
HIGH-VALUE TRANSPORT SERIES

Logista
FREIGHT

The transport of technology products in Europe

An analysis of
trade flows in the
tech sector within
the EU-27



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Logistical keys to understanding the European technology industry

The European technology industry operates within a particularly demanding value chain. Its products have high economic value, a short commercial life cycle, and are extremely sensitive to delays, incidents and stock shortages. Furthermore, many of the components, equipment and devices in circulation in the European market are **part of international supply chains that are much longer, more complex**, and increasingly exposed to geopolitical tensions, logistical bottlenecks and sudden shifts in demand.

Technology moves in a very different way from other industries, which is why logistics takes on strategic importance for any company in the sector. As production increases in Europe and trade flows drive up the movement of goods, transport becomes a key factor in competitiveness. **This industry demands the highest quality and precision standards for shipments**, to meet the requirements of product launches, sales campaigns and restocking.

We are witnessing **one of the world's fastest-growing industries**, driven by the boom in artificial intelligence and the growing demand for semiconductors. As specialist logistics operators, we support all players in the sector as they strive to improve constantly in order to stay ahead of every new demand.

With this in mind, Logista Freight has produced this report to provide procurement, logistics and supply chain managers in the European technology sector with a detailed overview of the market. The report covers what is moving, where it is moving, how it is moving and, above all, what implications this has for those responsible for ensuring that products arrive on time, in perfect condition, and without any security incidents.

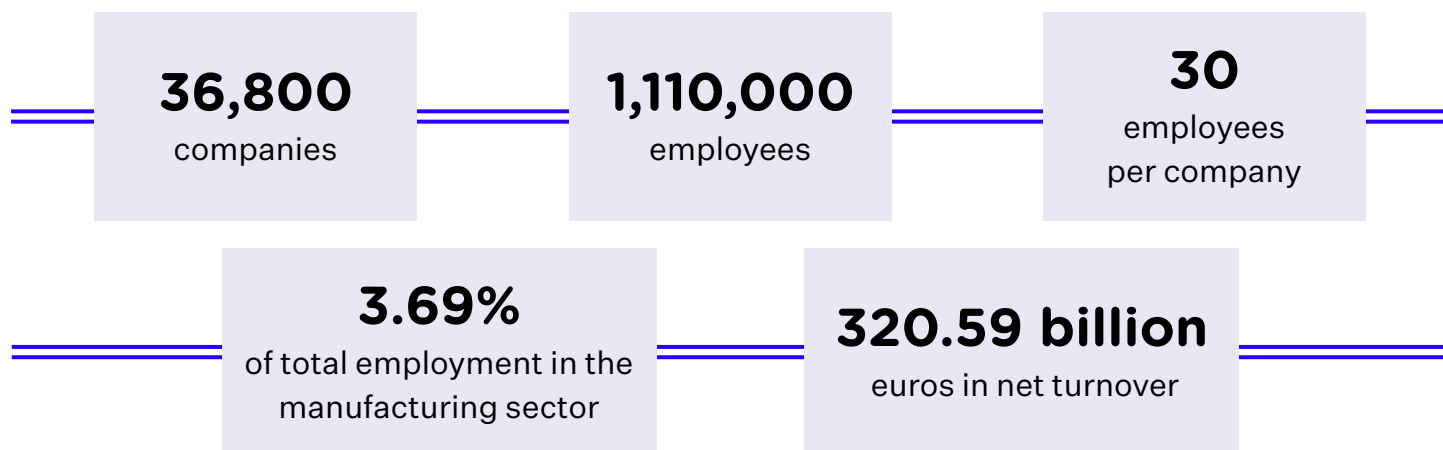
We invite all players in the European technology ecosystem, including manufacturers, distributors, e-commerce operators, systems integrators and importers, to explore these pages. We hope **this analysis will serve as a useful resource for understanding the market and making better logistics decisions** within one of the most critical sectors for the global economy.

Álvaro González-Escalada
General Manager of Logista Freight



Overview of technology production in the EU-27

The European technology industry in numbers



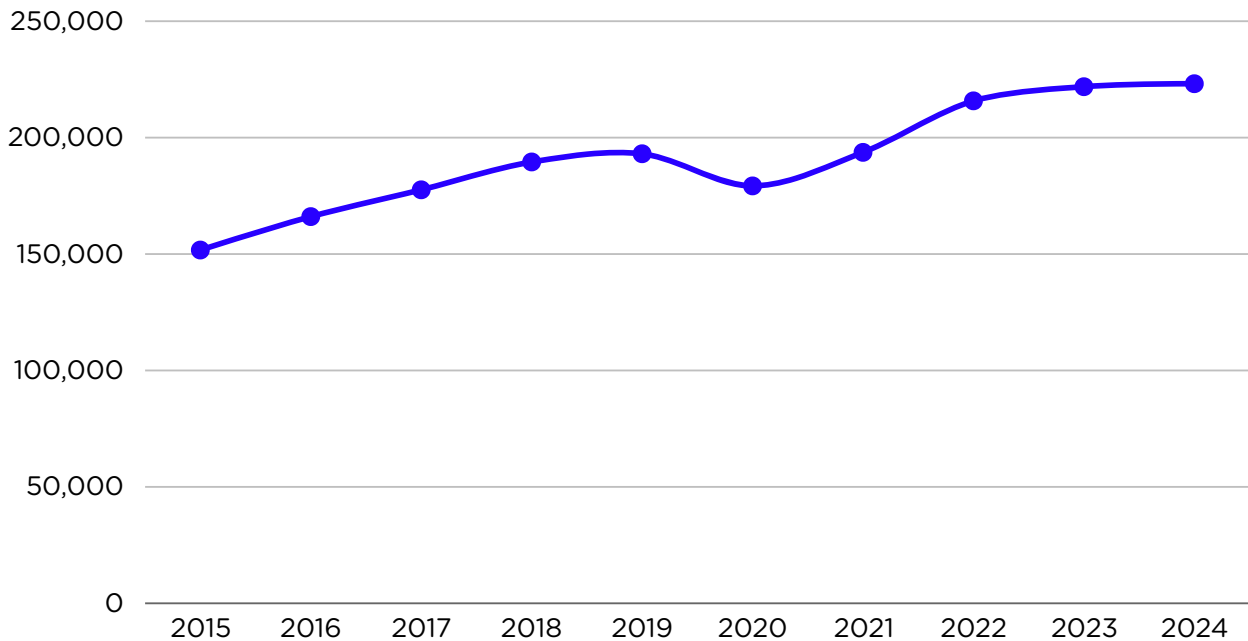
The technology industry has established itself as one of the most valuable sectors of the European economy. With 36,800 active companies and 1.11 million people employed, it is a broad and diverse sector. It brings together segments as varied as consumer electronics, telecommunications equipment, electronic components, medical technology, and data infrastructure, each with its own pace, level of urgency, and logistical requirements.

