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Original Research Article

Indicators of Logistics Support and Their Impact on Export Competitiveness for Selected Global Countries

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Abstract: This research aims to investigate the indicators of logistics support, namely the quality of trade and transport-related infrastructure, shipment tracking, ease of arranging competitively priced shipments, customs clearance efficiency, logistics services efficiency, and shipment arrival rate, and their impact on global exports (exports as a percentage of GDP) for a selected sample of 125 countries out of 184 countries included in the index. The research hypothesizes that improving logistics support indicators is positively and statistically significantly associated with global exports, contributing to increased production, national economic growth, and a greater share in international markets. The study employs both analytical and quantitative approaches. Data on logistics support indicators from the World Bank are analyzed, followed by a series of econometric tests and regression analysis. Approximately two-fifths of the country's goods are transported by rail, the highest percentage in developed nations We find that the overall logistics support index has a significant positive correlation with trade and transport infrastructure quality, the ease of arranging competitively priced shipments, customs clearance efficiency, logistics service efficiency and quality, practical measurement shipment arrival rates. Trade and infrastructure quality index had no significant effect on exports as percentage of GDP. Governments and investors are being urged in the report to pay more attention of logistics infrastructure, rather than sole relying on government subsidies. Yueqiang also advocated information technology to enhance logistics support, which benefits export performance for countries participating in global trade.

Keywords: Logistics support indicators, competitiveness, global exports.

INTRODUCTION

In such a global and free trade world, improving logistics support indicators is a basic kit for nations who want to boost their capacity to export, thus increasing competitiveness in the world. These indicators involve a quantity of procedures, operations related to the quality of trade and transport infrastructure, how easy/difficult it is to book competitively priced shipments, as well as whether or not such shipment can be located for checking in transit period for timely then safe arrival at its destination. With all these pushes and shoves as things now stand though, they're generally seen as a significant factor in determining whether a given state can seize effective exports opportunities. By improving logistics support indicators, we can make use of more efficient goods flows; produce greater export potential in the countries compatible agreed national laws; and ensure an increase in global market share for our products. Improvement in the quality of logistics support indicators reduces overall trade costs and stimulates the competitive edge of products in global markets. The more efficient logistics processes become, the better the country will be able to deliver its products at competitive prices and within faster times: this serves to enhance the appeal of its exports for international markets.

There is a constant race between nations to improve their logistics infrastructure. This might include investment in general as well as specific steps economy-wide: upgrades to ports, improvements in transportation systems, the use of modern logistics information technology. Nations nowadays must innovate if they are going to develop advanced logistical strategies like supply chain management systems that are smart enough to find thieves and effective tracking contacts for goods. With such measures in place it is possible to create a more flexible and efficient business environment. They thus help sustain the export capacity of businesses whilst

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also enhancing overall competitiveness on international markets.

Research Significance

The key role of logistics support indicators in promoting global export is the new focus of research on this topic. Practical directions are offered as to how to raise these indicators in the several sample countries for they mean higher export figures.

Research Problem

Many countries, especially developing ones, face challenges in developing and improving logistics systems, which negatively impact their ability to export and compete in global markets. The main difficulty is that it is impossible to judge the real impact at the current trade volume level. A cause of this problem is lack of clarity concerning how each part of logistics support directly contributes to exports. As a result logistics progress languishes and international trade withers.

Research Objective

This study examines the role of logistics support indicators in the international export business. In addition, it offers advice on how countries can improve the efficacy of their logistics indicators to boost exports and get a bigger part in global trade.

Research Hypothesis

This research begins with the hypothesis that improving logistics support indicators has a positive and statistically significant relationship with global exports. Products; this increases production, contributes to an country-wide economic boom and means you get live off globally diverse markets rather than just some of them.

RESEARCH METHODOLOGY

The research relies on analytical and quantitative approaches to study the relationship between logistics support indicators and global exports. The analytical approach is used to understand the role of logistics support indicators in global exports. The quantitative approach is based on applying statistical and econometric models, namely the ordinary least squares method, to analyze quantitative data related to logistics support indicators and exports.

