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## **BAYBURT LOGISTIC VILLAGE, A STUDY ON THE LOGISTIC VILLAGE PERCEPTION OF BAYBURT UNIVERSITY STUDENTS**

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### **ABSTRACT**

In this research, logistic villages, especially the logistic village, where will be established in Bayburt, have investigated in order to understand to the economic contributions to the city, region and country, and the development and potential development which will be achieved afterwards. With the model proposal of Bayburt logistic village, we have tried to give an idea about the structure and function of the logistic village which will be established to the local and national interlocutors It is also aimed that our work will be inspired to mainly future research about logistics and logistic villages and Bayburt logistics village works and directory direction. Our research is basically work into the world logistics, logistic of Turkey, logistic in the region and logistics in the Bayburt.

Bayburt has a duality in the Eastern Black Sea region in terms of its geographical location, but hard continental climate is dominant. When we take Bayburt province center, Erzurum in the east, Gümüşhane and Erzincan in the west; In the north, it is observed that Trabzon and Rize are in a very strategic position.

Therefore Bayburt is a very important center in terms of logistics with the use of the transportation conditions in these areas and the finishing of the tunnels which are constantly under construction from the great targets of our country in 2023.

In Bayburt province, dry food storage areas can be established as Logistics. In contrast to the black sea climate in the vicinity, the nemo

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ran is low and it can create an efficient and sheltered storage area. It can also create an incentive for employment in the region.

Also in our study Methodology; After the descriptive analysis, the Fit index intervals were examined within the scope of factor analysis, ANOVA analysis and Structural equation model. The H1, H2, H3 hypotheses investigated in our study were evaluated within this scope.

## **STRUCTURED ABSTRACT**

### **1-Introduction**

In consequence of globalization and rapid developments in technology, companies have to be able to optimize speed, flexibility, cost and consumer demands in order to survive in a challenging national and international competitive environment. Therefore, it is essential that companies deliver their products and services to target markets much faster and at an optimum cost than their competitors. There is no doubt that this competition of companies is a big deal in logistics activities. As a matter of fact, logistics activities will result in lower costs, higher quality, increased production and customer satisfaction. At the end of all this, a significant advantage will be gained nationally and internationally. The desire of companies to appreciate these advantages has led to an increase in the importance of logistics.

### **2-Conceptual Framework**

Logistics management is the full range of administrative activities that meet the two-way flow of goods or supplies between shipment points and delivery points in line with customer needs (Tanyaş, 2005: 6).

Logistics management is basically the process of planning the flow of goods and services through the various channels of production to the producer. It is mainly aimed at solving the problems that may be experienced in this flow process. The necessities for businesses to have a logistics management lies in the need to achieve the following objectives (Erdal ve Çancı, 2009: 47):

- Reducing the cost of goods and services
- Creating a competitive advantage
- Providing added value to the business
- Establishing high quality standards
- Harmonizing the business with environmental conditions.

Logistics management consists of three basic stages. In the first phase, there is a physical distribution. The physical distribution phase essentially begins with the acceptance the order. Following the order acceptance step, order processing, inventory control, warehouse and stock movements are in the line. The second step in logistics management is to identify the raw materials and materials that will be needed in the manufacturing process. They are transportation, main production program and support for the distribution of goods within the manufacturing process from one warehouse to another. Providing

necessary coordination between manufacturing and physical distribution is one of the main objectives of logistics management. Procurement is the process of obtaining raw materials and goods by utilising external sources. Important elements in the procurement process include determining the characteristics and boundaries of supply sources, searching for new sources of supply and establishing continuous and systematic relationships with existing sources of supply.

The development of logistics activities can be taken up to the 19th century. The birth of Logistics as an industry and trade area is linked to the Industrial Revolution and modernism process. In this part of the study, the development of logistics activities in our country and abroad will be examined.

The history of the first work in the field of logistics dates back to the 1850s. The logistics economy was written by Lardner in London. Later, economists such as Taussig, Fetter and Handley worked. Between 1956 and 1965, the concept of integrated logistics came to light, and Drucker, one of the well-known names in this field, began to gain clarity (Drucker, 1962: 72).

The 1980s are a turning point in terms of the logistics sector. There was a rapid development and growth in the process. In the 1980s, the notion of integrated logistics began to gain importance due to the ever-growing rapid growth in the logistics sector (Bowersox et al., 2002: 328). With the 1990s, organizations began to reduce logistics costs. Combination of logistics services and outsourcing strategies have begun to be preferred (Ross, 1998: 96).

The development of the concept of logistics in our country is quite new. Mainly import and export activities, in general large-scale retailing and e-commerce development are the main factors that enable the development of logistics in our country. The development as a sector of logistics in our country is linked to the historical development process that took place in the 1980s and 1990s. In this period, where land, sea and air transportation increased in our country, it was a milestone in terms of logistics activities. (Babacan, 2002: 10)

There were diversified needs in Turkey for the transition to the free market economy in the 1980s and for the institutions that will carry out logistics activities on the axis of export-based growth (Tuna and Ozer, 2002: 173). The 1990s created an rise in terms of the logistics sector. Turkey has begun to develop and diversify its logistics services in a similar way to applications in the world in this period. The 2000s have become a sector in which both the local and international companies actively participate in the development of the logistics sector (Babacan, 2002: 10).

The idea of logistic village for Bayburt lies in the fact that Bayburt and Gümüşhane Airport will be opened in the near future. This airport will be used logistically as well as human transportation will play an important role for the logistic village to be established. The most plausible logistic village near Bayburt Airport will bring together big businesses operating in the area of international cargo and air transport. In this case, a part of freights and cargos, which are sent and delivered to Erzurum

and Trabzon at airports, will shift to this region. In case of operation of Bayburt Lojistik Village, all cargo companies will be collected from Bayburt-Gümüşhane Airport. Later on, the companies that come to this area will get to their departments and use the way they want to reach them. It is also a suitable region for storage according to the Bayburt climate conditions.

It is also important to emphasize that the established logistic village in Bayburt that are managed by cooperation with industry, government and universities. These groups need to focus on a common goal. It is expected that the distribution products from the production in this respect will increase the competitiveness of the products in national and international markets.

