

The Future of Logistics Corridors: Bibliometric Review of Emerging Technologies and Strategic Shifts

Nirmeen Elsayed ⁽¹⁾, Mahmoud Ahmed Abdo Hamza ⁽²⁾,
Muhammad Arfeen ⁽³⁾, Abdelhamed Hamza ⁽⁴⁾, Kariem Hamam ⁽⁵⁾,
Mohamed Khairy ⁽⁶⁾, Dina Ibrahim ⁽⁷⁾ and Yousif
Abdelhasseb ⁽⁸⁾

(1) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, nelsayed@aast.edu

(2) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, mahmoud_ahmed.abdo@aast.edu

(3) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, arfeen@aast.edu

(4) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, hamzacap533@gmail.com

(5) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, karem.hosam97@aast.edu

(6) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, log.mohamedkhairy@gmail.com

(7) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, dinaibrahimmoala@adj.aast.edu

(8) College of International Transport and Logistics, Arab Academy for Science,
Technology and Maritime Transport,

Sadat Road, P.O. Box 11, Aswan, Egypt, yyoussif832@gmail.com

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ABSTRACT

This study presents a comprehensive bibliometric analysis of emerging technologies and strategic shifts in logistics corridors from 2020 to 2025. Using data sourced from the Web of Science Core Collection and analyzed with Biblioshiny and VOSviewer, this study examined 2,022 scholarly documents to identify key contributors, influential journals, collaboration patterns, and evolving research themes. The results highlight rapid growth in the field, driven by digital innovations such as blockchain, artificial intelligence,

and Industry 4.0, alongside specialized applications in last-mile delivery and drone logistics. China has emerged as the dominant country in publication output and international collaboration, while leading institutions include The Hong Kong Polytechnic University. Thematic mapping reveals motor themes centered on supply chain management and digitalization, with niche themes emphasizing urban logistics and emerging technologies. This study underscores the collaborative and interdisciplinary nature of logistics research, provides insights into current trends and gaps, and offers directions for future investigation, including the need for broader data sources and deeper qualitative analysis. This study provides a foundational overview of the scholarly landscape shaping the future of sustainable and technology-driven logistics corridors.

1. INTRODUCTION

The transformation of the logistics industry is immense and influenced by rapid technological innovation, imperatives to sustainability, and changing geopolitical trade dynamics. Digitalization, automation, and data-driven systems are increasingly redefining logistics corridors, which are critical arteries of global trade. To understand how such trends shape the field, there is a need for systematic evaluation of research evolution, collaboration patterns, and emerging conceptual themes. A bibliometric review provides a structured framework for quantifying and visualizing the intellectual structure of this domain in evolution and identifying influential authors, institutions, and technologies that shape the future of logistics.

Recent research has emphasized how emerging technologies such as blockchain, AI, and IoT converge to achieve a resilient, transparent, and efficient supply chain. The adoption of IoT in logistics and SCM has shifted from the experimental stages to a mature implementation that improves efficiency, traceability, and sustainability (Zrelli & Rejeb, 2024). Blockchain technology has become a foundational enabler of secure data exchanges, smart contracts, and decentralized transparency in logistics operations (Oğuz, Alkan, Yılmaz, & Kocabaş, 2024). The integration of blockchain, IoT, and AI has further opened up possibilities for real-time tamper-proof traceability systems (Saidu et al., 2025).

Hence, sustainability has been highlighted as a strategic imperative in the design of supply chains, with an amplified need for digital transformation during the post-pandemic period (Farfán Chilicaus et al., 2025). Bibliometric analyses show accelerating trends toward integrated technological ecosystems and global collaboration, with institutional roles played by China, the United States, and Europe (Abdelaziz & Munawaroh, 2024). Such studies underscore the notion that sustainable logistics are no longer an adjunct to operational efficiency but rather a central organizing principle. The thematic mapping of recent scholarship confirms this shift, with emerging research focused on green logistics, Industry 4.0 frameworks, and AI-driven optimization (Teixeira, Ferreira, & Ramos, 2025). However, there is still fragmentation of the scientific landscape in which specific gaps exist in cross-disciplinary integration and regional cooperation. In this respect, through the use of bibliometric methods, this study performs a systematic mapping of research on logistics corridors to identify their development over time and the main contributors, thematic clusters, and emerging technologies that shape future trade pathways. It provides a comprehensive insight into how digital innovation and sustainability come together to reshape global logistics systems.