Section One: Literature Review

1. **Impact of Logistics Performance on Export Development in Developing Countries** (2021) by Heba Allah Mohamed Ahmed Ismail: This study examined a sample of 30 developing countries from 2007 to 2018 and found a positive relationship between logistics support indicators and exports in these countries.
2. **Impact of Logistics Services on Trade Openness in Arab Countries** (2023) by Mahmoud Magdy Barbouri Mohamed: This study utilized cross-sectional data from 10 Arab countries for the period 2007-2018 and concluded that logistics services positively influence trade openness, represented by the ratio of total exports and imports to GDP.
3. **Measuring and Analyzing the Impact of the Logistics Performance Index on Global Foreign Trade for Selected Countries** (2021) by Omar Abdullah Mohamed *et al.*, : This study, conducted on a random sample of 59 countries from the Logistics Performance Index for 2018, found a positive impact of logistics support indicators on trade openness.
4. **The Logistics Performance Effect in International Trade** (2017) by Gani, Azmat: This study, based on a sample of countries, concluded that continuous investment in infrastructure and logistics services has a positive impact on foreign trade.
5. **The Relationship Between International Trade and Logistics Performance** (2022) by Min Joo Sung & Hee Young Lee: This research focused on analyzing the export-dependent economic structure of South Korea and the specific nature of foreign markets. The study utilized the Logistics Performance Index (LPI) in a gravity equation model and found that logistics support indicators have varying effects depending on import and export elements.

Finally, it must be underscored that this study is different from an earlier work in terms of scientific contribution and distinction. This research has the particular feature that the cross-section sample was 125 countries in 184 listed. The sample consisted first of all of this index for 2022 ordered scraping the top 60 entries. The large sample size makes the results and recommendations more pertinent for governments of countries in survey. This research is also distinguished by its dependence on combining two methods: the analytical method, with its systematic analysis of logistics support indicators for top ten worst and bottom ten best countries in index; and quantitative method to estimate variables' relationship strength or to verify a research hypothesis.

Section Two: Logistics Support Indicators - Concept and Analysis

First: Concept of the Logistics Support Index

Logistics refers to thinking, organization and control. How resources, goods and services transfer from their starting point to where they are used should be efficient and satisfy those who need them. The Logistics Support Index is a critical economic indicator when analyzing the logistics capabilities of countries. Apart from the fact that it is the only comprehensive and reliable indicator for evaluating logistics services across different countries involved in international trade, this index allows one to gain a full picture of economic conditions in all countries within each group. Companies and investors who are interested in entering particular

markets can use this information as a guide for making their investment decisions (Araves, 2016, 76).

The Logistics Performance Index (LPI) is a tool developed by the World Bank based on a global survey of global freight forwarding and express transportation companies. It measures performance along the logistics chain within a country and allows for comparison between 184 countries and economic regions. It helps countries identify challenges and opportunities to improve their logistics performance and determine how to participate in international markets. The World Bank issued the first report to measure logistics performance in 2007. It is published every two years and evaluates countries through a number of indicators that help governments measure their progress over time and compare it with similar countries (Farida, 2018, 302).

Second: Logistics Support Indicators

The Logistics Support Index reflects perceptions of the level of these services in the country concerned based on six sub-indicators ranging from 1 to 5, with the highest score representing the best performance. The average score for the six indicators is calculated to create a unified estimate using principal component analysis, (https://data.albankaldawli.org/). The six sub-indicators can be explained as follows (Abu Zaid and Hassan, 2024, 237) (Petkeviciuti, 2022, 14)