### **3-Method**

While developing the scale in this study, Karabük University Institute of Social Sciences, Business Administration Department, adapted the questions given in the thesis titled "The Impact of Logistics Villages on Marketing Process: Sectoral Perceptions for Karabük" and applied them to the students who are studying at Bayburt University and by factor analysis (Socio-Cultural, Socioeconomic and Social Welfare), a new scale consisting of 25 questions was created. Ölçeğin güvenilirliğinin belirlenmesinde de Cronbach's Alpha yöntemi yapılmıştır. (Cronbach, 1951: 297-334)

Structural equilibrium modeling is an effective model testing and development method that can explain the causal relationship of variables in integrated hypotheses related to models based on statistical dependence and allows the theoretical models to be tested as a whole. The FE model allows the researcher to determine the direct and indirect effects between variables. (Ullman, 2003). In addition, after the T-test and one-way ANOVA tests were first performed by SPSS program in this study, only factor analysis and Fit indices were tried to be examined with YEM.

### **4-Findings**

The research was carried out by way of "Bayburt Illi Logistics Strategic Plan and Logistic Center Feasibility BAP Project" in order to provide a better understanding of the logistic villagers who are active in Turkey in 2017 and who are the lifeblood for sustainability of logistics. Our research was conducted on 250 students at Bayburt University. The main mass size of this questionnaire is approximately 1000. The 95% confidence level is 1.96 for the 5% significance level. The sample universe is made up of 248 people. As a result of these surveys, it can be said that the number of participants represents the universe.

### **5- Results**

With this research, the economic contribution of the logistic village, where will be established in Bayburt, to the city, region and country was pointed out, and the development and progress that will be achieved later was investigated. We examined how the logistic village, which will be established by the model proposal that have been presented for Bayburt logistics village, should be. In addition, the structure of this village has

been tried to give an idea to the interlocutors on the local and national basis about its function and its possible benefits. It is also aimed that our work will be inspired by researchers who focus on the logistics and logistics villages in general and Bayburt logistics village in particular, and expecting that it should be a source for them.

In this research, the benefits that the Bayburt logistics village which is proposed in the model can provide for regional and national significance can be listed as follows:

- Bayburt logistics village will play a leading role in the development of Bayburt and its region. The logistic village will be a project that will serve not only Bayburt but all the region, especially Gümüşhane and Erzincan.

- As a result of the activation of Bayburt-Gumushane airport that will be opened, local and international air transportation and cargo transportation sector will develop and will contribute to regional exports.

- By establishing a logistics village, businesses in Bayburt will be able to deliver products they produce more efficiently, productive and quickly. All these processes related to logistics to customs can be done within the logistic village.

- With modern facilities and advanced technology, the logistics village will have a direct impact on employment and will seriously reduce the unemployment problem for Bayburt.

- Bayburt will become a center of attraction through the logistic village. For this reason, infrastructure and environmental regulations must be made. As a result, the city could become a more modern place.

- The logistics village will lead to some structural changes in the logistics sector and create new business areas in Bayburt. In the transportation between the logistics villages, the efficiency will increase because more cargo will be carried at less cost (unit transport costs will decrease). This will be ensured by the orientation of the truck and trailer to air transport.

All of these facts, almost all key factors are evaluated and it is seen that Bayburt Lojistik Village has all the features and it is considered to be an important project for the region in many respects.

This study was piloted on Bayburt University faculty of economics and administrative sciences students to learn ideas about the logistic village. We evaluated the answers we received for specific survey questions. Then we looked at the homogeneity and significance of these data. We finally made a fit analysis on the structural equation package program Lisrel about the model to be built.

**Keywords:** Logistics, Logistics Management, Logistics Village Model, Structural Equation Modeling, Spss.

## **BAYBURT LOJİSTİK KÖYÜ, BAYBURT ÜNİVERSİTESİ ÖĞRENCİLERİNİN LOJİSTİK KÖYÜ ALGISI ÜZERİNE BİR ARAŞTIRMA**

### **ÖZET**

Bu araştırmada, Bayburt'ta kurulacak lojistik köylüler, köylere, şehirlere, bölgelere ve ülkelere, özellikle lojistiğe yapılacak ekonomik katkıyı ve daha sonra elde edilecek kalkınma ve potansiyel gelişmeyi anlamak için araştırılmıştır. Bayburt lojistik köyünün model teklifi ile yerel ve ulusal muhabirlerle kurulacak lojistik köyün yapısı ve işlevi hakkında bir fikir vermeye çalıştık. Buna ek olarak, çalışmalarımız esas olarak gelecekteki araştırmalara ilham vermeyi amaçlıyor. Bayburt lojistik köy işletmeleri ve lojistik ve lojistik köylüleri ile rehberler. Türkiye lojistiği lojistik dünyasındaki araştırma kuruluşumuz, lojistik ve Bayburt bölgesinde lojistik alanında çalışmaktadır.

Doğu Karadeniz bölgesinde Bayburt, coğrafi konumu açısından ikili bir karaktere sahip ancak zorlu kıta iklimi hakim. Bayburt şehir merkezi, doğusunda Erzurum, batıda Gümüşhane ve Erzincan; Kuzeyde Trabzon ve Rize çok stratejik bir konumda.

Bu sebeple Bayburt, bu alanlarda ulaşım koşulları ve 2023 yılında ülkemizin büyük hedeflerinden sürekli olarak inşa edilen tünellerin bitirilmesi ile lojistik açısından çok önemli bir merkezdir.

Bayburt ilinde Lojistik olarak kuru gıda depolama alanları kurulabilir. Yakınında bulunan Karadeniz ikliminin tersine nemo ranı düşük olduğu için verimli ve korunaklı bir muhafaza alanı oluşturabilir. Aynı zamanda bölgede istihdam için de bir teşvik oluşturabilir.

Ayrıca araştırma metodolojisinde; Betimsel analizden sonra Fit indeks aralıkları, faktör analizi, ANOVA analizi ve yapısal eşitlik modeli çerçevesinde analiz edildi. Çalışmamızda araştırılan H1, H2, H3 hipotezleri bu bağlamda değerlendirildi.