Analysis of recent years shows a positive trend in technology production in Europe, with **sustained growth that has accelerated, in particular, since 2021**. This reflects the increased demand for digital equipment, components, and infrastructure, as well as the growing importance of data processing, connectivity, and industrial automation technologies. Meanwhile, intra-EU trade in the sector has grown in importance, confirming that technology has become one of the most dynamic commodities on the European market.

This trend is part of a wider global growth in the international technology industry, which is expanding at a rate of around 10%, driven in particular by Asia and the Americas. Europe is lagging far behind this growth because it does not specialise in the high-performance chips fuelling the AI revolution, and its traditional industrial base is experiencing a weak investment cycle, which is holding back demand.

Despite this, the European technology sector has reason to be optimistic. **It is home to global leaders in high-value segments, has a well-established industrial base, and faces real growth opportunities** linked to digitalisation, automation, and the roll-out of new digital infrastructure. The ecosystem is capable of consolidating its position in the global technology value chain.

Evolution of production over the last decade



Data in millions of euros. Source: Own compilation based on data from European Commission.

The top manufactured products in the EU-27

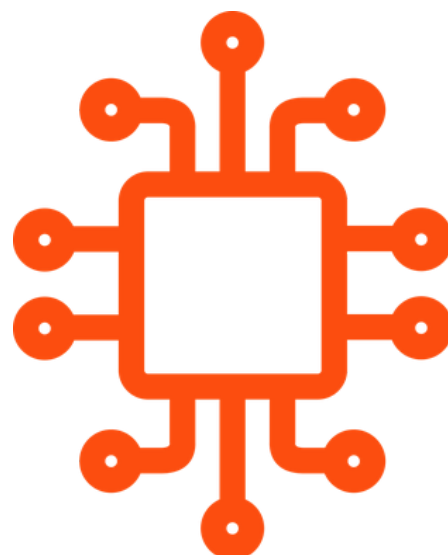
1. Electronic integrated circuits (microchips) - **12,430,602,951 €**
2. Electronic processors and controllers - **8,427,665,520 €**
3. Measuring and checking instruments for industrial use - **8,000,000,000 €**
4. Computer and office equipment parts and accessories - **7,942,301,483 €**
5. Television receivers - **6,412,044,588 €**
6. Parts and accessories of measuring and optical instruments - **6,150,000,000 €**
7. Basic electronic components for circuits - **5,168,256,600 €**
8. X-ray and radiotherapy apparatus - **5,028,300,229 €**
9. Networks of resistors and capacitors - **4,800,000,000 €**
10. Parts for measuring instruments - **4,400,000,000 €**

Data in euros. Source: Own compilation based on data from European Commission.

Leading countries in production and their most manufactured product

- | | | | |
|----|--|----|---|
| 1 |  Germany
Measuring or checking instruments for industrial use | 15 |  Lithuania
Radio navigational aid apparatus |
| 2 |  Italy
Electronic integrated circuits | 16 |  Portugal
Radio broadcast receivers |
| 3 |  France
Instruments and appliances for aeronautical use | 17 |  Estonia
Parts of telephone sets |
| 4 |  Hungary
Digital automatic data processing equipment | 18 |  Belgium
Parts and accessories for measuring instruments |
| 5 |  Czechia
Parts and accessories for electronic machinery | 19 |  Ireland
Electro diagnostic apparatus |
| 6 |  Poland
Television receivers | 20 |  Bulgaria
Passive electronic networks |
| 7 |  Sweden
Instruments and appliances for aeronautical use | 21 |  Croatia
Machines for signal reception |
| 8 |  Spain
Multilayer printed circuits | 22 |  Slovenia
Parts and accessories for instrumentation |
| 9 |  Denmark
Parts and accessories for measuring instruments | 23 |  Latvia
Units of automatic data processing |
| 10 |  Slovakia
Television receivers | 24 |  Greece
Telephone sets |
| 11 |  Austria
Measuring or checking instruments for industrial use | | |
| 12 |  The Netherlands
X-ray generators | | |
| 13 |  Finland
Measuring or checking instruments | | |
| 14 |  Romania
Electronic integrated circuits | | |

Data in euros. Source: Own compilation based on data from European Commission. There is no data available for Cyprus, Luxembourg or Malta.



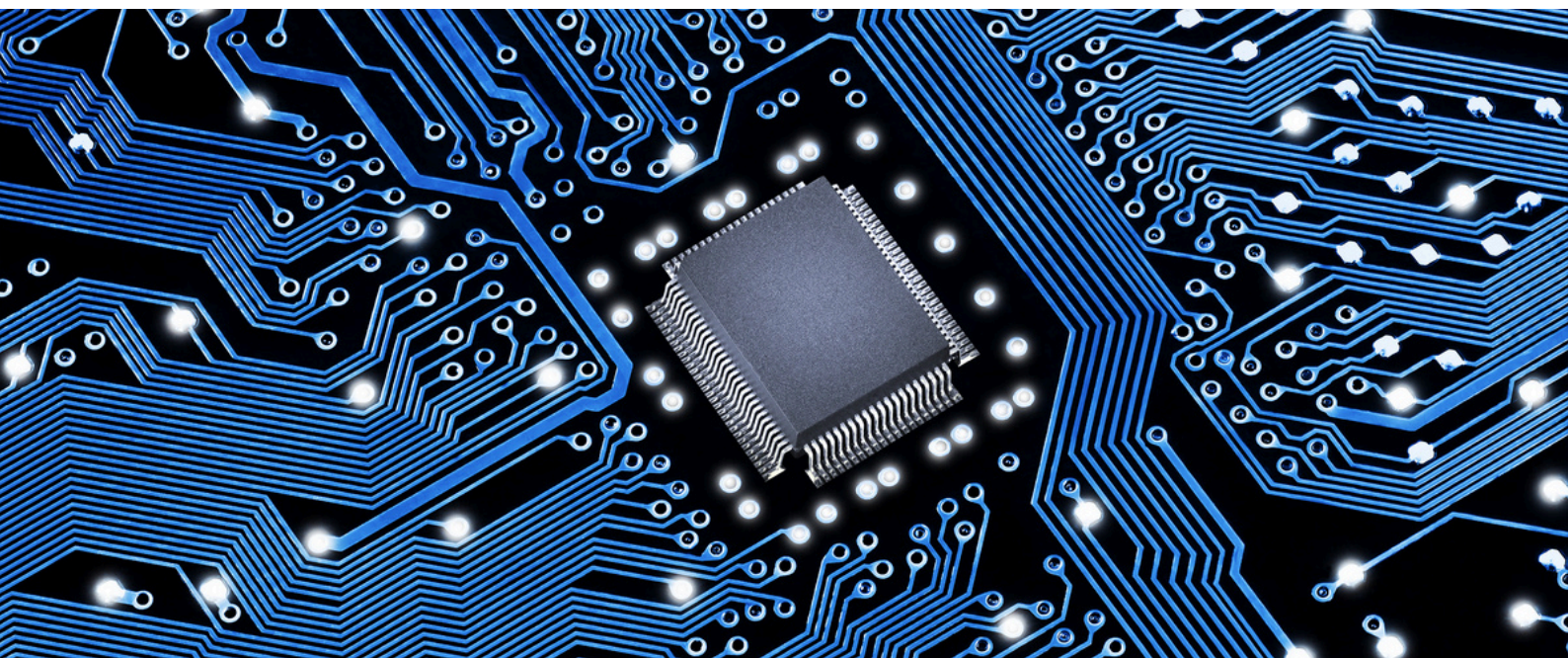
High-value production in an interconnected market