We performed a bibliometric analysis of the future of logistics corridors scholarly literature to identify the following: 1) the authors, journals, institutions, countries, and documents that have contributed more to the field; 2) the structure of the scientific community and its collaboration patterns; 3) main themes, how they have evolved, and

current trends; and 4) aspects that have been neglected and should be addressed or incorporated in future research. The following research questions (RQ) guided this study:

RQ1: How has the Research Landscape evolved?

RQ2: Which have been the most productive authors, countries, and affiliations?

RQ3: Which have been the most influential sources and documents?

RQ4: What is the social structure of the field?

RQ5: How has the structure of this field developed over time? and

RQ6: What has been the dynamics of the conceptual structure of the field?

Next, Section 3 describes the methodology; Section 4 presents the results of related bibliometric analyses; Section 5 introduces the discussion; Section 6 presents the conclusion and finally, Section 7 outlines the limitations and future research directions.

2. METHODOLOGY

Bibliometric analysis provides a systematic and reliable method for examining extensive bodies of literature, thereby uncovering research structures and emerging trends (Feng, Zhu, & Lai, 2017). This study adheres to the five-step science mapping framework proposed by Zupic and Čater (2015) (Figure 1).

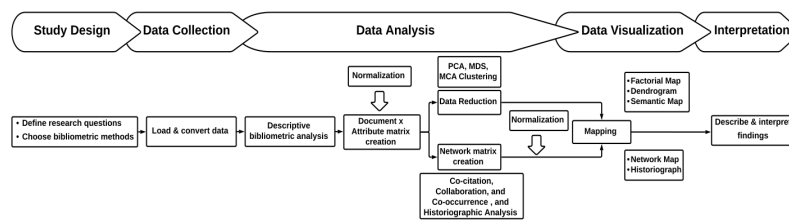


Figure 1. Methodological phases

In order to address the six research questions, we employed analyses of co-authorship, co-citation, co-word, and direct citation. Data were sourced from the Web of Science Core Collection (WoS) on 25 October 2025, utilizing a set of keywords pertinent to logistics and technology, including terms such as "Autonomous vehicles," "Artificial intelligence," "Machine learning," "Internet of Things," and "Blockchain." A total of twenty-five keyword combinations were applied within the context of the logistics industry. These keywords were validated against prior review studies to ensure a comprehensive coverage of the literature search. Metadata, encompassing titles, authors, affiliations, abstracts, keywords, and references, were exported for subsequent analysis.

The data collection process is shown in Figure 2. Using the selected keywords, an initial search of the Web of Science Core Collection (WoS) identified 12017 papers. After removing duplicates, 9337 studies were included. Excluding papers published before 2020 reduced the number to 7186. Book chapters and book reviews were then excluded, resulting in 7130 papers, and non-English papers were removed, leaving 7059. The categories included from the Web of Science in the attached picture are: Business, Business Finance, Economics, Environmental Science, Environmental Studies, Management, Operations Research Management, Social Issues, Social Science Mathematics, Social Science Interdisciplinary, and the papers under other categories have been excluded, resulting in 2622 papers. Finally, a relevancy check based on abstracts and keywords identified 2022 papers that met the inclusion criteria. These publications formed the final dataset for bibliometric analysis.

Biblioshiny and VOSviewer were employed for data analysis. Biblioshiny, a component of the bibliometrix R-package software, is an open-source toolset designed for quantitative bibliometric analyses, developed by Aria and Cuccurullo (2017). The data

were imported from WOS in Plain Text format utilizing Biblioshiny. For visualization purposes, conceptual structure mapping and network mapping were utilized (Zupic & Čater, 2015). VOSviewer is a software application that constructs and visualizes bibliometric networks, facilitating thematic analysis, co-occurrence analysis, co-citation analysis, and cluster analysis (Van Eck & Waltman, 2010, 2014).

