 pandemic in 2020 as other economic sectors in terms of growth and development of key performance indicators like tons moved or sales generated. However, apart from a whole series of analytical reasons, it is also true that

1. ... logistics is important for our prosperity
2. ... logistics contributes significantly to value creation and
3. ... logistics businesses and people did a lot right during this crisis, and hopefully go on doing things right during the further time.

The European logistics sector shrunk by around -3.5% to a size of € 1,115 bn. for the total expenditure on logistics activities carried out in 2020. Hopefully, it can recover to former years' strength in a year or a year and a half.

We hope you find this edition of the »Top100 in European Transport and Logistics Services« useful and we look forward to your comments and suggestions for future improvements.

The TOP100 are aimed at deciders in logistics service providers as well as logistics units in industry and trade, and also at shippers. It is also aimed at suppliers of logistics, consulting, politics and business journalists.

Our thanks go out to all the experts, companies and institutions, which supported us by providing data and assessments. Special thanks go to DVV Media Group, Hamburg, and the German Logistics Association (BVL), for their continuing support for this project as publishers.

We also would like to thank the head of the Fraunhofer Center for Supply Chain Services at Fraunhofer IIS, Prof. Alexander Pflaum, for assuming the editorship of the TOP100 studies.

Special thanks go to the Nuremberg TOP100 team of the Fraunhofer Center for Applied Research on Supply Chain Services, where this study is prepared: Phillip Eckstein, Claudia Pinon Romero, Tom Müglitz, Dominik Landau and Konrad Dürrbeck. We thank Karl-Heinz Westerholt for the implementation of the layout.

Last not least, we thank our sponsors Transporeon, Aves One, GLP and Nuveen Real Estate for their trust.

Nuremberg, November 2021

Martin Schwemmer *Peter Klaus*

Statements of Partners

Stephan Sieber

CEO Transporeon
Transporeon GmbH

Dear Reader,

Successful logistics operations require high interoperability, data and real-time insights. Shippers, Retailers, Carriers and Logistics Service providers are currently facing unprecedented market turmoil. The pandemic, global container shortage, Brexit and driver shortages continue to put pressure on supply chains. In such a situation, it becomes more important than ever for logistics professionals to improve flexibility based on predictions regarding market developments, rates and cost indices. As the leading digital freight platform that powers the largest global freight network of more than 1,200 shippers, 100 retailers and close to 130,000 logistics service providers and carriers, Transporeon helps companies to overcome the status where data is existing in isolated silos and enable them to become part of a greater transportation network. With our new market intelligence solution Transporeon Insights, for example, we offer the industry detailed real-time insights into markets, lanes and their development over time. We are pleased to support the TOP100 as the leading and most detailed study on the European logistics market. It is a must read for everyone who wants to obtain a structured and transparent overview on relevant market developments and players.

Yours sincerely, Stephan Sieber

TRANSPOREON
transforming transportation

Tobias Aulich

Member of the Management Board of
Aves One AG

Dear Reader,

As the last 1.5 years have shown us again, the transport and logistics industry while being the backbone of global trade, reacts very sensitively to changes. This makes the topic of reliable supply chains even more prevalent, as it is closely linked to developments in the manufacturing sector and provides supply security.

As an owner of more than 11,000 freight wagons and over 9,000 swap bodies, Aves One focuses on the European rail transport and is operating in a strongly growing market environment. The further increasing demand for convenience and safety in business and consumer markets leads to an improved demand of transport capacities. Therefore, the transport and logistics industry has a big lever when it comes to a more climate friendly transport. Especially the emissions in the logistics submarket rail transport are demonstrably many times lower than those from road transport, aviation and shipping. Thus, we advocate to shift more transportation to the rail sector.

We are gladly joining the conversation on a more sustainable transport and logistics industry and are therefore pleased to contribute to the TOP100 and to support the publication as a sponsor.

Yours sincerely,
Tobias Aulich

AVES one

Patrick Frank

Country Director Germany
GLP Germany Management GmbH

Dear Reader,

The boom in e-commerce is accompanied by calls for high sustainability standards, and rightly so. Many developers of logistics facilities are already fulfilling this requirement to a considerable extent. The starting point for planning and implementing many logistics buildings today is the principle of the circular economy, beginning with sustainable sourcing.

