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FROM GEOGRAPHIC ADVANTAGE TO STRATEGIC HUB: GEORGIA'S ROLE IN INTERNATIONAL LOGISTICS

Teona Kontselidze

Department of Business Administration, Management and Marketing, Batumi Shota Rustaveli State University, Ninoshvili 35, Batumi & 6010, Georgia
e-mail: teonakontselidze8@gmail.com

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Abstract

The purpose of the presented study is to analyze the strategic advantages of Georgia's geographical location and the transport and logistics potential of the country, which can become one of the main drivers of the country's economic growth. The scientific novelty of the work lies in the fact that it considers Georgia as one of the important links between Europe and Asia in the context of the modern Silk Road, which is based on both geographical factors and the political and economic environment. The emphasis is on the prospects for the country's development as an intermodal logistics hub and on the opportunities that may become tangible through the implementation of the right infrastructural, educational and strategic policies. In addition, the work draws attention to the contradictions associated with monopoly structures, technological backwardness and institutional failures. The study revealed that Georgia's geographical location, access to Black Sea ports, and stable relations with neighboring countries create a solid foundation for the country to use its transit potential and develop into a regional logistics hub. To do this, it is necessary to systematically upgrade transport infrastructure, attract investments, strengthen logistics education, and introduce technological systems. Effective logistics will not only promote economic growth and competitiveness but also significantly reduce trade costs and increase the country's investment attractiveness. As a result of strategically planned reforms, Georgia can occupy a central place in the Eurasian trade space, which will significantly strengthen its economic and political position in the region in the long term.

Key words

small states, economic freedom, national security, GDP per capita, political instability.

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1. Introduction

Georgia's geographical location between Europe and Asia, as well as its proximity to Russia, Iran, and Turkey, gives the country a unique potential to create a logistics hub that would facilitate international trade and transport services.

Georgia's attractiveness to foreign companies is enhanced by its open business environment, low taxes,

and liberal conditions offered to investors. However, improving transport and logistics infrastructure remains an important task for the country to maximize the potential enhanced by its location.

Georgia, due to its geographical location, plays an important logistical role in the Caucasus region, as it is the only country in the region with direct access to the Black Sea and, therefore, access to the sea route to Europe. This unique location allows it to be a

major transit route between Europe and Asia, which is favorable for cargo flows from the Caspian Sea to Baku and Turkey.

Georgia's politically stable relations with Azerbaijan, Armenia and Turkey also have a positive impact on the stability of logistics flows. The conflicts between Armenia and Azerbaijan, as well as Turkey and Armenia, which limit the possibility of transportation through their territories, further increase Georgia's strategic role in the region. As a result, the transport route through Georgia is relatively safe, reliable and short, which gives it an additional competitive advantage (Abuselidze, 2021).

Therefore, thanks to Georgia's access to the Black Sea and stable relations with neighboring countries, the country has a unique opportunity to become a central logistics hub in the Caucasus, which will positively impact its economy and regional position (Chikovani, 2012; Varga, 2020).

The transport and logistics sector accounts for 10% of Georgia's economy, but given the country's strategic location and growing demand, there is still great potential in the sector. The need to upgrade infrastructure is clear, as the existing system often fails to meet the modern pace and demands of international transportation. Monopolistic structures that are observed in the logistics sector also hinder competition and the improvement of service quality. Georgia offers great opportunities for investors, especially in the oil and gas transportation sector, the demand for which is growing from Azerbaijan and Central Asia to Europe. Given the growing transport flows from China, the country could play an important role in transit operations between Europe and Asia.

The recent renovation of the energy infrastructure, as well as the improvement of ports, railways and communication systems, create a good basis for the further development of the sector. Investments in intermodal transport infrastructure, such as logistics centers and Class A warehouses, allow Georgia to become a global transport and logistics hub.

Georgia is gradually becoming an important transit center, which is due to its geographical position, proximity to European and Asian markets and connections to regional trade channels. By connecting the European market and the CIS countries, Georgia significantly contributes to the global trade network and creates the prerequisites for economic growth. Its strategic location is particularly favorable, as it connects Europe, the Caspian Sea region, Central Asia and China – the connection of such vast regions further strengthens the country's role as a trade and transport hub.