**Anahtar Kelimeler:** Lojistik, Lojistik Yönetimi, Lojistik Köy Modeli, Yapısal Eşitlik Modellemesi, Spss.

### **1-Introduction**

In consequence of globalization and rapid developments in technology, companies have to be able to optimize speed, flexibility, cost and consumer demands in order to survive in a challenging national and international competitive environment. Therefore, it is essential that companies deliver their products and services to target markets much faster and at an optimum cost than their competitors. There is no doubt that this competition of companies is a big deal in logistics activities. As a matter of fact, logistics activities will result in lower costs, higher quality, increased production and customer satisfaction. At the end of all this, a significant advantage will be gained nationally and internationally. The desire of companies to appreciate these advantages has led to an increase in the importance of logistics.

In this context, the concept of logistics has developed and nowadays the logistic villagers have begun to come to the scene. Firstly, the birth of the concept of logistic village was risen in the USA. Logistics villages are generally located outside metropolises, particularly close to their links to various modes of transport. The most important task of the logistics villagers is to make one distribution center; intelligent storage systems. Customs procedures can also be done with ease. In this study, it is aimed to analyze the different methods that can be used in the installation of logistic villages and determine the most suitable model. In this direction, it is aimed to present a proposal for the most suitable region for the establishment of logistic village in Turkey. One of the important aims of this study is to determine the direction of logistic village perception in Bayburt region. We also found that it was more appropriate to examine the students of Bayburt University in this sample group.

## **2-Conceptual Framework**

In this research we tried to examine the conceptual framework in four parts:

### **A- LOGISTICS AND LOGISTICS MANAGEMENT**

Logic is the combination of the Latin word logic and statistic. It was expressed in 1840 by the French Academy as a "logistique" which means combining and transporting the forms of transport. (Göngörürler, 2004:38) Logistics has a development that goes back to the early ages. Today, logistics is a field of science both in the university and in the industry. (Yıldıztekin, 2002: 1)

Logistics can be expressed as deliveries of customer orders at the workplace or in the area that the customer has access to. However, logistics is not only the delivery of a product, but also it is an effective scientific and strategic process that includes all the processes such as ordering, storage, traffic and route management, packaging selection, estimation (Tek ve Özgül, 2008: 527).

Logistics is differently defined in the business world. Definition of a logistics is used by the business world is that transport and storage processes within the organization and within the marketing channels of the information flow of materials, parts and inventory which will help to ensure that orders are cost-effective in the most efficient manner and that the future efficiency and profitability ratio will be maximized. (Bowersox ve Closs, 1996: 4).

### **THE CONCEPT OF LOGISTIC MANAGEMENT**

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- Providing added value to the business
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### **THE IMPORTANCE OF LOGISTICS MANAGEMENT**

It is seen that strategic goods movements, storage and material requirements come first among them when the essentials of the logistics system are examined (Aydın ve Ögüt 2008: 2). Logistics strategies play a key role in terms of variables such as increasing trade volume, meeting customer expectations, reducing inventories, shortening the production cycle and supply chain. In this regard, the importance of logistics management in terms of businesses can be listed as follows (Tuna, 2001: 194):

- Required for all organizations.
- High cost; has a significant share in turnover.
- Profit and organizational success
- Long-term, strategic impact on organizational success.
- Link with suppliers to bring long-term business relationships to the market.
- Contributes to customer satisfaction by linking with customers.
- Procurement time is important in terms of reliability and customer expectations.
- Provides a high level of benefits in terms of reaching business strategies.
- Encourages the growth of the business.

### **HISTORICAL DEVELOPMENT OF LOGISTICS MANAGEMENT**

The development of logistics activities can be taken up to the 19th century. The birth of Logistics as an industry and trade area is linked to the Industrial Revolution and modernism process. In this part of the study, the development of logistics activities in our country and abroad will be examined.

### **THE DEVELOPMENT OF LOGISTIC MANAGEMENT IN THE WORLD**

The history of the first work in the field of logistics dates back to the 1850s. The logistics economy was written by Lardner in London. Later, economists such as Taussig, Fetter and Handley worked. Between 1956 and 1965, the concept of integrated logistics came to light, and Drucker, one of the well-known names in this field, began to gain clarity (Drucker, 1962: 72).

The 1980s are a turning point in terms of the logistics sector. There was a rapid development and growth in the process. In the 1980s, the notion of integrated logistics began to gain importance due to the ever-growing rapid growth in the logistics sector (Bowersox et al., 2002: 328). With the



1990s, organizations began to reduce logistics costs. Combination of logistics services and outsourcing strategies have begun to be preferred (Ross, 1998: 96).

The 2000s have been a time when firms have realized the importance of logistics in terms of reducing costs and raising profits. This allows new insights to be developed on logistics. Many concepts such as e-logistics; the basis of internet technology in logistics processes, 3rd party logistics; providing a company's material management or product distribution to another company and 4rd party logistics have emerged in this period. (Bamyacı, 2008: 10).

Logistics is in the first place among the topics that keep the business world's agenda busy. Parallel to the increase in foreign trade, the demand for logistics has increased and many concepts such as purchasing, distribution, customs, inventory management, spare parts and distribution services, packaging, customer relationship management, route planning and information technology management have begun to come to the fore. (Baki, 2004: 16).

### **THE DEVELOPMENT OF LOGISTICS MANAGEMENT IN TURKEY**

The development of the concept of logistics in our country is quite new. Mainly import and export activities, in general large-scale retailing and e-commerce development are the main factors that enable the development of logistics in our country. The development as a sector of logistics in our country is linked to the historical development process that took place in the 1980s and 1990s. In this period, where land, sea and air transportation increased in our country, it was a milestone in terms of logistics activities. (Babacan, 2002: 10)

There were diversified needs in Turkey for the transition to the free market economy in the 1980s and for the institutions that will carry out logistics activities on the axis of export-based growth (Tuna and Ozer, 2002: 173). The 1990s created an rise in terms of the logistics sector. Turkey has begun to develop and diversify its logistics services in a similar way to applications in the world in this period. The 2000s have become a sector in which both the local and international companies actively participate in the development of the logistics sector (Babacan, 2002: 10).

### **LOGISTICS ACTIVITIES**

Logistics activities range from demand planning to customer service, from order management to packaging and packaging operations. Logistics operation must be structured correctly for efficient planning of all these processes.