ESG is more than environmental protection alone, however. Forward-looking developers plan and implement buildings with the aim of promoting the local community over the long term.

With a logistics site, a municipality can achieve a more balanced mix of economic sectors, create many high-value jobs, boost the local economy, and ensure prosperity through a sustainable flow of tax revenues. The logistics sector must seek to make communities sufficiently aware of the high economic value that logistics facilities offer them, which may also help to counter the shortage of available land.

I wish you fascinating reading.
Patrick Frank

Thorsten Kiel

Head of Industrial & Logistics, Europe
Nuveen Real Estate

Dear Reader,

Vital for everyday life, crucial for economic success and essential during a pandemic, logistics and transport are the backbone of our globally connected world.

Operating at the intersection of commerce, technology and sustainability, the sector provides the infrastructure for the future, and, like you, we are excited to help shape and build that future.

With over $20 billion invested in logistics assets, the sector has been a pillar of Nuveen Real Estate's strategy for over a decade.

We are proud to be part of the TOP100 study. It continues to be one of the best ways to connect, educate and communicate stakeholders' needs and the industry's ability and vision for meeting those needs.

Yours sincerely,
Thorsten Kiel

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Contents

»Pandemic Logistics«

As recently as 2019, the development of the European logistics system seemed fundamentally sound, despite of the fact that economic indicators were turning flat already. Looking back, 2019 was not a bad year. Growth of revenues and expenditures on logistics over 2018 was estimated at about 3.1% (current prices), € 1.155 bn. in absolute terms.

Early in 2020 the COVID-19 pandemic hit. As will be shown in the following parts of this study, that led to a decrease of the total spend on European logistics to about € 1.115 bn. – 3.5% lower than 2019, slightly lower even than the 2018 figure of € 1.120 bn.

But compared to the development of the gross domestic product (GDP) of the 30 countries under observation in this study (EU27 plus Norway, Switzerland and the UK), logistics did relatively well: The aggregated European GDP of 2020 at current prices dropped by 5.8% – significantly more than the logistics sector!

Current forecasts for the immediate and future development of European logistics point to a recovery of around 3% for the year 2021. This would bring back the nominal spending on European logistics to about € 1,150 bn., just below the level of 2019. Higher growth rates may be achieved for 2022 and beyond. However, these forecasts are highly dependent on how effective the efforts in winning control over the Pandemic will be.

Subsequent chapters will offer many more quantitative and qualitative details on the European system of transport and logistics. They include discussions on definitions and premises for the research, on methodological approaches taken, and their limitations. The study also includes detailed profiles of nine key logistics segments and the »TOP100« ranking of the largest logistics service providers in Europe. Lists of the largest logistics service providers at the country level are presented for the eight largest logistics economies in Europe.

Logistics megatrend review 2022+

Globalisation – Volatility in goods flows

Demographic change – Ageing societies, immigration and urbanisation

New lifestyles – High demand for convenience in business and consumer markets

Servitisation

Sustainability

Rising risks and threats – Political and economic instability, climate change, natural catastrophes, terrorism and cybercrimes

Innovative technologies – Digital transformation, Automation and Analytics

New challengers – Innovative approaches from the outside

Professionalisation – Efficiency of logistics operations

Shareholder value objectives in logistics – Effectiveness of logistics operations

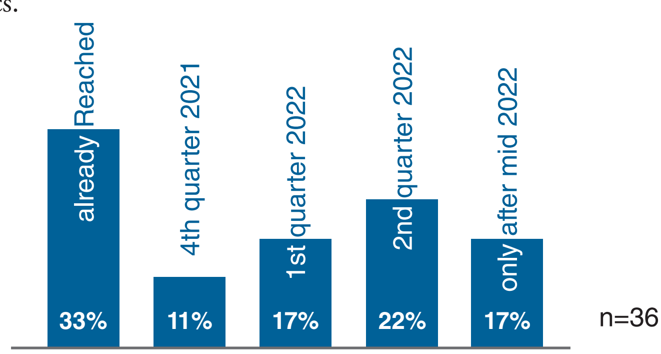
Most recent current challenges

After the megatrends concept presentation, the results of a survey among the TOP100 logistics service providers are discussed in some more detail. Important current challenges for logistics from the viewpoint of logistics service providers are the following (multiple entries allowed):