In addition, the development of Georgia's transportation system is linked to the historical

«Silk Road», which served as a link between East and West for centuries (Cameron, 2015). Today, Georgia is considered part of the modern Silk Road, which is a favorable basis for the country's economic development (Gondauri, 2019). This position creates significant potential for investors, and the country will increasingly attract foreign investment (Narmania, 2016).

In the process of integration into the global trade network, Georgia's economic position strengthens its importance in regional and international transport, which will contribute to attracting foreign investment and improving local infrastructure.

Improving infrastructure, professional logistics services, control, monitoring mechanisms and international transportation at competitive prices are crucial for strengthening Georgia's transit function. In-depth studies are necessary in this direction to identify weak points and plan specific steps to eliminate them.

To improve infrastructure, it is important to introduce sector-specific programs in higher and vocational educational institutions. These programs will train transport and logistics specialists who will be able to implement electronic systems for monitoring and controlling cargo transportation in the public and private sectors using modern technologies and systems.

The economic well-being of a region and the efficiency of logistics are interdependent processes: economically strong regions provide better opportunities for improving logistics systems, which in turn further strengthen their economic situation. In addition to increasing employment, the efficiency of logistics can also contribute to economic growth, thereby stimulating the growth of business and commercial activities in the region (Wang, Wang, 2010).

The argument presented here concerns the direct impact of reducing logistics costs on the economy: lower logistics costs reduce the total cost of delivering products, which in turn increases sales, facilitates trade, opens up new markets, reduces local monopolies, and increases competition. Consequently, economic activity and the potential for business development increase. This was touched upon early on by Adam Smith, who noted in 1776: "Road infrastructures, supply channels, and navigable rivers may be considered as the most powerful factors in promoting economic progress." (Federal Transit Administration (US) (Ed.), 2017).

According to Porter's analysis (Porter, 2008), the key to the prosperity of nations and their success in the international arena lies in the ability of countries to strengthen their existing advantages through

technological and productive achievements. In this regard, Porter identified four key conditions that contribute to the success of countries:

1. Actual conditions – this refers to the ability to transform resources, education and infrastructure into competitive advantages.
2. Demand conditions – the size of the market, the development of trade and marketing, determine the strength of demand in the country's market.
3. Related and supporting industries – which include logistics, partnerships and the presence of intermediaries, which contribute to the sustainability of the overall economy.
4. Organizational strategy, components and competition – this shapes the market structure and determines the main features of competition within the country, which directly affects competitiveness.

These factors create a market environment that increases the country's competitive capabilities at the international level.

2. Methodological foundations

The methodological approach was based on a multi-stage, complex analysis, which takes into account the synthesis of both theoretical and practical data. The main methods are as follows:

1. Desk Research: Public and academic sources were used, including reports of international organizations (World Bank, WTO, OECD), policy documents of the Government of Georgia, data from the Statistical Service, as well as scientific articles and monographs related to regional development and logistics.
2. Content analysis: The paper uses contextual analysis to understand the current political, economic and geopolitical situation. The policy of Georgia in terms of the development of transport and logistics infrastructure is discussed in detail, as well as the role of relations with neighboring countries in the formation of transit systems.
3. Theoretical framework – Porter's model: The paper uses Michael Porter's theory of «competitive advantages of a nation», which allows assessing Georgia's position and potential in the world economic system. Based on this model, factors such as infrastructure, market demand, quality of supporting industries, and internal competition were assessed.
4. Research questions and hypotheses:
 - How does Georgia's geographical location fulfill a logistical function at the regional level?
 - To what extent is the country's infrastructure

compatible with modern logistical requirements?

- al into a long-term economic advantage?

5. Interpretive approach: The study is based on an interpretive approach, which involves understanding the data in light of the existing economic, political, and geographical context, without solely analyzing them statistically.

This methodology ensures that the research is not only descriptive but also analytical and predictive, which is necessary for a full assessment of the country's logistics potential.