The landscape of European technology production reveals a clear specialisation centred on two main hubs. On one hand, Western and Northern Europe account for a significant share of precision technology, industrial instrumentation, measuring equipment and selected advanced applications linked to aeronautics, healthcare and industrial control. On the other hand, Central and Eastern Europe has established a growing presence in electronics, data processing and components and equipment integrated into the continent's major value chains.

This industrial structure shows that the EU-27's competitiveness is not solely based on end products. **A significant proportion of its industrial strength lies in intermediate technology:** integrated circuits, processors, transistors, computer components, testing equipment, and medical technology. In this way, Europe manufactures a large part of the technical infrastructure that enables other industries to operate and supports the development of more complex technological products.

This interconnection between products is key to understanding the technology market. Every smartphone, computer or telecommunications device used in Europe is the result of a global supply chain that spans continents, incorporates dozens of components and relies on logistics capable of connecting factories, hubs and markets within a matter of days.

Unlike other strategic industries, **the European technology sector is defined not only by its production capacity, but also by its role within a highly interconnected global system.** While Europe designs, assembles, distributes and consumes technology, it relies heavily on Asia for the supply of essential components, including semiconductors, integrated circuits and electronic equipment.



EU exports to and imports from the rest of the world

How much does the EU-27 buy from and sell to the rest of the world?

Exports:

220.20 billion euros

Imports:

343.95 billion euros


Where does the EU-27 sell tech products?

 **United States** -38.61 billion €

 **United Kingdom** -26.09 billion €

 **China** -24.55 billion €


 **Switzerland** -11.68 billion €

 **Malaysia** -7.17 billion €


Where does the EU-27 buy tech products?

 **China** -141.59 billion €

 **United States** -30.15 billion €

 **Vietnam** -29.71 billion €

 **Taiwan** -28.14 billion €

 **Malaysia** -16.26 billion €

Europe imports almost 56% more than it exports, with a **trade deficit of 123.75 billion euros**. This imbalance reflects a very clear production reality: the EU is a major consumer market and an efficient distributor of technology, but it relies on Asia for the manufacture of most of the products it consumes.

China is the EU's major trading partner, dominating imports with 41% of all technology purchased by the EU. This figure covers a wide range of categories, from smartphones and laptops assembled in China by multinationals to electronic components and telecommunications equipment produced by local manufacturers. This dependence is so pronounced that any tension in the trading relationship with China has immediate consequences for the supply of technology across the continent.

Meanwhile, EU exports are much more diversified, with destinations such as the United States, the United Kingdom, China and Switzerland. In these markets, European countries mainly sell products with a clear industrial component.

The European Chips Act and the challenge of bridging the technology gap

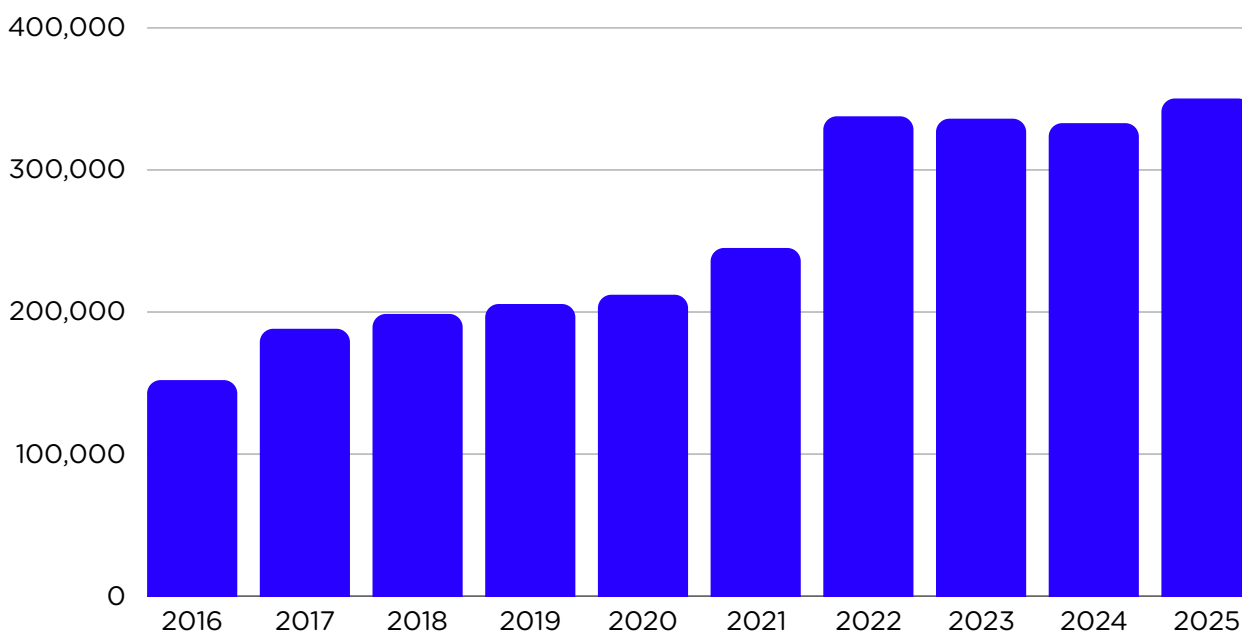
A significant part of Europe's trade imbalance in technology can be explained by the EU's position in the global market for the most advanced semiconductors. The region remains dependent on external suppliers in high-performance segments, particularly those linked to advanced computing, data centres and artificial intelligence.

To address this gap, the European Union approved the European Chips Act in 2023, with the aim of enabling the EU to reach 20% of global chip production by 2030. In any case, closing this gap will not happen overnight. The most likely scenario is that the EU will strengthen its position in segments where it already has significant industrial capabilities, while remaining heavily dependent on external suppliers for some of the most advanced chips.

From a logistics perspective, this has a clear consequence: inbound technology flows into Europe will remain critical in the coming years, especially through the major ports in the north of the continent, which will continue to play a central role in European technology distribution.

Evolution of technology trade in the EU

What is the volume of tech products moving between EU-27 countries?



Data in millions of euros. Source: Own compilation based on data from European Commission.