The word cloud shows that capacity and availability of relevant workforce and loading capacity are more important or at least similar in their importance like the large topic sustainability. While sustainability surely will affect decision-making nowadays and in the future, in the short term, logistics operations need to be ensured by adequate and necessary capacity in load space as well as work force and infrastructure. Among those topics is rail infrastructure capacity that is mainly relevant for players, which engage in rail transportation. Also, real estate capacity and automation get mentioned from participants. Those topics are more relevant to contract logistics providers.

Furthermore, e-commerce and last mile, visibility, e-mobility and new work issues are present in European logistics.

When do you expect your business to normalise during or after the Corona crisis?



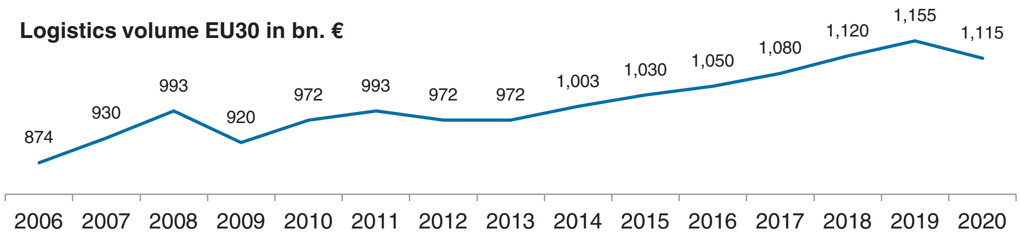
When do logistics businesses recover from the crisis?
Source: Fraunhofer IIS

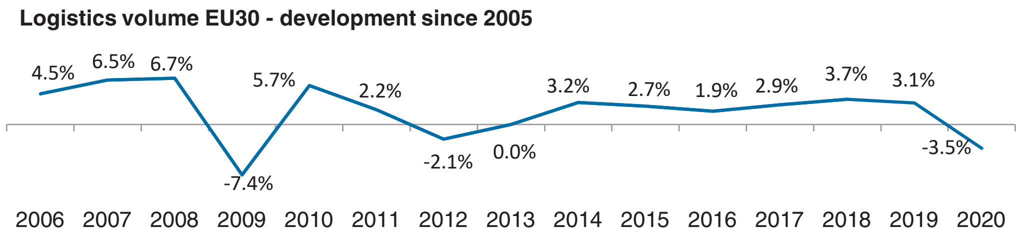
More than a third of respondents already reached normal fairways. Among them road freight providers, contract logistics and CEP players. Those, expecting normalised business in between the time of the 4th quarter of 2021 until the second quarter of 2022 (50% of respondents) mainly have the same structure as the share of already recovered businesses, except for rail based services (combined traffic) which seem to need some time to normalise. Recovering only in the second half of 2022 are businesses that are mainly focussed on one single industry segment or air cargo operators (carriers/forwarders).

Measuring the European business logistics system 2020

The measurement of the expenditure of the total logistics sector in Europe for 2020 results in a volume of € 1,115 bn.

The figure below shows the timeline of that development in absolute as well as relative growth figures. The total of € 1.115 bn represents the expenditures by all sectors of the European economy on the logistics of materials and goods, as defined in Part II of this study. It includes both the current spending on inhouse (»own account«) logistics by industrial, retail, and all the other commercial and public sector participants in the economy, and their spending on outsourced logistics – i.e. for purchases of logistics services from »third party« logistics service providers.