3. Results and Discussion

3.1. Transformation of logistics processes and their impact on global trade

It is impossible to consider the economy in the context of globalization without an adequately functioning logistics process. The customer does not aim to work with several logistics and transport organizations at the same time. Therefore, he seeks specialization in various areas, especially with those companies that work on the principle of «one-stop shopping», although he has to make a choice taking into account high competition (Ekici et al., 2016; Vasiliauskas, Barysiene, 2008).

Global freight forwarders already provide logistics services and have global networks, but they lack the know-how to offer customers high-quality service in supply chains. Among the main trends in logistics, the following are worth noting:

- Production system transformation: changing the warehouse-to-production model, where the production process is optimized according to the individual requirements of the customer.
- Product distribution transformation: The traditional sales model is changing with the involvement of logistics companies, which requires manufacturers to manage logistics in a direct marketing model.
- Mergers/Consolidations of Trade and Suppliers: Logistics helps to achieve synergies in the areas of procurement, supply and distribution.
- Quantitative development line: involves reducing the number of suppliers in the supply chain. Three-quarters of international companies plan to reduce suppliers over the next five years. Reducing delivery times remains a priority in terms of sales.
- Impact of e-business on logistics: within the B2C model, business processes require more intensive automation of delivery, as customers prioritize fast delivery over traditional orders.

- Transformation of the role of logistics in the global market: European 3rd-tier logistics providers (3PL) are leading the market, especially in terms of efficient process management and service capabilities. Georgian logistics operators tend to operate in the national market, while American professionals are focused on the North American region. In recent years, the growth rate of European logistics providers in the US and Europe has been 10% per year; this figure is expected to increase further in the future, as the B2C model develops.

- Expansion of the logistics market by Tier IV suppliers (4PL): These providers play a central role in managing the supply chain, and through their own technologies, resources and skills, they cooperate with other logistics companies to provide a complete solution for the supply process for customers. The Tier IV provider, as a network integration specialist, manages all organizational and information processes in the supply chain and promotes the effective use of outsourcing, which is based on best practices. Thus, 4PL providers not only control specific parts of the supply chain but also manage the operations of the entire network, effectively cooperate with other logistics partners and create unified, integrated solutions for managing complex networks and individual processes (Meskhishvili, 2019).

Here, we should also consider the process of functioning of international logistics systems and international drivers in logistics. According to D. Bowersox's work, leading Western specialists play an important role in the development of logistics in the current globalization process. The following characteristics are highlighted in this direction (Bowersox, 2013):

1. The inexorable growth of international economic development;
2. The rapid spread of the latest technologies;
3. The development and integration of macro-regional economic structures;
4. New prospects for the formation of global supply chains (channels);
5. The introduction of deregulation processes in many countries, aimed at reducing the costs of material flows and accelerating processes.

The growing trend of economic development is no longer only characteristic of industrialized states; it is noticeably manifested in many developing countries (Abuselidze (Ed.), 2025). The active dissemination of modern technological achievements (know-how), sharing the results of optimal scientific activities, and new inventions stimulate the convergence of economic development of a particular state and its

socio-economic consolidation (Chania, Putkaradze, 2018).

Examples of successful integration in macro-regional units and systemic formations of the European Union, North America and Southeast Asia are widely known. Their competence clearly demonstrates the natural aspiration of the state towards regional consolidation, which leads to the similarity of political systems, the sharing of lifestyles, traditions and historical heritage. It is also beneficial to deepen the practice of using common energy and raw material resources, the interconnection of transport communications and the reduction of trade and customs barriers. At the same time, the search for new growth opportunities and the intensification of competition forces many companies and enterprises to look for new markets, sources of cheap raw materials and labor resources beyond national borders.

The International Labor and Cooperation Organization has made a significant contribution to the formation of many companies and organizations in global business, which is due to the effective use of global supply chains and logistics channels. Their development opportunities are mainly related to the possibility of increasing the depreciation of invested capital, reducing logistics service tariffs in other countries, and improving financial conditions. The formation of logistics channels facilitates the development of large companies operating in the direction of international freight transportation (Nutsubidze, 2018).

