

The Logistics Performance Indicators 2.0 Framework: Differences from the Traditional LPI and Implications for Türkiye

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Abstract

The traditional Logistics Performance Index has been widely used to benchmark countries' logistics capabilities through perception-based surveys covering areas such as customs, infrastructure, logistics competence, tracking and tracing, and timeliness. The new Logistics Performance Indicators 2.0 framework introduces a major methodological shift by relying on operational shipment-level data rather than survey-based perceptions. Instead of producing a single aggregate country ranking, LPI 2.0 provides a more detailed and data-driven view of logistics performance through multiple indicators related to supply chain speed, connectivity, and reliability. This study examines the key differences between the traditional LPI and the LPI 2.0 approach, with a specific focus on Türkiye. Given Türkiye's strategic location between Europe, Asia, and the Middle East, the new framework may offer more objective insights into the country's logistics strengths and weaknesses. LPI 2.0 can help identify operational bottlenecks in customs, transport corridors, multimodal connectivity, and shipment reliability. The study argues that Türkiye can benefit from this new approach by improving digital logistics data systems, customs modernization, intermodal integration, and evidence-based logistics policy. In this respect, LPI 2.0 provides both an opportunity and a challenge for strengthening Türkiye's position in global supply chains.

Keywords

Logistics Performance Indicators 2.0; Logistics Performance Index; Türkiye; logistics performance; supply chain connectivity; data-driven logistics.

Biographies

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