Intra-EU trade in technology products has recorded one of the strongest growth rates in the EU-27 over the last decade. In value terms, **trade has more than doubled since 2016**, with a very clear acceleration from 2021 onwards. This jump was a response to the global semiconductor crisis, which drove up the price of electronic components and sharply increased the value of trade flows.

Why is the market so volatile?




Technology depends on components whose price and availability can change rapidly. This was already seen during the global semiconductor crisis and is becoming visible again in 2026, with the shortage of conventional memory chips. As major semiconductor manufacturers redirect production capacity towards AI chips, the supply of standard memory for smartphones, PCs and consumer electronics is declining. The result is an increase in component prices, which puts pressure on manufacturers' margins and, from a logistics perspective, translates into greater urgency in shipments and lower tolerance for delays or transport incidents.

Which countries lead the technology trade?

Main countries of origin for intra-EU trade in tech products

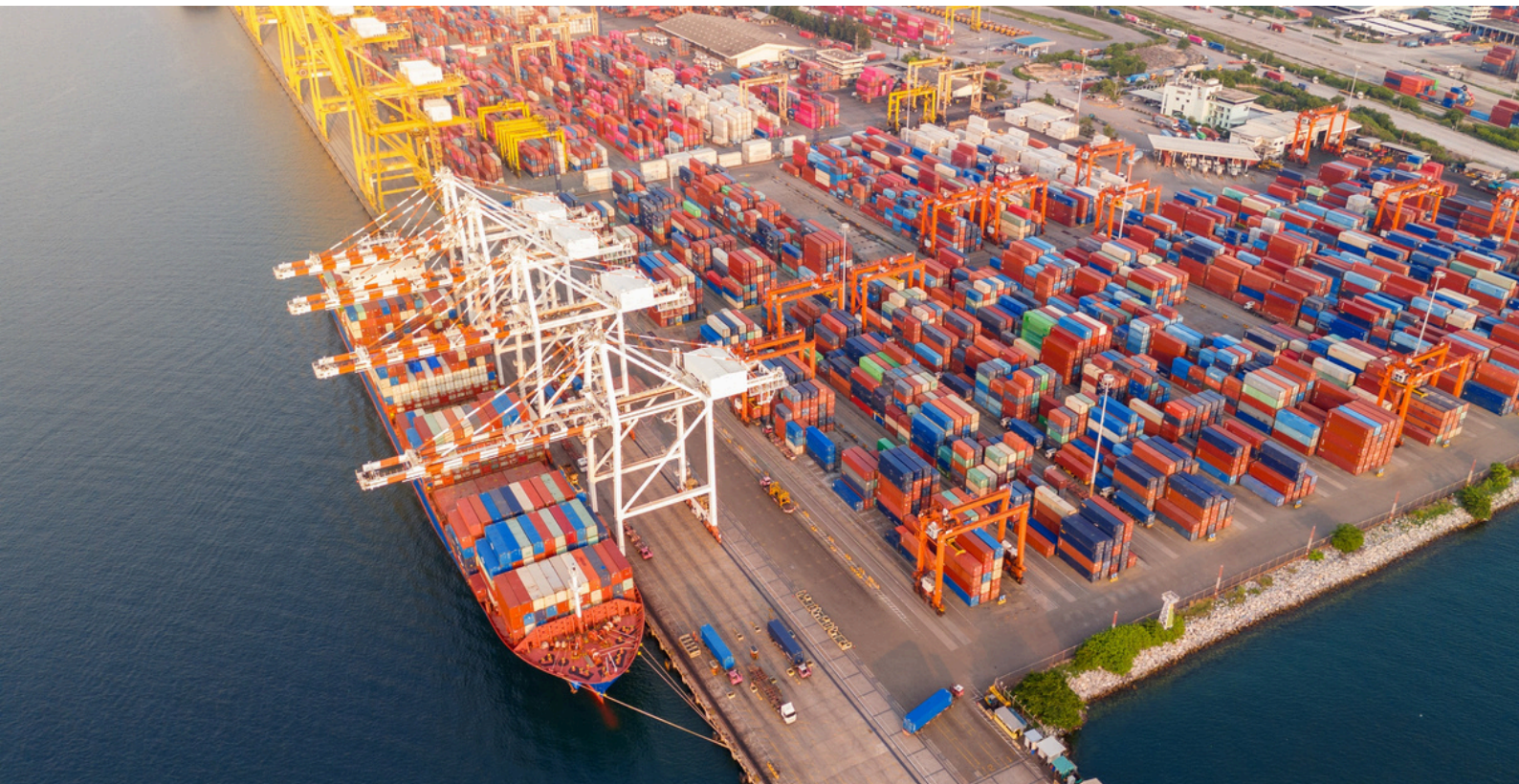
- 1  **The Netherlands**
108.02 billion euros
- 2  **Germany**
72.70 billion euros
- 3  **Czechia**
32.60 billion euros
- 4  **Poland**
22.05 billion euros
- 5  **France**
17.90 billion euros

Main destination countries for intra-EU trade in tech products

- 1  **Germany**
75.68 billion euros
- 2  **France**
32.54 billion euros
- 3  **The Netherlands**
29.44 billion euros
- 4  **Spain**
22.01 billion euros
- 5  **Poland**
21.38 billion euros

The rankings of origin and destination countries in intra-European technology trade have one leading player that may seem unexpected. The Netherlands exports almost 50% more than Germany, which ranks second, yet it does not hold the top position as an importer and does not appear among the leading production countries. This anomaly has a structural explanation, which is also the key to understanding technology logistics across the continent.