1. **Quality of Trade and Transport Related Infrastructure:** This indicator assesses the quality of transport-related infrastructure, such as roads, railways, ports, airports, and information and communication technology. High quality and development in this area lead to reduced transportation times, increased shipping efficiency, and positively impact foreign trade through lower transportation costs. The indicator ranges from 1 to 5, with 1 indicating a very low level of quality in transport-related infrastructure. Roads, ports, and airports may be in poor condition, suffering from problems such as congestion, lack of maintenance, and weak capacity. A score of 5 indicates a very high level of infrastructure quality, characterized by high efficiency, excellent maintenance, effective management, and substantial capacity.
2. **Shipment Tracking:** The indicator measures the efficiency and effectiveness of shipping throughout the supply chain. A result of 5 indicates an efficient shipper who can track goods from time they leave their origin till they arrive at final destination This is based on specific factors affecting firms' ability to monitor and improve transportation. The lower the score, the worse the system used for keeping track of shipments from point of origin to their final destination. If the score is 1: This means that tracking is very poor or indeed altogether non-existent - for it will be difficult then to tell where a given shipment actually is, now that we are in an age of real-time location In general, the higher the score, the better the tracking and monitoring process improves. The top level of 5 shows that a systematic tracking system is available which can guarantee real-time visibility too for shipment information.
3. **Ease of Arranging Competitively Priced Shipments:** Therefore, comparing this process indicator requires looking at the length and convenience of shipment arrangements in terms of picking up agreed-on competitive prices. The distribution is as follows: choosing carriers for affordable shipping services which obtain hate is for 1. This may also imply that such expedients demonstrate a lack of transparency and formal problems. On the other hand, the maximum convenience in arranging shipments at competitive prices is represented by a score of 5. This means that many transportation service providers are available to choose from and this is both transparent and easily understood process, providing a clear picture from which duty free deals can be made with one hand tied behind the back.
4. **Customs Clearance Efficiency:** This indicator measures the speed of the customs process of shipments and goods. The value lies in a 1-5 range. A value of 1 means that the customs process of clearance operates at low efficiency--many delays in the procedure, unfamiliar requirements for customs information, and extensive bureaucracy, as well a lack in effectively managing, processing or filing documents. But a value of 5 means the maximum efficiency in clearing customs, where operations are streamlined and manage truly advanced technologies that contribute to the whole paper-oriented document management system--accurate documents which are a breeze to check over. Any difficulties that may crop up during clearing are speedily ironed out.
5. **Efficiency and Quality of Logistics Services:** It is a measure on the effectiveness, quality and efficiency of services offered by the logistics provider The index from 1 to 5, of which being 1 means that because the services are not accurate enough and they can't be reliable, or whether due to other reasons, long distance transportation or boats shelter operation problems will be encountered; also operation management may even be inefficient. Conversely, if the indicator value is 5 logistics services efficiency and quality are excellent with the latest technologies and systems applied to bringing exceptional service every day into operations.
6. **On-Time Shipment Arrival Rate:** We will evaluate how regular and accurate shipments from supplier are, and if these have been

received on schedule at their destination The scores of this indicator range from 1 to 5. 1 indicates that shipments are irregular and not very accurate; with one trivial delivery problem causing lost or tardy goods. However, at a level of 5 a cargo service is very regular indeed. Most of the shipments are delivered on time and without delay (or error) thanks to efficient logistics operations combined with advanced tracking systems.

Third: Analysis of Logistics Support Indicators for a Sample of Selected Countries

1. First we will conduct an analysis of the logistics support indicators for the top ten countries in the global Logistics Performance Index. This is a sample set of top ten countries including Singapore, Finland, Denmark, Germany, Switzerland, the Netherlands, the United Arab Emirates, Sweden, Austria, and Belgium. It was chosen because these countries are at the forefront in this domain. As Table (1) indicates, these countries' names are all equivalent to leading modern logistics and advanced management concepts.

Table (1) Top Ten Countries in the Logistics Performance Index for 2022

RANK	COUNTRY	Logistics Performance Index (1-5)	Quality of Trade and Transport Infrastructure (1-5)	Tracing shipments (5-1)	Ease of Arranging Competitively Priced Shipments(5-1)	Efficiency of Customs Clearance Process(5-1)	Quality of Logistics Services(5-1)	Frequency with which Shipments Reach the Destination (5-1)
1	Singapore	4.3	4.6	4.4	4	4.2	4.4	4.3
2	Finland	4.2	4.2	4.2	4.1	4	4.2	4.3
3	Denmark	4.1	4.1	4.3	3.6	4.1	4.1	4.1
4	Germany	4.1	4.3	4.2	3.7	3.9	4.2	4.1
5	Switzerland	4.1	4.4	4.2	3.6	4.1	4.3	4.2
6	Netherlands	4.1	4.2	4.2	3.7	3.9	4.2	4
7	UAE (United Arab Emirates)	4	4.1	4.1	3.8	3.7	4	4.2
8	Sweden	4	4.2	4.1	3.4	4	4.2	4.2
9	Austria	4	3.9	4.2	3.8	3.7	4	4.3
10	Belgium	4	4.1	4	3.8	3.9	4.2	4.2

Source: data.albankaldawli.org

The following is evident from the data in Table (1):