### **CUSTOMER SERVICE**

Customer service as a whole, which covers all of the services performed before, during and after sales, is very important and also is an essential part of the logistic system. The basic components of customer service can be listed as follows (Gourdin, 2002: 59):

- **Timeliness:** It is related to the order creation time. Ensuring timely and smooth delivery is the front plan ahead of the product's lifetime.
- **Availability:** ordering, delivery conditions and sales-related search frequency, technical assistance, etc. convenience is the front plan in terms of issues.
- **Communication:** This process, which is mainly related to responding to customer requests, information management and billing processes.
- **Integrity:** Firmman does not sell defective goods to its customers, fulfills the promises of delivery and production.

- Quality of service: The customer relationship service is directly related to the ability of the customer to solve the problems of the customer.

#### **DEMAND PLANNING**

Demand management is based on information-driven demand, which covers the full range of income-expenditure and cost studies. When considered as a logistics chain, the demand may allow for the planning of demand by correctly directed production planning and forecasting (ITO, 2011).

Regarding demand forecasting, the following principles should be considered (Toomey, 1996: 41):

- Estimates made in the context of large product groups in terms of quantity and type are healthier.
- It is important to select and test the correct method to achieve more accurate results with the predictions made.

#### **ORDER MANAGEMENT**

The main point in the success of logistics operations is the delivery of customer orders in the right place and time, in the form of customer satisfaction. In this context, proper management of orders is of vital importance (Koban and Yıldırım, 2007: 92).

#### **MATERIAL AND INVENTORY MANAGEMENT**

Inventory is the period in which all materials, goods and products are kept in order to maintain the production at the desired level and to perform the sale and delivery at the desired time and quality (ITO, 05.04.2011). Material and inventory management is a multi-stage, interrelated process. The right entry of the right material at the right time and in the right place is among the basic objectives of logistics management.

#### **HANDLING AND PACKING**

Handling and packaging are vital in the context of logistics activities. The packaging is basically a container or container in which the articles forming the product sequence or the goods are placed.

#### **AFTER SALES SERVICES**

After-sales services are important in terms of activities such as raw materials, inventory processes, finished product shipment, product based services. The fundamental responsibility of the logistics department of the business is to deliver the product to the consumer. In this context, logistics management can also change the aftermarket parts. Providing replacement parts and materials in industrial markets is of vital importance (Stock and Lambert, 2001: 17).

#### **PURCHASE AND SUPPLY**

Logistics is basically a procurement and procurement process. However, the concepts of procurement and supply must be separated. Because the scope of these two concepts is different. While procurement includes procuring all the materials needed from the suppliers; supply is a more comprehensive process (Stock and Lambert, 2001: 17).

#### **TRANSPORTATION AND DISTRIBUTION**

Transportation and distribution within the logistics activities have a key place. The logistics process is a physical movement that allows products to be transferred from their production points

to the places they need. The right direction of transportation is also a major factor in terms of marketing (Bamyacı, 2008: 28)

### **STORAGE**

Storage is the process of storing raw materials, semi-finished goods, spare parts and finished products for use when needed. This process can be expressed as the process of stocking on the basis of the benefits of space and time. (Lambert et al., 2006: 21)

### **TRANSFER OF MATERIAL**

The transfer of materials, also referred to as temporary storage, is subject to certain procedures within the framework of the customs officer's permit and supervision to ensure that the properties of the offense are not altered. This process can also be referred to as handling (Koban and Keser, 2007: 93)

## **B-LOGISTICS VILLAGE AND LOGISTICS VILLAGE MANAGEMENT**

### **THE CONCEPT OF LOGISTICS VILLAGE**

The locations where are established with the aim of realizing all activities related to logistics in an efficient and productive manner are expressed as logistic villages. There is no single standard definition in this area, and there are some common features in different definitions

The first example that can be given for the definition of logistic village is the ECMT (European Conference of Ministers of Transport). In this definition, logistic villagers are areas created with special purposes in certain regions where the moving units are installed. These areas can operate in the field of transport and services and can be operated by independent entities or the state (Cardebring and Warnecke, 1995: 7).

Another comprehensive definition at the logistic village point was made by the European Logistics Community Platform. According to the definition of this association, which is also called Europlatform, logistic villages are the fields which are active on national and international scale with regard to transport, logistics and physical distribution and on which specialist enterprises operate in various fields (Europlatforms, 2004: 2).

Logistics is characterized by different forms depending on the names and characteristics of the villagers. According to the countries, logistic village names can be listed as follows (Europlatforms, 2004: 2):

- Italy - Interporto
- Spain - Centro Integrado de Mercancias, Zona Actividades Logistica
- Denmark - Transport Center
- Germany- Guterverkehrszentrum
- France - Platesforme Logistique, Centers Logistiques de FRET, Plate Forme Multimodale
- Portugal - Terminal Multimodal
- United Kingdom- Freight Village
- Denmark - Transport Center
- Hungary-Kombiterminal

- Northern European Countries - Dry port
- The Netherlands-Rail Service Center (RSC) and Tradeports
- United States- Inland port, Disitribution centers, Global Freight Villages

As can be seen from the above definitions, logistic village is a concept defined in different forms. While some studies focus on the qualities and functions of logistics villagers, it seems that there is no definite definition to express the concept in international literature. Freight villages, logistics centers and logistics bases For the logistic regions defined in Turkish, the term "logistic village" is generally preferred in our country. this concept will be used in this study.

### **HISTORICAL DEVELOPMENT OF LOGISTICS VILLAGES**

When the development of the logistic villages in Europe is examined, it is seen that by the end of the 1960s, one of the first examples in the Freight Village area is the Freight Village Quadrante Europa in Italy, which serves as a logistic center for over 30 years.

The first examples of logistical villages are seen in the United States and Japan. In Western Europe, village formations, especially in France, are at the forefront in terms of logistical village practices. It appears that the first large-scale peasants were built around Garonor and Sogoris (Rungis) around Paris. Italy and Germany followed France in the 1960s. It has been effective in shaping the concept in the villages established in these regions.

When we look at the historical development of logistic villages in our country, it is seen that this concept in Turkey comes to an end of 2005. Firstly, the logistic villagies which were admitted to the Ministry of Transport program in 2006 are considered in the framework of the TCDD investment program. Logistic village building activities are carried out by TCDD and the program is supported by private sector organizations, government and private sector universities, non-governmental organizations and chambers of industry (TCDD, 2009). Even though the efforts to build logistic villages in Turkey are new, they show an effective development with the participation of various stakeholder groups.