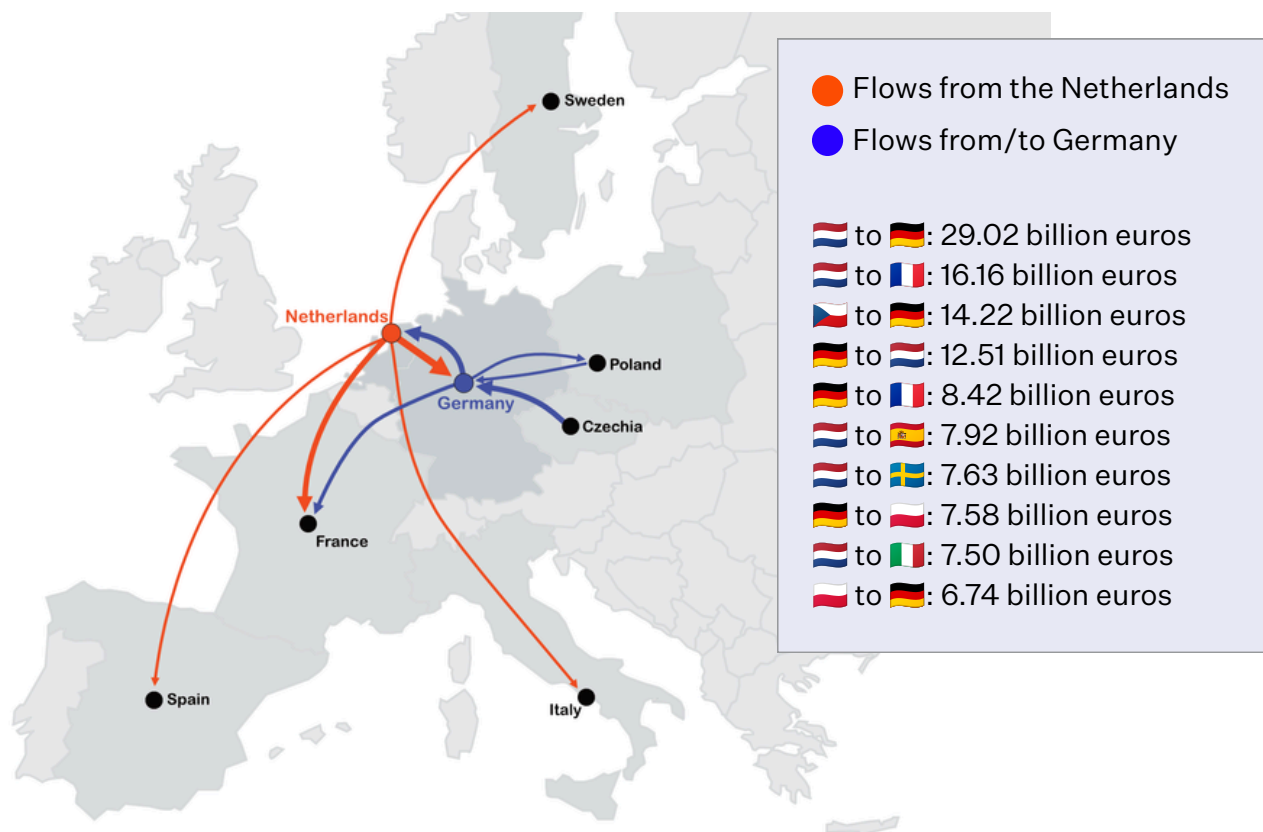
The Netherlands: a logistics hub for technology

The Netherlands' dominant position as an intra-EU technology exporter is largely due to its role as a **gateway for Asian technology entering Europe**. Most containers carrying smartphones, laptops, chips and components arriving in Europe from China, Vietnam or Taiwan do so through the **Port of Rotterdam**. From there, goods are redistributed by road across the rest of the continent, and are statistically recorded as Dutch exports, even though the local added value may be limited. This is compounded by the presence in the Netherlands of corporate and operational entities belonging to major technology multinationals, with **Amsterdam serving as one of the sector's main business locations in Europe**.

Germany's leadership follows a different logic: it is the largest destination market for technology in Europe and the second-largest exporter. **Its powerful manufacturing industry generates structural demand for electronic components and automation equipment**.

The rise of Czechia and Poland as the third and fourth largest exporters, respectively, illustrates the maturity of their integration into global technology value chains. Both countries have attracted investment from major electronics manufacturers to supply the German market with competitive labour costs and direct land-based logistics, consolidating a Central European corridor that is now one of the most dynamic axes of intra-EU technology trade.

Key tech trade flows in the EU-27



Data in billions of euros. Source: Own compilation based on data from European Commission.

Analysis of trade flows confirms and expands on the previous assessment: the Netherlands is the point of origin for five of the ten major technology distribution corridors in Europe. This shows that the **Rotterdam-Amsterdam-Eindhoven** logistics ecosystem acts as a single node, **centralising the reception, storage and redistribution of much of the technology** consumed across the continent.

The Netherlands-Germany flow tops the list at 29.02 billion euros, while the emergence of the Czechia-Germany flow in third place, at 14.22 billion euros, reflects a very specific dynamic: the supply of electronic components required by Germany's automotive industry from its Central European suppliers. This is a flow with its own industrial logic, and with its own patterns of urgency and regularity.

The **bidirectional Germany-Netherlands corridor**, appearing in positions 1 and 4, also illustrates the mutual exchange between the two main nodes. The Netherlands redistributes consumer technology to Germany, while Germany exports machinery, industrial equipment and precision components to the Netherlands and the rest of Europe. These are flows of a different nature, **one driven by consumer volume and the other by industrial value**, which coexist in the same corridors and require equally differentiated logistics solutions.

What impact does this concentration of flows have on transport?

The most immediate conclusion from this analysis is that any company looking to operate in the European technology market needs a strong transport network across the corridors connecting the Netherlands with Germany, France, Spain and Italy, the continent's four major end markets.

This concentration of flows in a single node also represents a risk, as it makes the sector particularly vulnerable to disruptions affecting access to Rotterdam or logistics capacity in the Amsterdam metropolitan area. This turns contingency planning into a top-level operational requirement.



Which products are the most exported?

Smartphones

42.66 billion euros / -2.56% vs. 2024 / 12.2% of the total

Smartphones are **the single highest-value product in European technology trade**. They combine three characteristics that explain their logistical complexity: high value per kilogramme, very short life cycles and demand that is heavily concentrated around launches and sales campaigns. This is compounded by the pressure created by rising prices for certain components, which reduces the margin for error in delivery times. **In this segment, responsiveness is decisive**: a high-end product launch may require tens of thousands of units to be moved in less than 72 hours to several markets at the same time, making reserved capacity and consolidated routes across the main European corridors essential.

Network and telecommunications equipment

30.66 billion euros / +2.4% vs. 2024 / 8.7% of the total

This category **includes network equipment, switches, routers and telecommunications systems**. It is driven by the roll-out of 5G infrastructure and the expansion of data centres, two of the clearest drivers of current technology growth. These products have **less volatile replenishment patterns than consumer electronics**, but they place very high demands on punctuality when they form part of infrastructure projects subject to installation schedules and strict contractual commitments.

Laptops

29.83 billion euros / +2.45% vs. 2024 / 8.5% of the total

Laptops continue to hold a very significant share of European technology trade. **The market is also entering a new renewal cycle**, driven by the replacement of equipment purchased during the pandemic. Alongside smartphones, **this is one of the categories with the highest seasonal volatility**, with particularly sharp peaks during the back-to-school season and in the final quarter of the year. From a logistics perspective, this makes it necessary to scale capacity quickly without losing security, traceability or service reliability.

Processing units for computers

19.49 billion euros / +48.8% vs. 2024 / 5.5% of the total

This is **the fastest-growing segment in the ranking**, developing in parallel with the rise of artificial intelligence and the expansion of data centres. These are high-unit-value products, with **specific requirements for protection against vibration and impact during transport**. It should be borne in mind that vibration damage during transport may not be visible on delivery, but can appear weeks later in production, with replacement and downtime costs far exceeding the value of the original equipment.