The effective functioning of global logistics requires deregulation procedures that have been developed and implemented in many countries to overcome transport, customs, financial and trade barriers. These procedures ensure the development of international trade, social, political and economic relations, which in turn facilitate the movement of capital, goods and information across national borders.

However, not all barriers to the development of global logistics have yet been eliminated. Many obstacles still exist, which are due to various factors, such as differences in political systems and different levels of economic and social development of countries. Similar barriers are found, for example, between Eastern European countries and the European Union, between the European Union and the Russian Federation, between the European Union and the United States, between Mexico and the United States, between Central Asian countries and the European Union, and between Japan and the United States.

The development of global logistics also requires taking into account the factors of international

competition, especially the restrictions imposed by the distribution networks of transnational corporations. Financial barriers associated with the tax, customs and trade policies of states, as well as restrictions on the import of capital, have a significant impact on logistics processes. Close to the above issues are also restrictions aimed at distributing goods of competitive companies in other countries, which increases the complexity of these processes.

A key role in solving global logistics problems is played by the so-called “international channel intermediary” organizations, namely:

- International transport organizations;
- Companies providing transport services;
- Export potential management organizations;
- Foreign trade organizations and representative offices;
- Agencies and brokerage institutions;
- Goods packaging companies that carry out export-import operations;
- Ports.

The largest logistics packages are usually delivered by large global freight forwarding organizations that offer their clients a full range of services. Most of these companies are recognized by the ISO-9002 certificate, which indicates the high quality of their services.

Export and import operations in international logistics systems are usually associated with a larger volume of information than the usual logistics management process. Export-import operations in global logistics systems, as a rule, require a much larger volume of information than traditional logistics management. In addition, they require more complex documentation management and should be subject to state regulation.

The role of the state in these processes is to activate the flow of export-import cargo, ensure the protection of consumer rights, as well as import and export regulation and the prevention of smuggling against protectionist policies. All this is important both for local manufacturers, as well as for transportation, forwarding and other participating companies of global logistics systems. An important role in the scheme of international logistics systems belongs to free trade zones.

Here, we should also analyze the development of international trade and its encouraging factors. Despite short-term economic shocks, international trade continues to grow at a noticeable pace. According to Leontiades (1985), “One of the key events of the 20th century was the international expansion of the production process. Nowadays, practically all large organizations are noticeably involved in business outside their own country.”

International trade is based on the principle that organizations can purchase products from suppliers in one country, use logistics schemes to transport them, and then sell them in another country on profitable terms. Improvements in communication, transportation, financial services, trade agreements, and other factors allow organizations to select optimal opportunities for conducting their operations around the world. Against the background of this trend, international logistics serves longer and more complex supply chains for processed materials.

Logistics becomes international when the supply chain moves beyond national borders (Lintila et al., 2018). In theory, international trade does not necessarily require the formation of international companies, but in practice, the two processes are often intertwined. When entering a new country, an organization can retain control of new operations through its former headquarters and grant limited autonomy to local structures.

This approach is a flexible option; moreover, it does not allow local units to better adapt to specific conditions or to acquire the necessary professional qualifications. Another option is to delegate the right to make a verdict. In this case, the organization may be formed as international (when it maintains a management center in the parent country, from which it directs its main operations), multinational (by opening subsidiary headquarters in different regions, where each operates largely independently), or global (when the world is viewed as a single, integrated market). The distinction between these options is not always clear, although they represent a variety of strategies for developing global structures of business processes.

About half of all trade in industrialized countries occurs between subsidiaries of the same organization. This is especially noticeable in developed countries; more than 30% of U.S. exports are products shipped by foreign subsidiaries of companies in that country, and another 30% are goods shipped by foreign manufacturers that are then distributed domestically.

Some specialists prefer the term “global logistics” because it better captures the idea of internationally integrated operations. This approach may come with new challenges. These include practical issues such as: physically moving materials across borders and planning long-distance transportation; as well as cultural aspects involving different languages and meeting different types of customer needs; and economic difficulties such as paying local taxes and their impact on organizational activities (Clifford, 2005).