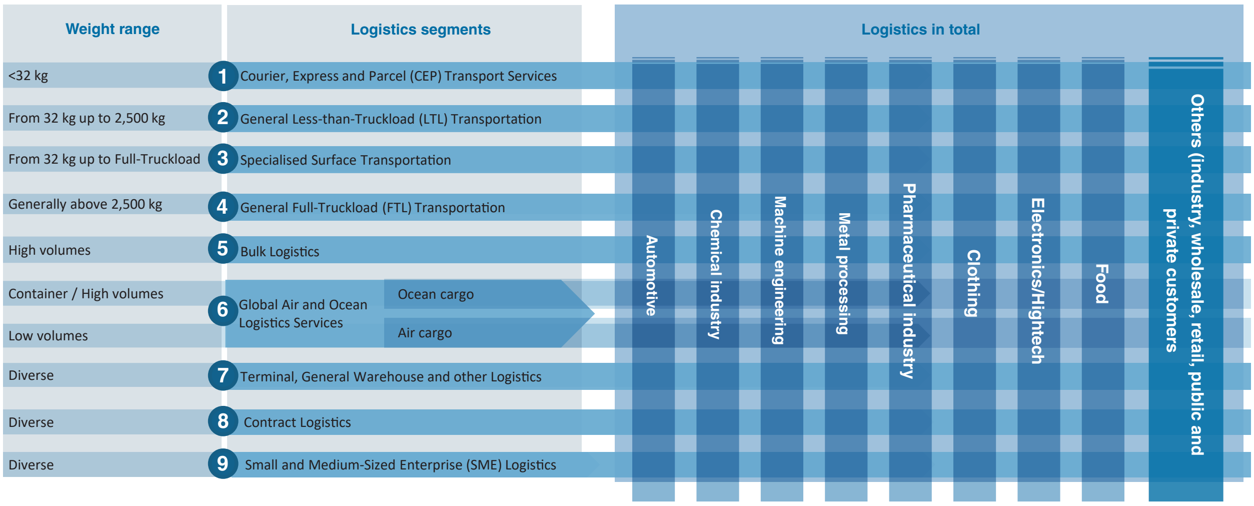




Development of EU 30 logistics volume (in € and percentage change)
Source: Fraunhofer IIS

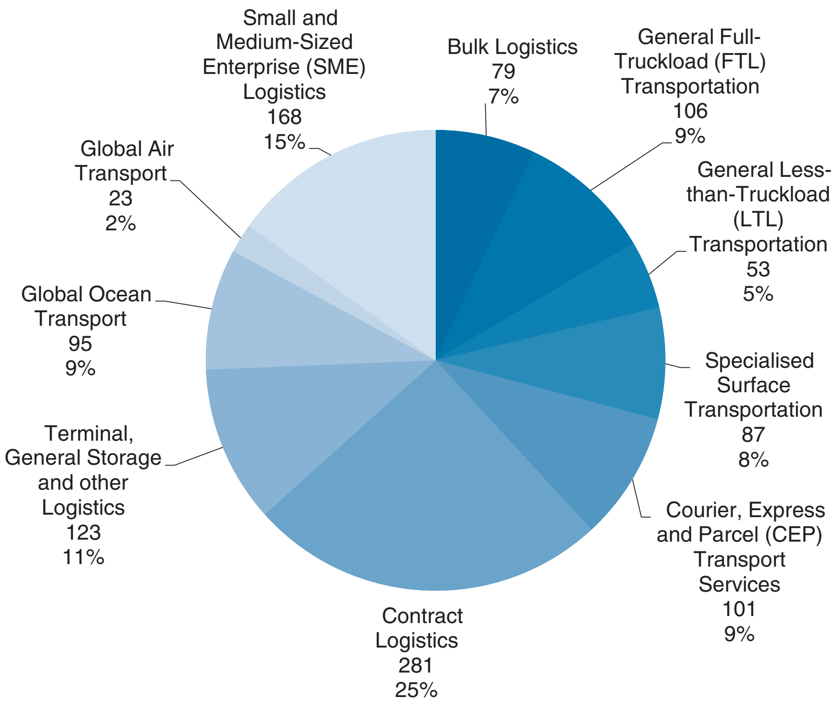
With growth rates of around 3% – and above – the three years before 2020 mark a time of solid logistics growth that opened up perspectives to invest in current topics like digitalisation and sustainability. Now in 2020, with shrinking volume the margins seem to dwindle. However, that is not the case in every area of logistics operations.