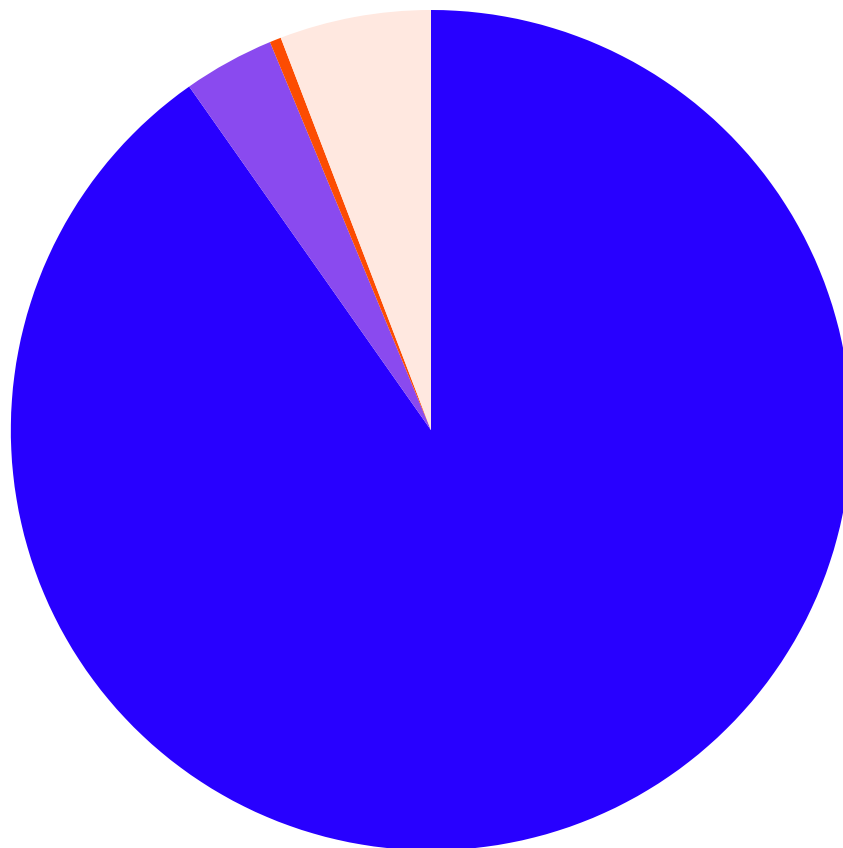
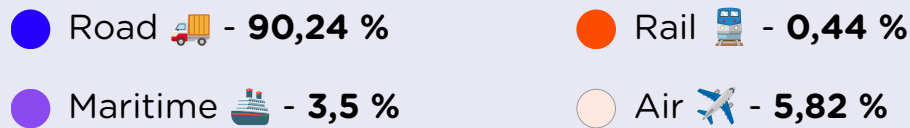
Processors and microcontrollers

13.70 billion euros / -5.0% vs. 2024 / 3.9% of the total

These are **the sector's highest-value components per kilogramme**. A single pallet of microprocessors can be worth several million euros, making them a priority target for organised crime and **requiring the highest security standards in transport**. Despite the slight decline recorded over the last year, they remain among the highest-value products in European technology trade.



How are these products transported?



Data in euros. Agricultural and forestry machinery is included. No data is available for Austria, Croatia, Denmark, France, Hungary, the Netherlands and Sweden. Source: Own compilation based on data from European Commission.

Within Europe, technology moves primarily by road. **90.2%** of the value of these products is transported by truck, far ahead of air transport, at **5.8%**, and maritime transport, at **3.5%**. This confirms that, within Europe, **the technology sector depends on a land-based network** capable of rapidly connecting entry ports, logistics platforms, production centres and destination markets.

Why is technology transported by road in Europe?

1. Distances and delivery times aligned with the sector's urgency

Many of the main corridors in European technology trade, such as Rotterdam-Frankfurt, Rotterdam-Paris and Prague-Munich, cover medium distances of around 350-450 kilometres, where road transport offers the best balance between cost, speed and reliability. In a sector that requires replenishment within 24 or 48 hours, road remains an irreplaceable option.

2. Capillarity through to the final delivery point

Technology is distributed across a very broad network of destinations: logistics centres, warehouses operated by major retailers, e-commerce operators, systems integrators and industrial customers, many of which are not connected to other infrastructure. Road transport therefore provides a level of capillarity that no other mode can match.

3. Flexibility in response to highly volatile demand

The technology sector is exposed to rapid fluctuations in demand. A product launch, a sales campaign or a supply disruption can alter shipment volumes within days. Road is the mode best suited to these changes, both in terms of capacity and destination.

4. Greater control over the goods

Many technology products are sensitive to humidity, vibration, sudden temperature changes and electrostatic discharge. Specialised road transport allows these conditions to be precisely controlled, which is particularly important for electronic components, screens and high-precision equipment.

5. Integration with major multimodal chains

Within Europe, trucks complement journeys that have already partly taken place by air or sea. Much of the technology entering the continent does so through ports and airports such as Rotterdam, Hamburg, Frankfurt and Amsterdam, with road transport then structuring its redistribution to logistics centres, production plants and destination markets across the EU.





Security as a fundamental requirement for transporting technology products

Technology is among the goods most exposed to theft in the global supply chain, and holds a particularly sensitive position in Europe, where **electronic products account for 15% of recorded incidents**, 4 percentage points ahead of food and beverages.

Security is therefore a differentiating factor in technology transport compared with any other industrial sector. Technology products combine three characteristics that make them a preferred target for organised theft: **they are easy to transport**, as they concentrate high value in a small volume; **they can be resold on the secondary market; and they are difficult to trace once stolen**, as serial numbers can be erased or reprogrammed.

One of the most widely reported technology thefts took place a few months ago in London and clearly illustrates both the economic scale of these incidents and the modus operandi most commonly used. The theft of a truck loaded with smartphones near Heathrow Airport went viral in August 2025 because the estimated value of the stolen goods was around 10 million euros. The thieves took advantage of a transition in the movement of the cargo, after it had been transferred from the airport to a nearby warehouse, to steal 12,000 units of newly launched devices.

Where and how do thefts occur?

Organised criminal groups particularly target the moments when goods remain stationary. According to data from insurer TT Club and consultancy BSI Consulting, in Europe, **a very significant share of incidents occur at logistics facilities (33%)**, followed by thefts at rest areas and unsecured parking areas.

In terms of how thefts are carried out, there are four main types globally: **direct attacks on vehicles in transit**, or hijacking (20%); **theft from inside the vehicle** without the driver detecting it (16%); **theft from logistics facilities** such as warehouses or docks (15%); **and theft of the entire truck with all its cargo** (14%).