- **Overall Logistics Performance Index:** The values ranged from 4 to 4.3. Singapore topped the world in providing logistics services, indicating that it has the best logistics system globally. It was followed by Finland, Denmark, Germany, Switzerland, and finally Belgium, reflecting the good performance of these countries.
- **Quality of Trade and Transport-Related Infrastructure Index:** The values of this indicator ranged between 3.9 and 4.6. Singapore topped this indicator due to its highly developed transport infrastructure, while Austria ranked tenth, indicating room for improvement in its transport infrastructure.
- **Shipment Tracking Index:** The values of this indicator ranged between 4 and 4.4. Singapore topped the list, followed by Denmark, and then the other countries, most of which achieved high values, indicating the effectiveness of shipment tracking in these countries.
- **Ease of Arranging Competitively Priced Shipments Index:** The values of the indicator ranged between 4.1 and 3.4. Finland came first, followed by Singapore, reflecting that these countries have greater ease in logistical preparations at competitive prices, while Sweden ranked tenth.
- **Customs Clearance Efficiency Index:** The values of the indicator range between 3.7 and 4.2. Singapore and Switzerland topped the list, reflecting the efficiency of customs clearance procedures, while Austria and the UAE recorded the lowest values among the top ten countries.
- **Efficiency and Quality of Logistics Services Index:** All ten countries recorded high values in this indicator, ranging between 4 and 4.4, reflecting the quality and efficiency of logistics services in these countries.
- **Frequency of Shipments Reaching the Consignee on Time Index:** All countries recorded high values ranging between 4 and 4.3, indicating effectiveness in ensuring on-time delivery of shipments and high reliability in delivery.

In general, these ten countries are the best globally in providing integrated logistics services, and the best of these countries is Singapore, which ranked first in overall performance and most sub-indicators, thanks to its outstanding performance and excellence in providing integrated logistics services.

2. **Analysis of Logistics Support Indicators for the Bottom Ten Countries in the Index:** Analyzing the logistics support indicators for the bottom ten countries in the index helps us understand the challenges and opportunities these countries face and the aspects that need improvement to increase their ability to enhance their global competitiveness. The countries identified to represent the bottom ten are Fiji, Madagascar, Mauritania, Cuba, Cameroon, Angola, Haiti, Somalia, Afghanistan, and Libya. Table (2) shows the ranking of these countries and the score for each logistics support indicator.

Table (2) Bottom Ten Countries in the Logistics Performance Index for 2022

RANK	COUNTRY	Logistics Performance Index (1-5)	Quality of Trade and Transport Infrastructure (1-5)	Tracing shipments (5-1)	Ease of Arranging Competitively Priced Shipments-1) (5	Efficiency of Customs Clearance Process (5-1)	Quality of Logistics Services (5-1)	Frequency with which Shipments Reach the Destination (5-1)
116	Fiji	**2.3**	**2.2**	**2.2**	**2.3**	**2.3**	**2.3**	**2.3**
117	Madagascar	**2.3**	**1.8**	**2**	**2.9**	**1.8**	**2.2**	**2.6**
118	Mauritania	**2.3**	**2**	**2.5**	**2.2**	**2.1**	**2.5**	**2.8**
119	Cuba	**2.2**	**2.2**	**2.4**	**2.1**	**2**	**2.2**	**2.6**
120	Cameroon	**2.1**	**2.1**	**1.8**	**2.2**	**2.1**	**2.1**	**2.1**
121	Angola	**2.1**	**2.1**	**2.3**	**2.4**	**1.7**	**2.3**	**2.1**
122	Haiti	**2.1**	**1.8**	**2.1**	**2.3**	**2.1**	**2**	**2.5**
123	Somalia	**2**	**1.9**	**1.8**	**2.4**	**1.5**	**1.8**	**2.3**
124	Afghanistan	**1.9**	**1.7**	**1.6**	**1.8**	**2.1**	**2**	**2.3**
125	Libya	**1.9**	**1.7**	**1.8**	**2**	**1.9**	**1.9**	**2.2**

Source: Data.albankaldawli.org

The data in Table (2) reveals the following:

- **Overall Logistics Performance Index:** The overall index score ranged between (1.9-2.3), which are low values indicating the low level of logistical support in these countries. Afghanistan and Libya ranked last, reflecting the magnitude of the challenges they face in various aspects of logistics operations.
- **Trading Across Borders Indicator:** Most countries suffer from weaknesses in trade quality and transport infrastructure, with the index score ranging between (1.7-2.2). Afghanistan and Libya occupied the last positions, reflecting the extent of significant problems in infrastructure that affect the efficiency of transport and trade.
- **Tracking Shipments Indicator:** This group suffers from weaknesses in shipment tracking. This indicator recorded low values ranging between (1.6-2.5), with Afghanistan ranking last.
- **Ease of Arranging Competitively Priced Shipments Indicator:** The values of the indicator vary between (1.8-2.9), as the countries in this sample suffer from problems in arranging shipments at competitive prices. Madagascar records the highest value (2.9), indicating some improvement in this aspect compared to other countries.
- **Efficiency of Customs Clearance Process Indicator:** The situation was no different for the customs clearance indicator, as its score ranged between (1.5-2.3), indicating that these countries are characterized by low efficiency, which hinders the movement of shipments between countries and causes delays.
- **Quality of Logistics Services Indicator:** The values of this indicator were low, ranging between the lowest value of (1.8) in Somalia and (2.5) in Mauritania, reflecting a low level of efficiency and quality of logistics services.
- **Frequency with which Shipments Reach the Consignee Indicator:** Although the values of this indicator are slightly higher compared to other indicators, they generally reflect the extent of problems in ensuring that shipments reach their destinations on time.