TCDD has identified 12 logistic village points, taking into account such points as the connection with the organized industrial zones and the potential for an effective cargo carrying. In this context, it is planned to include special and dangerous goods loading, customer points, administrative areas, customs services and customs consultancy in these village areas. There will be various areas such as social facilities, car park, banks, hotels, maintenance and repair facilities, warehouses. The logistic villagers planned to take part in the first stage are;

- Istanbul (Halkalı),
- İzmit (Köseköy),
- Balıkesir (Gökköy),
- Uşak,
- Eskişehir (Hasanbey),
- Samsun (Gelemen),
- Denizli (Kaklık),
- Mersin (Yenice),
- Kayseri (Boğazköprü) (Kayacık),

- Erzurum (Palandöken) and Bilecik (Bozöyük)

In addition, the Istanbul Metropolitan Municipality plans to build a logistics village in Hadımköy and Tuzla; The idea of relocation of the warehouses and truck areas located in Istanbul is planned to be passed down in a near future (UTİKAD, 2013).

#### **THE IMPORTANCE OF LOGISTICS VILLAGES**

The most important feature of logistics villagies is that they are located in the vicinity of the city. Logistics villigies located near the city, intermodal freight transport, warehousing, maintenance and many other services are performed together and they come to the forefront as areas close to the consumption centers (Aydın and Öğüt, 2009: 1).

There are benefits of logistics villagies to the society and business. These can be listed as follows (Özgen, 2011: 4 and Racli, 2010: 11):

- Develop effective and environmentally beneficial distribution patterns for city centers.
- They improve investment opportunities, competition and the economic development of the region.
- Reduces traffic congestion and environmental pollution. Road transport improves alternative transportation methods by reducing the load.
- They develop regional employment.
- They bring aesthetic and effective arrangements in the fields.
- The product improves the traffic flow.
- Advances combined transport.
- Containers make progress in terms of loading and unloading activities.
- Bringing logistics bases carrying potentials to respond to consumer demands faster.
- Reduce production costs.
- They serve as a center for regional development.
- Expand air, land, sea and railway networks.
- They expand on-site au lait services and environmental regulations.
- Provides mobility and flexibility in terms of distribution channels and supply chains.
- Expand the growth capacity of companies.

#### **VARIETIES OF LOGISTICS VILLAGES**

Variety of logistics villages can be listed as follows (Venalainen vd., 2001: 8-9):;

- Logistic villagers by geographical area
- Logistic villagers by integration level
- Logistic villagers by service area
- Logistic villagers by mode of transport

- Logistic villagers by management structures
- Logistic villagers according to their functions

#### **LOGISTICS VILLAGE CRITERIA**

There are a number of criteria for being a logistic village. The basic criteria that logistics villages should provide for a multifaceted and efficient service is to be on the lines of transportation and geographical predisposition in this regard. The basic criteria is that air, sea, train and road connections are needed to be on the connection points. In addition to this criterion, a number of variables have been identified at the point of being a logistic village. There are different approaches to the identification of these variables. It can be investigated by researchers by looking the examples of Tongzou, Oum and Park, Bookbinder, and Tan and Sacred.

#### **LOGISTICS VILLAGE FACTORS**

There are a number of elements that enable the efficient and productive establishment of logistics villages. These include intermodal transport facilities, usage of efficient infrastructure and logistics services (UNECE, 2004: 4-5). These elements are listed below. (Akandere, 2012: 53-54).

- Intermodal Transportation Facilities
- Efficient Use of Sub-Structure and Regional Planning
- Logistic Service Quality and Diversity

#### **THE PROPERTIES OF LOGISTICS VILLAGES**

Logistics villagers need to have some fundamental features. In order to provide effective and efficient logistics services, logistical villagers must have certain characteristics (UNECE, 2004: 8). The characteristics of logistic villages can be listed as follows (Akandere, 2012: 54-56):

- Presence of intermodal / multimodal terminals
- Technical services in logistics villages
- Physical characteristics in logistics villages
- Logistics services in villages
- Management features in logistics villages
- Basic characteristics of logistics villages

#### **THE SELECTION OF INVESTMENT AND FINANCE IN LOGISTICS VILLAGES**

Investment and financing are of fundamental importance in logistics villages. Transportation, warehousing, handling, packaging and procurement activities are all costs in this sector (Ceran and Alagöz, 2007). Logistics costs vary depending on the sector and the operating model (Gümüş, 2007: 7).

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## **OWNERSHIP, MANAGEMENT AND ORGANIZATION STRUCTURE IN LOGISTICS VILLAGES**

### ***OWNERSHIP IN LOGISTICS VILLAGES***

Logistic villagers can be established and run in the state, private sector, state-private partnership, trade chambers or ownership of local governments. The ownership of the logistic villagers is different in Turkey and in the world. The most widely used logistics model in terms of ownership in the villages is that the owner or tenant would be the operators of the logistics infrastructure. In this context, a publicly-established logistic village can be transferred to private sector through build-operate-transfer model. (Kontratowicz, 2003: 68).

### ***MANAGEMENT IN LOGISTICS VILLAGES***

In logistics villages, establishment projects are a key element in the management decision. Both the property and the enterprise are confronted as the main determinants of the management of the logistics villages. This includes ownership of the property and ownership of the vehicle. This approach says that property can be based on partnership of the public, private sector, or both. Public ownership is the most intensively preferred approach, both in terms of costs and national interests. In this form of administration, the main decision-making body. (Rodrigue et al., 2006: 229).

The ownership of the logistics village may belong to the state. However, operations are carried out jointly by the public and private sectors. In the case where the operations are carried out by the public, the coordination of all materials and equipment is carried out by the public in personnel relations. If the private sector is responsible for management, all staff and material coordination is carried out by the private sector. The private sector may also carry out this process in the form of publicly owned facilities and equipment (Rodrigue et al., 2006: 231).

## **C-LOGISTICS VILLAGES IN TURKEY**

### **THE LOGISTIC VILLAGE STRUCTURES IN TURKEY**

Applying of logistic village structures in Turkey is related to the Ministry of Transport. Studies on establishing logistic villages in 11 locations of Turkey under the roof of Turkish Republic State Railways are still on the progress and continuing. Combined-intermodal transportation is in the spotlight in terms of logistics villages which have the possibility of progressing in the public-private sector business union. (Aydın and Öğüt, 2009: 7).