Segmenting European logistics: Key logistics segments and their profiles



Logic of logistics segment differentiation
Source: Fraunhofer IIS

The following Figure shows the results of the differentiation above in a pie chart diagram in € 2020 bn.



Logistics segment split Europe 2020
Source: Fraunhofer IIS


Courier, Express and Parcel (CEP) Transport Services


Bulk Logistics


General Less-than-Truckload (LTL) Transportation


Terminal, General Warehouse and other Logistics


Global Air and Ocean Logistics Services


Contract Logistics


General Full-Truckload (FTL) Transportation


Small and Medium-Sized Enterprise (SME) Logistics

Specialised Surface Transportation

The TOP100 lists for Europe and the largest European countries

Rank	Company	Data Quality	Logistics Revenue Worldwide	Logistics Revenue Europe	Employees
1	2	3	4	5	6
1	Deutsche Post DHL (Group) (DE)	**	58,776	**29,790**	521,842
2	Deutsche Bahn AG (DE)	**	21,720	**17,419**	294,434
3	Maersk A/S (carrier) (DK) (half of revenue worldwide as Europe revenue)	***	32,351	**16,359**	83,624
	DB Schenker (part of Deutsche Bahn AG) (DE)	**	*17,601*	***13,300***	*76,000*
4	La Poste (Group) (FR)	***	13,171	**13,171**	248,906
5	CMA-CGM SA (mainly carrier) (FR) (incl. CEVA)	**	25,598	**12,200**	117,179
6	Kuehne + Nagel International AG (Group) (CH)	**	18,792	**10,900**	78,249
7	DSV A/S (incl. Panalpina) (DK)	***	15,580	**10,609**	56,500
	GeoPost SA (part of La Poste) (FR)	***	*11,041*	***9,937***	*48,039*
8	SNCF SA (FR)	**	9,621	**9,621**	50,481
9	Mediterranean Shipping Company Holding SA (MSC) (carrier) (CH) (w/w revenues)	*	19,100	**9,280**	100,000
10	UPS Europe NV (BE)	***	68,870	**8,610**	540,000
	Sum Top 10		**283,579**	**137,959**	**2,091,215**
11	FedEx Express International B.V. (NL)	**	68,855	**8,150**	570,000
12	The Royal Mail Holdings Plc. (Group) (UK)	***	7,665	**7,665**	141,500
13	Hapag-Lloyd Aktiengesellschaft (carrier) (DE) (w/w revenues)	**	12,772	**6,385**	13,117
14	XPO Logistics Inc. (US)	***	13,231	**5,178**	102,000
15	Dachser SE (DE)	***	5,694	**5,151**	30,782
16	Rhenus SE & Co. KG (DE)	***	5,400	**5,050**	33,500
17	DP World (Europe) (UK)	***	6,946	**4,905**	53,367
	General Logistics Systems B.V. (GLS) (part of Royal Mail) (NL)	**	*4,525*	***4,525***	*21,307*
18	Hermes Europe GmbH (DE)	**	4,250	**4,250**	15,563
19	Bolloré Holding SA (FR)	**	7,720	**4,246**	34,140