3.2. Main aspects and challenges of Georgia's logistics development

The difficulties and challenges for the development of logistics in Georgia are determined by many aspects, the overcoming of which will contribute to the country's economic growth and increase its competitiveness in the international market.

The main challenges that stand in the way of improving the logistics system include the following:

1. Lack of a strategy for distribution systems – there are less efficient distribution models, which complicate the organized supply of goods and services. This is due to the lack of a well-thought-out distribution strategy in the industrial and trade sectors and the absence of secondary wholesale markets.
2. Weak communication infrastructure – the low level of development of electronic communication systems, networks, and telecommunications significantly limits the efficiency of logistics, which is especially critical in today's digital era, when the speed and transparency of data and communication are important.
3. Underdeveloped transport infrastructure – the lack of developed transport infrastructure in the country, especially in the road sector, and the insufficient number of freight terminals, which reduces the speed and efficiency of transportation.
4. Lack of modern means of transport – the lack of vehicles that meet international standards reduces the competitiveness of logistics services. The existing rolling stock is often morally and physically obsolete, which increases costs and slows down service.
5. Low-quality warehouse infrastructure – the technical base and equipment of warehouse facilities, as well as automation, require significant improvement. The lack of modern technologies hinders efficient processes and limits warehouse capacity.
6. Lack of packaging and container production – the production of modern packaging and containers is not developed, which further complicates logistics operations and limits the country's competitiveness in the international market.

Coordinated work in the field of logistics, both by the state and the private sector, will ensure overcoming these obstacles. Large-scale coordination with state structures and the education sector, as well as the modernization of infrastructure, communication systems and transport, will allow Georgia to improve its logistics capabilities (Osadze, Sosanidze, 2022; Kuznetsova, Podbiralina, 2022).

Logistics challenges for Georgia include both infrastructure development and growing human resource needs. Key challenges, such as the slow movement of goods from producer to consumer and poor customer service, require the implementation of more efficient logistics systems.

The role of domestic transport and forwarding companies involved in international transport networks, which feel the need to implement modern logistics technologies – intermodal, multimodal and terminal systems, as well as “just-in-time” and “door-to-door” technologies – is particularly important (Shibasaki, Kawasaki, 2021). Georgian companies have begun to establish distribution and logistics centers, strengthening the country's transportation infrastructure, but staff readiness in this area is another critical issue.

In addition, the priority of integrating transport and trade systems with global logistics networks in Georgia is an integral part of the country's economic development strategy. The development of transport corridors aims to create conditions for the free movement of goods, services, capital and labor, which will contribute to the deepening of both national and regional economic ties. Therefore, the study of the share of the logistics sector in the Georgian economy gives interesting results (Figure 1).

The logistics sector contributes approximately 10% to Georgia's GDP, underscoring its growing role in the national economy. Despite its strategic potential, the sector lags behind construction and finance, indicating room for growth via infrastructure investment and modernization. A stronger logistics sector can shift value from «Other» categories into high-efficiency, export-oriented activity (Mistura, 2019).

The development of regional transport corridors will play an important role in increasing this share. They ensure the effective performance of key transport roles, allowing Georgia to create a solid foundation for its integration into the global economic system.

Transport corridors include infrastructure facilities and rolling stock that help different geographical regions to connect with each other (Krugman, 1991). The development of such corridors will be financed both by international transport organizations using special EU programs, and with the participation of interested countries and private investors. For example, this may involve the construction of new lines of communication, reconstruction and modernization of existing infrastructure (Putkaradze, 2019).