From the above, it is clear that the ten lowest-ranked countries face common challenges in terms of logistics support indicators for several reasons, including weak and underdeveloped infrastructure, political and security instability, and internal conflicts in some of these countries that affect the movement of goods. This is in addition to financial and administrative corruption through imposing illegal fees or delaying administrative procedures, and finally, the lack of technological modernization, represented by a lack of investment in

modern technology, which leads to weakness in shipping and distribution systems.

Section Three: The Standard Model for the Impact of Logistics Performance Indicators on International Exports

First: Research Variables Description:

The study uses a cross-sectional sample of (125) countries out of (184) countries and economic regions included in the Logistics Performance Index ranking.

Second: Research Variables:

The study includes the following variables:

1. **Dependent variable (Y):** Exports of goods and services (% of GDP).
2. **Independent variable (X):** Logistics Performance Index, consisting of the following indicators:
    - (X1): Overall logistics performance index (1 = low to 5 = high).
    - (X2): Trading Across Borders indicator (1 = low to 5 = high).
    - (X3): Tracking Shipments indicator (1 = low to 5 = high).
    - (X4): Ease of Arranging Competitively Priced Shipments indicator (1 = low to 5 = high).
    - (X5): Efficiency of Customs Clearance Process indicator (1 = low to 5 = high).
    - (X6): Quality of Logistics Services indicator (1 = low to 5 = high).
    - (X7): Frequency with which Shipments Reach the Consignee indicator (1 = low to 5 = high).

Third: Simple Linear Regression Results

The coefficient of determination (R-squared: 0.212018) in the model indicates that approximately 21.2% of the variation in the dependent variable, exports of goods and services (% of GDP), can be explained by the independent variables comprising the Logistics Performance Indicators. This implies that the model explains a limited portion of the total variation. According to the F-statistic (F-statistic: 4.497235), which is significant at the 5% level, the model as a whole is statistically significant. This indicates a statistically significant relationship between the independent variables and the dependent variable.

Furthermore, the results in Table (3) show that:

1. **Overall Logistics Performance Index (X1):** There is a positive relationship with exports of goods and services. An increase in the value of this index leads to an increase in the percentage of exports (as a percentage of GDP) by 231.77% at a 5% significance level. This result aligns with the research hypothesis and economic logic, which emphasizes that the development of infrastructure related to foreign trade positively reflects on the export capacity of countries participating in international trade.
2. **Trading Across Borders Indicator (X2):** The relationship is positive and consistent with the research hypothesis and economic logic, but it is not statistically significant. The probability value (0.4768) indicates that this variable does not have a significant impact on exports.
3. **Tracking Shipments Indicator (X3):** This indicates a positive impact of this variable on exports, but it is not statistically significant, as the probability value is (0.1674).
4. **Ease of Arranging Competitively Priced Shipments Indicator (X4):** This has a positive and statistically significant impact with a probability value of (0.0107). An increase in this indicator leads to an increase in the percentage of exports by 58.566. This result is consistent with the study hypothesis and economic logic, which emphasizes that the availability of multiple options for shipping service providers, transparency, ease of dealing, and the availability of the best offers contribute to increased exports.
5. **Efficiency of Customs Clearance Process Indicator (X5):** At the probability of (0.0048), this had a beneficial effect, and a substantial, perceptible one. An increase of one unit in this indicator makes the percentage of exports go up 68.581%. This conclusion is consistent with both hypothesis and economic sense: the improvement of customs efficiency must increase how much we can send out.; so that our entire national economy will be able to develop further over time.
6. **Quality of Logistics Services Indicator (X6):** The result has a positive and statistically significant effect, as indicated by the probability value of (0.0048).It also shows that logistics services with better efficiency and higher quality give a higher proportion of exports. In this respect, the figure is 48.568%. This result is in line with both the hypothesis and logic of economics; it holds that if you can improve logistics efficiency then volume export must also increase.
7. **Frequency with which Shipments Reach the Consignee Indicator (X7):** With a probable value of 0.0217 this variable is also significant and affirmative. All things being equal, accelerating shipment durations will translate into exports growing by 45.821 percent. This outcome is in line with our prior expectations and with economic logic which asserts that shipments which arrive on time increase the amount of those shipped as exports.