TOP lists for the largest logistics economies in Europe

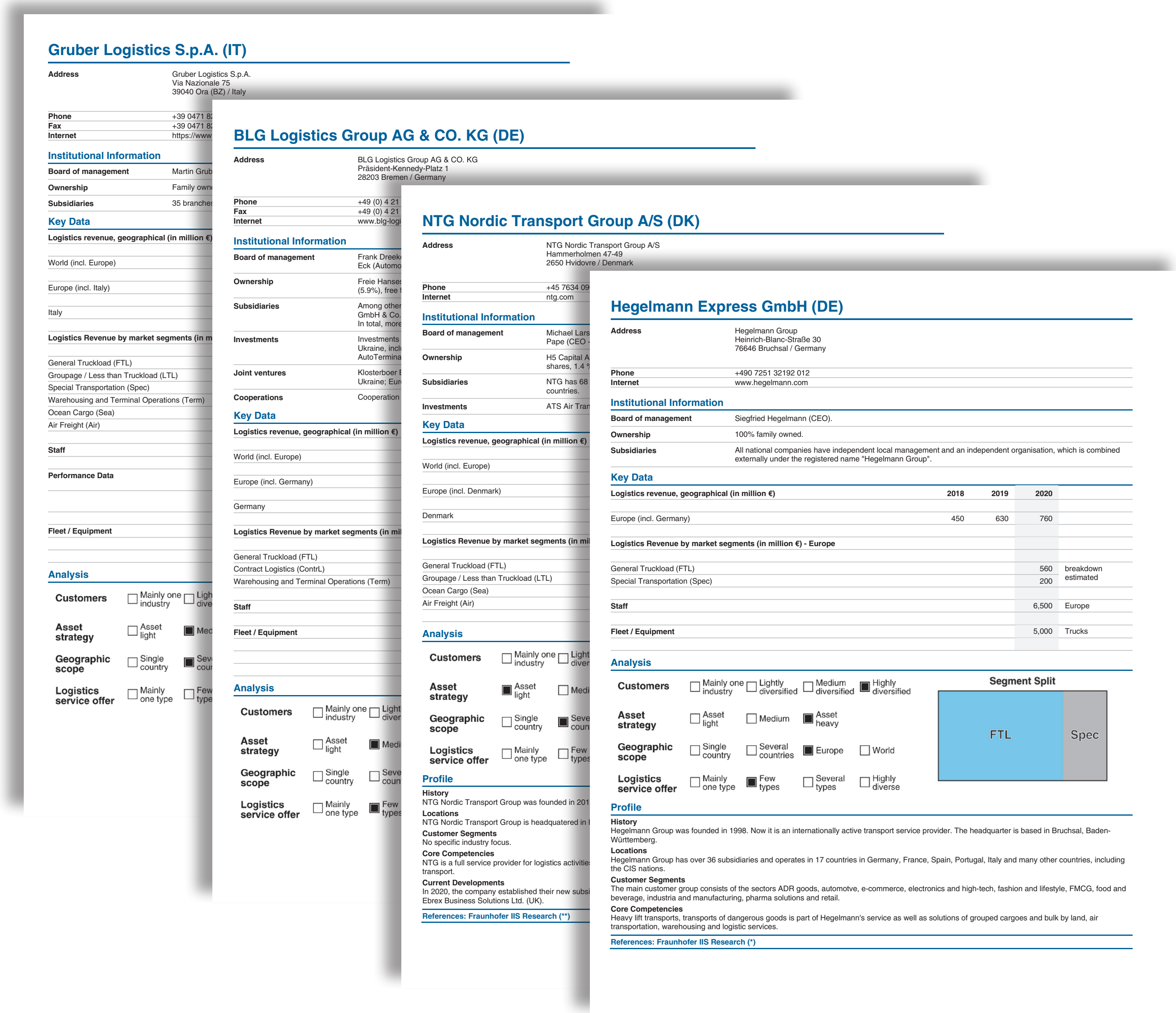
The largest logistics economies among the surveyed countries of Europe are:

1. Germany | 2. France | 3. United Kingdom | 4. Italy | 5. Spain
6. Netherlands | 7. Poland | 8. Switzerland

These together combine three quarters of the European logistics volume.
For these countries a forecast for logistics development was derived in chapter III and top lists with the largest logistics service providers were compiled and are shown in the report.

The ABC of company profiles

Not completely compliant to the heading of this chapter, the following section provides 149 profiles of logistics service providers.



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Top 100 der Logistik 2020/2021

The „Top 100 in Logistics" provides you with measurements and analyses, trends and forecasts, profiles and potentials. Additionally, the market development in German logistics can be found. The study is written in German.

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NEW

TOP 100 in European Transport and Logistics Services 2021/2022

The new Top 100 in European Transport and Logistics Services 2021/2022 offers you the latest key figures, analyses and evaluations on countries, sectors and submarkets and shows you the top players in the European logistics industry. NEW: including forecast of the development of the largest logistics countries Europe until 2024

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