In addition, when arranging transport corridors, special attention is paid to environmental factors so

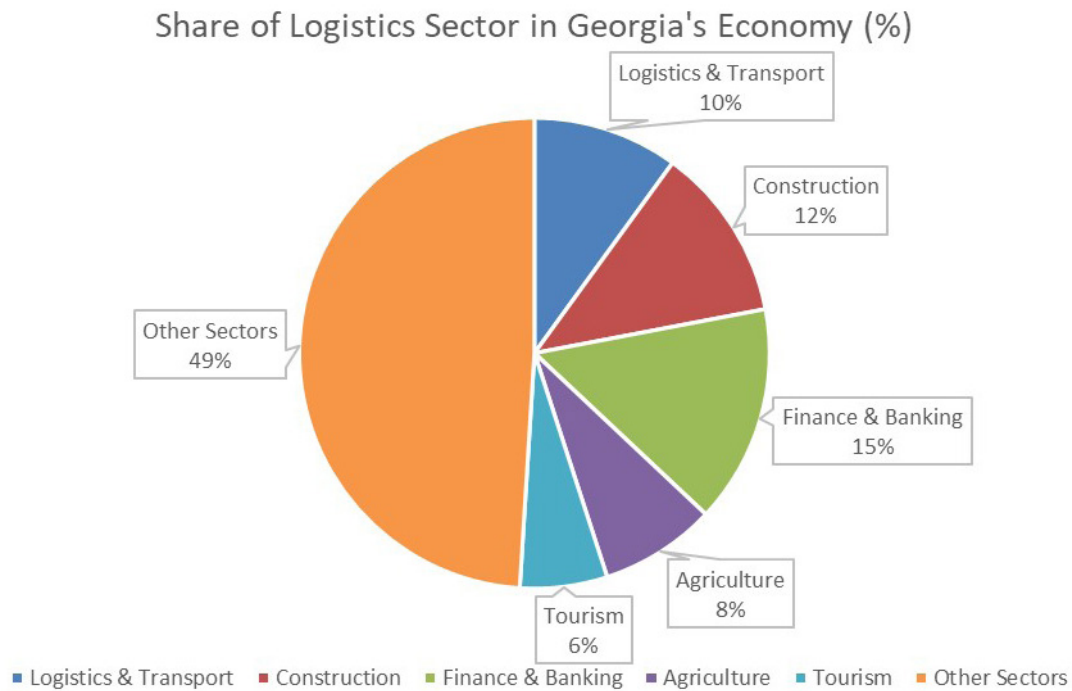


Fig. 1. Share of Logistics Sector in Georgia's Economy, %.

Source: Ministry of Economy and Sustainable Development of Georgia (2023).

that infrastructural development is environmentally sustainable and does not disrupt the natural environment. Taking into account environmental regulations ensures that modern transport infrastructure is not only comfortable and accessible, but also safe and environmentally friendly.

Georgia's export of transit transport services is an important economic resource, which, given its geographical location, increases the country's economic potential. Movement along transit corridors takes place within a single customs zone, which simplifies the process and creates beneficial conditions for partners. The export of this service provides direct monetary income, which includes taxes on transport and related services.

In addition to monetary income, transit services are attractive to international investors interested in supporting infrastructure development. This has contributed to the improvement of the country's transport infrastructure and logistics equipment, which is necessary to maintain a high level of transportation. The renewal and technological modernization of transit systems, in turn, not only contributes to the development of regions, but also increases Georgia's influence on international markets.

The development of such corridors is important for the multifaceted development of the country's economy, and at the same time, it is a way to strengthen Georgia's role as a strategic partner in the international arena.

The TRACECA corridor is of strategic importance in Georgia, as it serves as a platform for strengthening Euro-Asian ties and contributes to the realization of Georgia's transit potential. Georgia's active participation in the formation of international transport corridors is one of the main priorities of the state, which is aimed at fully utilizing its geographical advantage.

For Georgia, participation in the TRACECA corridor is not only a means of realizing its geographical advantage, but also a tool for economic development and economic diversification. This corridor makes it possible to conduct transport flows, which increases the demand for transport services, creates new jobs and strengthens the country's position in the international market (Tvalchrelidze et al., 2011).

Improving Georgia's transport system and increasing the efficiency of the corridor are important for the multiplier effect that will develop other sectors of the economy. Transit taxes, as direct foreign exchange income, will be one of the sources of Georgia's economic stability and increased financial resources, which will lead to an increase in the country's gross domestic product (GDP).