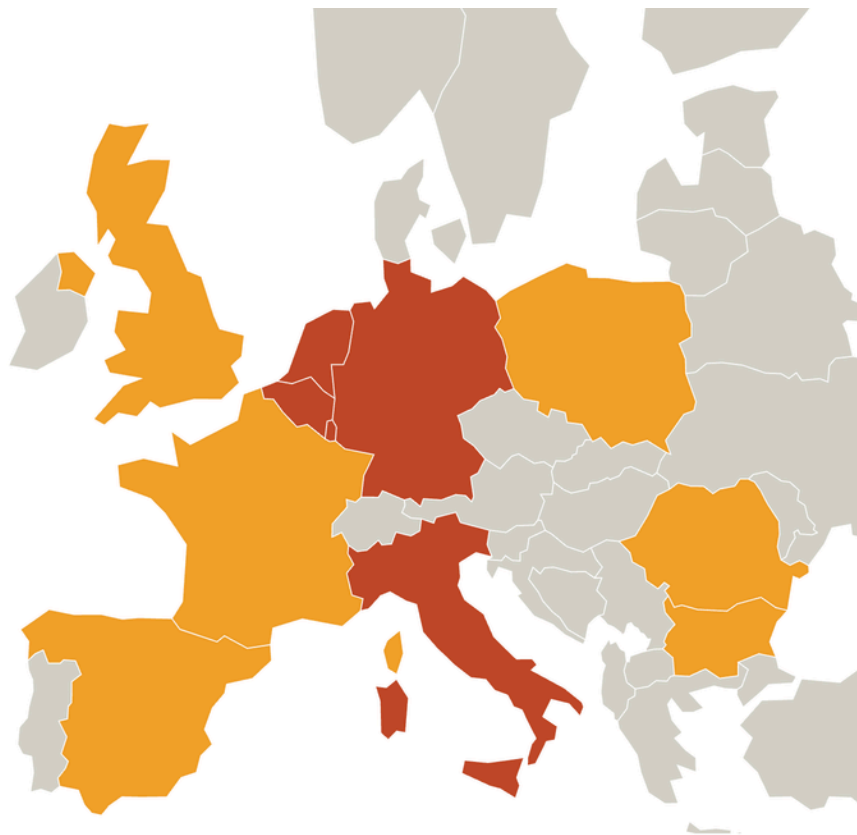
Alongside these traditional methods, increasingly sophisticated techniques are being used to commit these crimes. Criminals use artificial intelligence to create phishing emails, deepfakes and malware designed to access sensitive shipment information, and attacks on cloud storage services have been recorded in order to obtain cargo data. In addition, identity theft and document forgery are used to redirect entire shipments to unauthorised destinations before anyone can detect the crime.

Another factor that has gained significant importance is insider involvement: more than one in five thefts globally involve people working within the logistics chain. This may include warehouse staff, traffic coordinators or drivers recruited to install GPS trackers on vehicles, confirm the value of the cargo or facilitate access at the time of the theft.

Main risk areas in Europe

The geographical distribution of the highest-risk areas in Europe for technology goods is not random. The main hotspots consistently coincide with the major technology production and distribution corridors described in this report, but are also shaped by factors outside the industry itself, such as the structure of logistics subcontracting chains and the shortage of essential infrastructure, including secure truck parking.

● High incidence ● Medium to high incidence ● No data



Data for the 2024-2026 period. Source: Logista Freight analysis based on data from TAPA EMEA, TT Club and BSI Consulting. The absence of a classification for a territory does not imply the absence of risk; the levels are indicative.

Benelux (Belgium, the Netherlands and Luxembourg)

The large flow of technology traffic generated by the Netherlands also has security implications. The ports of Rotterdam and Antwerp-Bruges account for a significant share of incidents in the region, with methods that have evolved towards carrier impersonation using forged documentation and fraudulent collections. The shortage of secure parking along the corridors providing access to both ports increases exposure during stops in transit.

Germany

As Europe's leading technology producer and a central node in the sector's main trade flows, Germany also ranks among the highest countries in sector theft incidence, with incidents particularly concentrated in warehouses and logistics platforms in the west and south of the country. It also stands out as Europe's main hotspot for fraud involving fictitious carriers, a rapidly growing method identified by the latest reports as one of the fastest-expanding threats on the continent.

Italy

As Europe's second-largest technology producer and a recipient of significant flows from the Netherlands, Italy records a high incidence of planned thefts specifically targeting high-unit-value goods, such as consumer electronics and technology components. Incidents are concentrated in the logistics and industrial network of Lombardy and Emilia-Romagna, often with prior knowledge of the contents and destination of the cargo.

United Kingdom

Although the United Kingdom records a lower volume of incidents than the previous hotspots, it shows the highest relative economic impact in Europe, as the goods affected tend to be high-end electronics, mobile devices and pharmaceutical products. Airport environments, with Heathrow as the main reference point, and warehouses in the London metropolitan area account for the highest-value documented cases.

France

Incidents are concentrated along the Paris-Lyon axis and in the peri-urban and industrial areas of major cities, with a combination of thefts from facilities and from unsecured parking areas. The Paris metropolitan area has been the scene of some of the highest-value thefts recently recorded in Europe, with operations targeting large volumes of electronics stored in facilities with insufficient security.





Spain

The main hotspots are Catalonia, the Community of Madrid and the Mediterranean Corridor. The predominant type of incident combines theft from logistics facilities with thefts from uncontrolled parking areas, with a growing presence in urban distribution. Spain receives significant technology flows from the Netherlands, placing part of these goods in transit along the corridors with the highest exposure.

Poland

Poland appears in sector risk indices as a high-risk country, with exposure concentrated in transit corridors towards Western Europe and in uncontrolled stops during drivers' mandatory rest periods. Its role as a recipient of technology flows from Germany and as a return-flow origin towards the same market places it in a position of double exposure in both directions of the corridor.

Romania and Bulgaria

Both countries show an increasing trend in warehouse thefts and are now explicitly identified in sector reports as emerging hotspots. Their position as transit countries between Western Europe and Eastern markets, combined with security infrastructure that is still developing, explains why they are considered risk regions.

Direct losses from theft amount to **hundreds of millions of euros** each year, and these must be considered alongside the indirect costs generated by any incident: **urgent stock replacement, higher insurance premiums, service disruption and reputational impact.**

Another important factor in this sector is the complexity of protecting products against **physical damage**. Unpackaged semiconductors, memory modules and display panels require specific anti-static packaging and loading and unloading protocols designed to minimise vibration and impact. Transport that fails to manage these variables correctly may deliver goods that appear intact, but are functionally damaged, with consequences that only become apparent during the production process or once the product reaches the end consumer.



Full-load and groupage transport to accommodate fluctuations in demand

The technology industry combines large movements of goods with smaller, more frequent shipments. **Product cycles are short, launches generate peaks in demand, and any disruption in supply requires a rapid response.** This is compounded by urgent replenishment of components, spare parts and equipment needed to maintain operational continuity for manufacturers, distributors, integrators and industrial customers. In this context, logistics operators must be able to move large volumes quickly, while also serving smaller shipments with the same reliability and security standards.