### **EVALUATION OF LOGISTICS VILLAGE CONSTRUCTIONS**

When the basic functions of logistics villagers are evaluated, it is seen that there is centralization and intelligent warehouse system in distribution. In addition, logistics villagers provide convenience in terms of customs clearance operations. Logistics villages began to develop in the 1970s, it is widespread in many parts of the world including our country and contribute to the national economy. In addition to over 60 logistic village projects in Europe, the implementation of nearly 15 logistic village projects in our country are tried to pass on (Aydın and Öğüt, 2009: 10).

Logistic village installation projects located at 12 points were started considering the closeness to industrial areas in Turkey and the intersection of land, sea and railway transportation in terms of intermodal transportation. These are the following; Istanbul, Izmit (Köseköy), Samsun (Gelemen), Eskişehir (Hasanbey), Kayseri (Boğazköprü), Balıkesir (Gökköy), Mersin (Yenice), Uşak, Erzurum (Palandöken), Konya (Bozüyük). In addition, it is planned that the logistics villagers financed by the private sector in Manisa, Ankara, Çorlu and İzmir will be put into service. Along with the studies initiated since 2011, only Halkalı, Köseköy logistic village area and Ankara-Kazan

logistics villages actively serve in our country. As for the realization of other logistics park planning and investment efforts are continuing. In this context, it can be seen that the working process of logistic villages are slower than Europe.

## **D-LOGISTICS VILLAGES PROPOSAL in BAYBURT PROVINCE**

### **Purpose of The Research**

With this research, the economic contributions of the logistic village where are established in Bayburt to the city, region and country, and the improvement and development to be achieved after this contribution are emphasized. The model proposal for the Bayburt logistics village has also examined how the logistic village should be constructed. As a result, an attempt has been made to give an idea to the interlocutors on the local and national basis in terms of their structure and function. The aim of this study is to examine logistic villages in Europe and Turkey in detail and propose a logistic village model in a locality with the most favorable conditions for the region. A random sampling method was used on Bayburt University students to represent the main mass.

### **.Importance of The Research**

This research features a descriptive literature survey that covers various studies on the establish of potential logistics villages by this time. In addition, this research is also important in terms of determining the most appropriate model for the most suitable logistic village to be established in the region. In terms of offering the opportunity to compare different studies and methods in the literature, it has a characteristic to contribute to this research area.

### **The Methodlogy of Research**

In this study, literature review and descriptive analysis were carried out for different methods applied in logistic village establishment. Following an assessment of the logistic village models in Turkey and Europe with regard to the location selection, financing and management methods; the most suitable model has been tried to be revealed. During the process of determining the model proposal, interview questions were prepared with the logistic villagers in Turkey and interview method was used. In this context; determine the most suitable models for different potential logistic village establishment; a case study was conducted.

### **Regional Research**

In recent years, as can be seen all over the world, the importance of logistics in Turkey is indisputable. In addition, investment in transportation activities, which are related to logistics, is also an important. Particularly because of the benefits it provides in terms of cost and product quality, businesses are encouraged by logistics opportunities to invest in this area. Advantageous places for logistics activities have been logistic villagers in recent years. TCDD has determined that which cities in Turkey are important points for logistic village for investments. In this section, how Bayburt will be able to provide benefits to the country's economy, logistics sectors and businesses regarding the passing of activity as a logistic village.

The research was carried out within Bayburt province. Bayburt is surrounded by Erzurum in the east and southeast, Gümüşhane in the west, Trabzon and Rize in the north, and Erzincan in the South. Bayburt is a city with a surface area of 3652 km<sup>2</sup>, which is located at the north-east of Anatolia at the edge of the Çoruh river and at an altitude of 1550 meters from the sea. Bayburt and its surroundings are generally composed of three parts in terms of the shape of the earth. The first is the Bayburt ridge that forms the western half of the area, the second is the valleys formed by the rivers and the third is the mountainous areas surrounding the area and located in the eastern half. In light of this information Bayburt has a convenient location for the logistic village.

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### **Turkish Studies**



### **Model Proposal for Bayburt Lojistik Village**

The idea of logistic village for Bayburt lies in the fact that Bayburt and Gümüşhane Airport will be opened in the near future. This airport will be used logistically as well as human transportation will play an important role for the logistic village to be established. The most plausible logistic village near Bayburt Airport will bring together big businesses operating in the area of international cargo and air transport. In this case, a part of freights and cargos, which are sent and delivered to Erzurum and Trabzon at airports, will shift to this region. In case of operation of Bayburt Lojistik Village, all cargo companies will be collected from Bayburt-Gümüşhane Airport. Later on, the companies that come to this area will get to their departments and use the way they want to reach them. It is also a suitable region for storage according to the Bayburt climate conditions.

It is also important to emphasize that the established logistic village in Bayburt that are managed by cooperation with industry, government and universities. These groups need to focus on a common goal. It is expected that the distribution products from the production in this respect will increase the competitiveness of the products in national and international markets.

### **3.Method**

While developing the scale in this study, Karabük University Institute of Social Sciences, Business Administration Department, adapted the questions given in the thesis titled "The Impact of Logistics Villages on Marketing Process: Sectoral Perceptions for Karabük" and applied them to the students who are studying at Bayburt University and by factor analysis (Socio-Cultural, Socioeconomic and Social Welfare), a new scale consisting of 25 questions was created. Ölçeğin güvenilirliğinin belirlenmesinde de Cronbach's Alpha yöntemi yapılmıştır. (Cronbach,1951:297-334)

Structural equilibrium modeling is an effective model testing and development method that can explain the causal relationship of variables in integrated hypotheses related to models based on statistical dependence and allows the theoretical models to be tested as a whole. The FE model allows the researcher to determine the direct and indirect effects between variables. (Ullman, 2003). In addition, after the T-test and one-way ANOVA tests were first performed by SPSS program in this study, only factor analysis and Fit indices were tried to be examined with YEM.

#### **3.1 Universe and Sampling**

The research was carried out by way of "Bayburt İlli Logistics Strategic Plan and Logistic Center Feasibility BAP Project" in order to provide a better understanding of the logistic villagers who are active in Turkey in 2017 and who are the lifeblood for sustainability of logistics. Our research was conducted on 250 students at Bayburt University. The main mass size of this questionnaire is approximately 1000. The 95% confidence level is 1.96 for the 5% significance level. The sample universe is made up of 248 people. As a result of these surveys, it can be said that the number of participants represents the universe.