Georgia, due to its unique geographical location, is naturally located on the route connecting Europe and Asia, although the country's transit potential has not yet been fully utilized (Papava, 2020). Nevertheless, Georgia is actively participating in several strategic international transport projects that will develop Euro-Asian connections through the country's territory.

Such projects, with the support of international and financial institutions, will play an important role in strengthening the country's economy and political stability, which will contribute to strengthening its transit role.

To better utilize this opportunity, Georgia can guide the strategic planning of a national transit policy. This policy should focus on improving internal transport infrastructure, optimizing transport communications, services and resources, as well as increasing the efficiency of the country's transport system to attract international freight flows as much as possible (Turmanidze, 2015).

It is of utmost importance for Georgia to strengthen the conditions necessary to attract passenger and freight flows and ensure the development of international transport corridors. The country's strategic geographical position, which plays an essential transport role for Euro-Asian connections, has made coordinated efforts aimed at the transport and trade interests of the bordering regions and Central Asian countries even more important.

Purposeful state activity in this direction is necessary to create favorable conditions that will attract international transport flows and improve the country's foreign trade relations (Kjellen, Lifsforn, 2021). The implementation of transport infrastructure rehabilitation and development projects, as well as coordination between domestic and regional government bodies, will contribute to better use of existing transport routes through the country and strengthen the country's economic interests (Pataria, 2019).

Regular investments, aligned with the main transport axes of the West-East and North-South, are also vital. The introduction of properly implemented logistics standards will not only improve the quality of business management but also increase trust in Georgian companies and make them more attractive partners in the global market.

Georgia can become a logistics hub for the Caucasus and Central Asia, given its favorable geographical location and regional relations. To achieve this, several key steps are necessary:

- Formation of a long-term state strategy – The Georgian state must create a strategy for the development of logistics and transport, which will create a favorable logistics climate in the country and strengthen the country's integration into global networks.
- Creation of intermodal infrastructure – To increase the network effect, it is necessary to develop an infrastructure that connects different transport systems (railways, roads, ports and airspace) and ensures their effective synergy.

- Use of the Public-Private Partnership Model – Public-Private Partnership (PPP) is effective in enabling the state to attract investors and facilitate investment for the development of strategic infrastructure.

- Improving the legal framework – Simplifying the legal framework in the transport and trade sectors will increase investment attraction and improve the terms of trade.

- Strengthening cooperation in the logistics sector – Cooperation and new partnership models between carriers, infrastructure operators and logistics companies will contribute to more efficient use of infrastructure.

- Local education and technology adoption – It is essential to train qualified personnel in the logistics sector and ensure technological progress. Advanced academic programs and the introduction of the latest technologies will significantly improve Georgia's competitiveness and contribute to meeting international standards.

The implementation of these measures will strengthen Georgia's position, contribute to creating the image of a logistics corridor, and create an environment conducive to the growth of local production and trade.

4. Conclusions

For Georgia, the development of logistics is one of the main priorities of the national economy. An efficient transport infrastructure and the introduction of modern logistics technologies will allow the country to become a trade and logistics hub in the Caucasus and Central Asia. Integration with the international network and the development of an intermodal logistics system are critically important for Georgia in order to attract active players in the global market.

The development of logistics infrastructure is of particular importance for sectors such as agriculture, manufacturing and trade. For example, approximately 50% of agricultural products produced in Georgia are wasted due to the lack of appropriate warehousing infrastructure and logistics technologies. In the modern agricultural supply chain, logistics accounts for almost 70-80% of value creation, which has a significant impact on the quality of products and competitiveness in the international market.

That is why the development of logistics infrastructure will not only promote the export of products and the stability of local production, but also encourage the development of tourism. When a

country has a powerful and efficient logistics network, this increases its ability to attract investments and improves the economic situation as a whole.

For Georgia, the development of logistics is important not only for agriculture, but also for the production and trade sectors. A competitive logistics infrastructure helps local enterprises to establish themselves in the international market, as timely,

economical, and safe transportation of products gives them an advantage in global competition.

The integration of practical and theoretical education and the use of modern transport and logistics technologies will contribute to increasing Georgia's logistics capabilities and competitiveness, which is especially important for the supply of goods to international markets.

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