Full-load transport

This is **the most suitable solution for large product movements**, sales campaigns, intensive replenishment or urgent shipments in response to supply disruptions. It offers three major advantages:

- **Greater security:** as there are no intermediate stops or handling of third-party goods, risk points are reduced.
- **Greater speed and predictability:** direct delivery enables tighter and better-planned lead times.
- **Greater control over the cargo:** it makes it easier to maintain specific temperature, humidity or ESD (Electrostatic Discharge) protection conditions throughout the journey.

Groupage

Groupage is **better suited to the needs of regional distributors, specialist importers and integrators that move moderate volumes on a regular basis**. Its main advantages are:

- **Cadence and regularity:** it allows goods to be received frequently without the need to build up large stocks.
- **Improved cost efficiency:** sharing space reduces the logistics cost per unit.
- **Access to high service standards:** specialist operators can provide groupage services with levels of security and traceability comparable to those of full-load transport.

The combination of both solutions allows logistics to adapt to the real pace of the technology market: major campaigns, rapid replenishment, regular shipments and unexpected changes in demand. **These services are not mutually exclusive, but complementary**, and the same company may use both at different times. A manufacturer managing an international launch, for example, may need full-load transport during the week the product goes to market and weekly groupage services throughout the rest of the quarter.



Logista Freight in European technology transport

About us

Logista Freight is the long-haul transport operator specialising in high-value sectors. We are part of Logista, one of Europe's largest logistics operators, specialising in distribution to proximity channels and listed on the IBEX 35 since 2002.

Operating fleet	1,450 trucks
Loads managed annually	+189,000
Kilometres travelled per year	+124 million
Tonnes transported per year	+3.6 million
On-time deliveries	98.2%
Order fulfilment rate	99.9%
Geographical coverage	All EU countries and neighbouring countries

Our figures demonstrate an **operational capacity that meets the demands of the European technology industry**. For example, we have a fleet sized to absorb the peaks in demand associated with launches and campaigns, as well as routes that regularly cover the corridors where technology traffic is concentrated. In a sector where a delay can compromise a global launch, we support our quality of service with 98.2% on-time deliveries and a 99.9% order fulfilment rate.

We offer coverage across all EU and neighbouring countries, with a particularly strong presence in critical corridors, such as flows from the Netherlands to Germany, France and Spain, and the Central European axis from Czechia to Germany. On these routes, we operate daily.



What do we offer the European tech market?

At Logista Freight, we understand that transporting technology is not like transporting any other type of goods. The goods we handle for the technology industry concentrate a higher value per cubic metre than virtually any other industrial product, and companies require full visibility, proven security and absolute compliance with deadlines.

A delay or incident can compromise a launch, breach contractual commitments or seriously damage the reputation of a company that depends on a reliable supply chain to compete in the market. To meet these requirements, we have developed a **service model specifically for the technology sector.**



High-level security for high-value goods

TAPA certification has become the international standard that sets apart a conventional carrier from an operator truly equipped to manage high-value goods. Obtaining this certification requires passing independent audits that validate key aspects such as physical security, personnel management, operating protocols and response capabilities in the event of an incident.



For the logistics manager of a technology company, working with a TAPA-certified operator provides assurance that **the vehicle, route, driver and procedures applied meet an objectively verified level of security**. In addition, at Logista Freight we apply **internal requirements that go beyond those required by the standard itself**, designed specifically to respond to the needs and risks associated with transporting technology products.

These include:

- Active geofencing with automatic alerts in the event of any deviation from the planned route or unscheduled stop in risk areas.
- A multilingual alarm centre operating 24/7, with coverage across all European countries where we operate.
- Vehicles equipped with more than 26 sensors to detect and manage critical situations: door opening, unauthorised movement, temperature and other relevant parameters.
- Risk management software that filters and prioritises incidents in real time, enabling a rapid and coordinated response to any eventuality.

Full shipment traceability and visibility

In the technology sector, visibility and the ability to react in real time are essential requirements in transport. An incident detected several hours late can prevent goods from being reassigned to an alternative channel, cause a critical launch window to be missed or lead to stock shortages at key points of sale.

To avoid these situations, our operations are supported by **Teseo Web**, an internally developed platform that **enables us to plan, optimise and control transport in real time, with direct integration into our customers' systems** and permanent coordination with security protocols.

Thanks to Teseo, we provide **continuous tracking and full visibility of the status of each shipment** at all times, as well as a proactive alert system that anticipates any incident that could affect delivery times or the integrity of the goods. These alerts immediately trigger proposed solutions, allowing us to respond quickly and ensure supply continuity even in critical scenarios.

Flexibility for volatile demand

The technology industry concentrates much of its logistics activity around **critical moments**, when volumes multiply over very short periods of time. At Logista Freight, we have **substantial operational capacity and extensive experience in managing complex operations**, enabling us to absorb these activity peaks without compromising either service levels or security standards.

To achieve this, we apply **rigorous planning** and deploy **specific security measures** during those stages in which high volumes of high-value goods are concentrated, ensuring full control of the operation. This capacity allows us to manage both **large-volume full loads and groupage services** with the same level of rigour, always under consistent and proven security standards.

Our **ability to respond to major fluctuations in demand** is supported by a number of fundamental pillars:

- Knowledge and experience accumulated across different business sectors.
- An internally developed transport management and planning system (TMS).
- Predictive demand analysis, which allows us to anticipate needs, optimise capacity planning and ensure the availability of resources even during the sector's most demanding seasonal peaks.

Committed to sustainability

Major European technology corporations have made public decarbonisation commitments that extend across their entire supply chain (Scope 3), and they need logistics operators with ESG plans that are compatible, measurable and auditable. Our **2024-2026 ESG Strategic Plan** is designed to meet these requirements. We have set a target to reduce emissions by 30% by 2030 and by 54% by 2050, with **concrete actions that translate into reportable emissions savings for our customers.**

- 90% of kilometres travelled in sustainable vehicles by 2026.
- Road-rail intermodality, particularly relevant for medium and long distance corridors, such as the Netherlands-Germany axis and the Central European axis.
- Greater use of biofuels and fleet renewal, incorporating more efficient and less polluting vehicles, such as megatrucks, duo-trailers and electric vehicles.



In a sector where a delay, theft or security incident can compromise months of commercial planning, choosing the right logistics operator is a strategic decision. **Logista Freight is ready to take on that responsibility.**

Contact our team and let's explore together how we can integrate into your supply chain.

Manuel Andres Atienza

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The logo for Logista Freight. The word "Logista" is written in a blue, sans-serif font. Below it, the word "FREIGHT" is written in a smaller, orange, all-caps, sans-serif font. The background of the page is white, with a large blue polygon on the left side and a large orange polygon on the right side, both pointing towards each other.

Logista
FREIGHT