#### **3.2 Hypotheses**

**H1:** There is a significant difference between the genders of the Bayburt University students in the IBF students and the logistic village perception.

**H2:** Bayburt University There is a significant difference between the logistic village perception according to the age of the students.

**H3:** There is a significant difference between the logistic village perception according to the income of Bayburt University students.

#### 4. Results

The genders of our respondents were 38%; 95 women, 62%; 155 man. While the majority of the age group is composed of those aged between 17-21 with 51.2%, the age group with at least age is 7.6%. In the case of income that we consider as the last of the demographic data, it is observed that 81.4% of the majority of our students have income between 300-500 TL, while 5.6% of them have income of 1000 TL or more.

Factor analysis, which was performed after the application of a scale consisting of 37 items, initially received 57.287% of the 5 dimensions, and 11 items with a factor load of less than 0.50 were ranked in four stages (4,24-7-11-13 -22-14-5-23-10-36-23). Although the factor loadings of the 12 items searched were above 0.40, these items were also subtracted from the scale since the lower cut-off point was accepted as 0.50 in the survey. (Scherer, 1988: 763-770). As a result, 25 items with a factor load greater than 0.50 were scaled. As a basic dimension, our questionnaire was evaluated as 3-dimensional. Since the other two dimensions are made up of inverse questions, we did not include the rule in our model.

**Table.1.Bayburt İ.İ.B.F Logistic Village Material and Factor Analysis**

Scale Items	Factor Loads
<b>Bayburt IBB Logistics Village All Dimensions</b>	<b>0.846</b>
<b>Socio-Cultural Dimension</b>	<b>0.723</b>
Q25 - Logistic villagers will increase the amount of production in our province.	,712
Q26 - The logistics will provide ease of insuring the villagers.	,655
Q27- Logistics will encourage the entrepreneurship of the villagers.	,741
Q37 - Logistic villagers will provide the introduction of our science to the outside world.	,623
Q28- Logistic will help the institutionalization of the villages.	,671
Q29- Logistics will develop cooperation between the villagers.	,712
Q30- Logistic villagers will form new production areas.	,683
Q31- Logistics villagers will develop cooperation between different districts.	,669
Q32- Logistic villagers will provide support for the development of the infrastructure in the future.	,616
Q34-. Logistic villagers will increase exports.	,668
Q35- Logistic villagers will gain an advantage in marketing their products.	,645
<b>Socio-economic Dimension</b>	<b>,672</b>
Q9 - Logistic villagers will improve railway transportation.	,615
Q15 - Logistic villagers will create new marketing areas.	,567
Q16- Logistics villagers develop relationships with customers.	,626
Q17- Logistic villagers will be synergized with the development of other sectors outside the city.	,526
Q18 - Logistic villagers will ensure safe access to the target markets in our province's products	,705
Q20 - Logistics villagers will provide fast access to the target markets in our province.	,708
Q21- Logistic villagers will increase innovation.	,708
<b>The Dimension of Social Welfare</b>	<b>,682</b>
Q1- Logistic villagers will increase the number of personnel employed in our province.	,646
Q2- Logistic villagers will increase customer satisfaction.	,621
Q3- Logistic villagers will increase tax revenues in our province.	,746

<b>Socio-Economic (Inquiries)</b>	<b>,674</b>
Q19- Logistic villagers will make it difficult to promote our science to the outside world.	,747
S12 - Logistic villagers will disadvantage in marketing their products.	,731
<b>Socio-Cultural (Inquiries)</b>	<b>,720</b>
S33 - Logistic villagers will reduce environmental pollution.	,757
Q8 - Logistic villagers will increase environmental pollution.	,701

**Table 2. Bayburt İ.İ.B.F Logistic Village Reliability Values**

Dimensions	Cronbach's Alpha
Bayburt IBB Logistics Village All Dimensions	<b>0,921</b>
Socio-Cultural Dimension	0,885
Socio-economic Dimension	0,783
The Dimension of Social Welfare	0.785
Socio-Economic (Inquiries)	0.771
Socio-Cultural (Inquiries)	0.739

When we look at Table 1 and Table 2 above, it is seen that the factor loads of standardized loads of all materials are bigger by 0.50. This shows that the loads of all materials are statistically significant with respect to the cut point of 0.50. In addition, the Cronbach 's Alpha value for the general reliability of the scale is 0.921, indicating that the scale is reliable at a very good level. When the reliability of individual factors is evaluated, it is seen that the reliability varies between 0,739 and 0,885. The Buddha is a statistically good result. (Lynn, 2015: 43).

**4.1. Testing the theoretical model (T test -Anova-Fit Index Analysis Structural equation modeling)**

When the model's compliance measures were examined, the theoretical structure of the model was found to be statistically verified. From this, Cronbach 's Alpha, KMO internal consistency value and factor analysis were applied respectively after descriptive analyzes were made on our scale at first as seen in Table 1 and Table 2 above. In our second study, T test and Independent ANOVA test were performed with SPSS program. Finally, we tried to calculate the Fit indices of our dimensionally analyzed factorial with the help of the LISREL Structural Equation program. The applications implemented are as follows:

**Table 3. One-Sample Test: T Values and Significance (Demographic Data)**

	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
GENDER	<b>44,863</b>	250	<b>,000</b>	1,3800	1,319	1,441
AGE	<b>28,214</b>	250	<b>,000</b>	1,8800	1,749	2,011
INCOME	<b>22,720</b>	250	<b>,000</b>	1,6760	1,531	1,821

As shown in Table 3 above (Gender, Age Income), the significant values of demographic data consisting of data are  $p < 0.05$ , so it can be said that there is a significant difference between them. There is also a homogeneous and normal distribution. As shown in Table 4 below, the T values are dimensionally larger than 1.96, meaning there is a significant difference between them.