Table (3) Impact of Logistics Performance Indicators on Exports

Dependent Variable: Y				
Method: Least Squares				
Included observations: 125				
Variable	**Coefficient**	**Std. Error**	**t-Statistic**	**Prob.**
C	-40.8095	20.08406	-2.03193	0.0444
X1	231.778	92.59459	-2.50315	0.0137
X2	13.51357	18.93424	0.713711	0.4768
X3	28.30308	20.37181	1.389326	0.1674
X4	58.56645	22.58947	2.592644	0.0107
X5	68.58165	23.85092	2.875429	0.0048
X6	48.56874	21.93079	2.214638	0.0287
X7	45.82118	19.69215	2.326875	0.0217
R-squared	0.212018	Mean dependent var		49.35878
Adjusted R-squared	0.164874	S.D. dependent var		34.14577
S.E. of regression	31.20418	Akaike info criterion		9.780842
Sum squared resid	113923	Schwarz criterion		9.961854
Log likelihood	-603.303	Hannan-Quinn criter.		9.854377
F-statistic	4.497235	Durbin-Watson stat		1.634823
Prob(F-statistic)			0.000182	

Source: Outputs of the EViews 12 statistical program.

Fourth: Standard tests

The results in Table (3) show the Durbin-Watson statistic, which is used to test for the independence of residuals. Its value is 1.634823, which is close to 2. This indicates that there is no significant autocorrelation between the residuals.

Furthermore, the results in Table (4) show that there is no heteroscedasticity problem based on the results of the ARCH test. The probability value is 0.478, which is not statistically significant, thus indicating the absence of heteroscedasticity.

Table (4) Test for Heteroscedasticity

Heteroscedasticity Test: ARCH			
F-statistic	0.505427	Prob. F(1,122)	0.4785
Obs*R-squared	0.511593	Prob. Chi-Square(1)	0.4745

Source: Outputs of the EViews 12 statistical program.

CONCLUSIONS

1. Investing in improving logistics performance indicators is not merely an enhancement of export capacity; it is also a step towards achieving sustainable economic growth and providing added value to the national economy.
2. The results of the analytical section showed that countries that topped the Logistics Performance Index and achieve high performance in their logistics indicators have a greater capacity to export their products. Improving logistics infrastructure is directly linked to increasing production efficiency and reducing costs. The opposite is true for countries that ranked last in the Logistics Performance Index.
3. The results of the quantitative analysis confirmed the research hypothesis, which is the positive impact of logistics performance indicators, namely: the Overall Logistics Performance Index, Ease of Arranging Competitively Priced Shipments indicator, Efficiency of Customs Clearance Process indicator, Quality of Logistics Services indicator, and Frequency with which Shipments Reach the Consignee indicator, on exports as a percentage of GDP. An increase in these indicators leads to an increase in exports.
4. The results of the quantitative analysis showed that the hypothesis was not confirmed for two of the logistics performance indicators. There was no significant effect of the Trading Across Borders indicator and the Tracking Shipments indicator on exports as a percentage of GDP.

RECOMMENDATIONS

1. Promote innovation and investment in modern technologies such as artificial intelligence and robotics to enhance efficiency in ports and airports. Utilize advanced digital platforms that enable real-time shipment tracking.
2. Work on training and developing the expertise of individuals working in the logistics sector to enhance the efficiency of economic sectors related to foreign trade.
3. Improve and develop infrastructure by investing in the construction and improvement

of infrastructure such as roads, bridges, ports, and airports to ensure the smooth transportation of products from their production sites to their consumption sites.

4. Conduct a review of customs policies and adopt modern technology, systems, and electronic platforms for submitting documents to facilitate customs clearance processes and reduce delays at border crossings.
5. Provide incentives to foreign and domestic companies to invest in the transport and logistics sector.
6. Seek to join international agreements to facilitate trade and increase logistical integration. Implementing these recommendations is bound to enhance logistical performance and increase the competitiveness of countries' exports, whether they occupy the top or bottom ranks in the Logistics Performance Index.

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