**Table 4. One-Sample Test: T Values and Significance (Dimensions)**

	GENDER	N	t	Mean	Std. Deviation	Std. Error Mean
s_kült	MALE	155	41,14	3,9842	,90957	,07306
	WOMAN	95	42,21	4,0230	,83266	,08543
s_ekonomik	MALE	155	38,12	4,4728	1,03677	,08328
	WOMAN	95	34,26	4,4391	,93961	,09640
top_refah	MALE	155	44,95	4,5484	1,31398	,10554
	WOMAN	95	27,78	4,6526	1,11105	,11399

**Table.5. Test of Homogeneity of Variances**

	Levene Statistic	df1	df2	Sig.
s_kült	,433	4	245	,411
s_ekonomik	,355	4	245	,324
top_refah	,212	4	245	,432

**Table 6. ANOVA Test:**

		Sum of Squares	df	Mean Square	F	Sig.
s_kült	Between Groups	2,644	4	,661	,852	,411
	Within Groups	190,026	245	,776		
	Total	192,669	249			
s_ekonomik	Between Groups	4,530	4	1,133	,137	,324
	Within Groups	244,060	245	,996		
	Total	248,590	249			
top_refah	Between Groups	,998	4	,250	,160	,432
	Within Groups	381,566	245	1,557		
	Total	382,564	249			

When Table 5 and Table 6 are examined, it can be said that there is a homogeneous distribution between Significant values  $p < 0.05$  and there is a significant difference between them. In addition, it is more appropriate to perform Gabriel analysis from Post Hoc analyzes if the dimensional and demographic values are far apart according to Field, A. (2009) as a result of our researches. So we tried to analyze our analyzes as we did in Field, A. (2009) 'SPSS book because some values in Tukey and Tamhane did not give meaningful results. From all these tests we have to be able to examine the values of the fit indexes of our latest draft model.

**Tablo.7. Theoretical Model Adaptation Criteria (Fit Index Analysis)**

Compliance Measure	Model	Excellent fit values	Good alignment values	result
$\chi^2 / sd$	2,789	$0 \leq \chi^2 / sd \leq 2$	$2 \leq \chi^2 / sd \leq 4$	Good Harmony
<b>RMSEA</b>	0,073	$0 < RMSEA < 0.05$	$0 \leq RMSEA \leq 0.08$	Good Harmony
<b>NFI</b>	0,91	$0,95 \leq NFI \leq 1,00$	$0.90 \leq NFI < 0.95$	Good Harmony
<b>NNFI</b>	0,95	$0,97 \leq NNFI \leq 1,00$	$0.90 \leq NNFI \leq 0.96$	Perfect Harmony
<b>CFI</b>	0,96	$0,95 \leq CFI \leq 1,00$	$0.90 < CFI < 0.95$	Perfect Harmony
<b>GFI</b>	0.97	$0.95 \leq GFI \leq 1.00$	$0.90 \leq GFI < 0.95$	Perfect Harmony
<b>SRMR</b>	0.042	$0.00 < SRMR < 0.05$	$0,05 \leq S-RMR \leq 0,10$	Perfect Harmony

To analyze the interactions between the research variables in a collective way, the Path Analysis was performed with the help of Structural Equation Modeling. As a result of the analysis, the values of adaptation to hand are as follows: CMIN / DF = 2,789; RMSEA = 0.073; NF = 0.91; NNF U = 0.95; CFI = 0.96; GFI = 0.97; and SRMR = .0,042.

To accept a model, the RMSEA value should be below 0.08 (Şimsek, 2007). However, RMSEA is also very sensitive to the number of samples as in other comparative compliance indices. In models with less than 250 samples defined as small sampling, it appears that RMSEA rejects a model that should actually be accepted. In such a case, the SRMR index, which is more sensitive and therefore gives better results, is said to be more effective in determining the fitness of the models in question. (Şeşen, H.2011). Although sufficient sampling has been reached in terms of representation of the Mother mass in our study, we find it appropriate to show this data in every study using Structural Equation Practice.

## 5. CONCLUSION AND RECOMMENDATIONS

With this research, the economic contribution of the logistic village, where will be established in Bayburt, to the city, region and country was pointed out, and the development and progress that will be achieved later was investigated. We examined how the logistic village, which will be established by the model proposal that have been presented for Bayburt logistics village, should be. In addition, the structure of this village has been tried to give an idea to the interlocutors on the local and national basis about its function and its possible benefits. It is also aimed that our work will be inspired by reseacrhers who focus on the logistics and logistics villages in general and Bayburt logistics village in particular, and expecting that it should be a source for them.

In this study face-to-face interviews, reports, expert opinions and content analyzes were utilized. In addition, since it is also aimed to provide information about logistics and logistic villagers in the researrch, a wide content analysis has been made primarily on these issues. The parts of books, articles and researches about the topics we focused on were read, studied and evaluated in the research.

In this research, the benefits that the Bayburt logistics village which is proposed in the model can provide for regional and national significance can be listed as follows:

- Bayburt logistics village will play a leading role in the development of Bayburt and its region. The logistic village will be a project that will serve not only Bayburt but all the region, especially Gümüşhane and Erzincan.

- As a result of the activation of Bayburt-Gumushane airport that will be opened, local and international air transportation and cargo transportation sector will develop and will contribute to regional exports.
- By establishing a logistics village, businesses in Bayburt will be able to deliver products they produce more efficiently, productive and quickly. All these processes related to logistics to customs can be done within the logistic village.
- With modern facilities and advanced technology, the logistics village will have a direct impact on employment and will seriously reduce the unemployment problem for Bayburt.
- Bayburt will become a center of attraction through the logistic village. For this reason, infrastructure and environmental regulations must be made. As a result, the city could become a more modern place.
- The logistics village will lead to some structural changes in the logistics sector and create new business areas in Bayburt. In the transportation between the logistics villages, the efficiency will increase because more cargo will be carried at less cost (unit transport costs will decrease). This will be ensured by the orientation of the truck and trailer to air transport.

All of these facts, almost all key factors are evaluated and it is seen that Bayburt Lojistik Village has all the features and it is considered to be an important project for the region in many respects.

This study was piloted on Bayburt University faculty of economics and administrative sciences students to learn ideas about the logistic village. We evaluated the answers we received for specific survey questions. then we looked at the homogeneity and significance of these data. we finally made a fit analysis on the structural equation package program Lisrel about the model to be built.

We see that our hypotheses H1, H2, H3 all show a meaningful difference, while the dimensionally fit index has an acceptable fit in the values. Future work can be comparatively examined using larger populations and more demographic data.

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