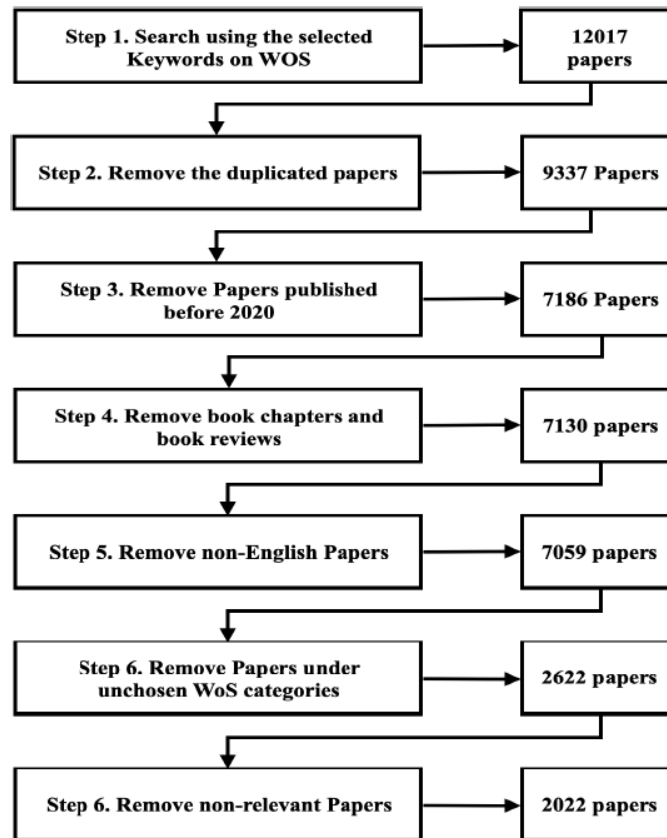


Figure 2. Data selection

3. RESULT

Dataset

The dataset (Figure 3) encompasses a six-year period from 2020 to 2025, during which 2,022 documents were published across 389 distinct sources. A total of 5,613 authors contributed to this body of research, indicating a highly collaborative environment, further evidenced by an average of 3.73 co-authors per document and an international co-authorship rate of 37.54%. Single-authored documents are relatively uncommon (117), highlighting the collaborative nature of research in the field. The annual growth rate of 25.57% signifies a robust and expanding scholarly output, suggesting increasing research interest and activity. The dataset includes 5,411 unique keywords and an impressive 88,039 references, which attests to the field's richness and the diversity of explored topics. Notably, the average document age is 1.89 years, indicating a foundation of recent and highly relevant research, while the average number of citations per document is 21.87, reflecting the field's growing scholarly impact.



Figure 3. General characteristics of the dataset

Authors

Figure 4 highlights authors based on the number of documents they have contributed to, underscoring their pivotal role within the research community. Notably, Wang X and Kumar A emerge as prominent figures, affirming their leadership in the discourse on the modernization of logistics corridors and the adoption of technology. The diversity among the leading contributors, representing both Asian and global institutions, indicates strong international engagement and underscores the increasing importance of collaborative networks in advancing logistics innovation.

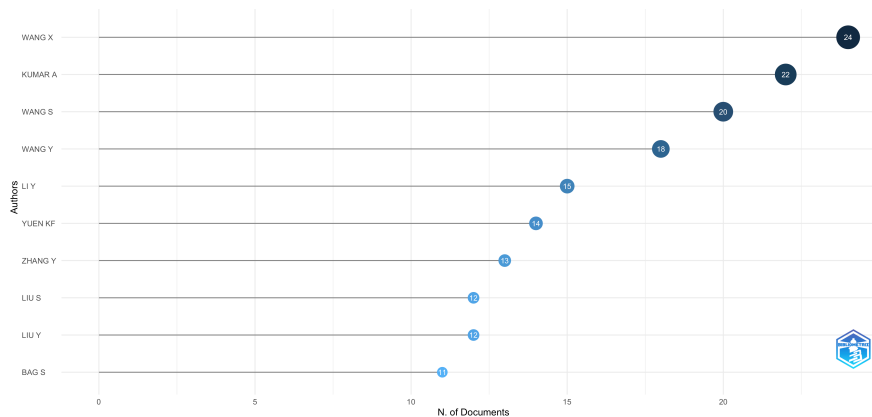


Figure 4. The most relevant authors

Figure 5 illustrates the research productivity of prominent authors from 2020 to 2025. Distinct research clusters are evident, featuring prolific contributors such as Wang X, Kumar A, and Wang S, who demonstrate consistent engagement over multiple years. This sustained authorship indicates ongoing innovation and leadership, particularly in areas such as resilient logistics, smart infrastructure, and digital integration. The temporal distribution of articles highlights how the rapid evolution of emerging technologies has spurred continuous investigation into strategic shifts in logistics corridors, reflecting the general trend of increased research output and international collaboration noted in recent reviews.

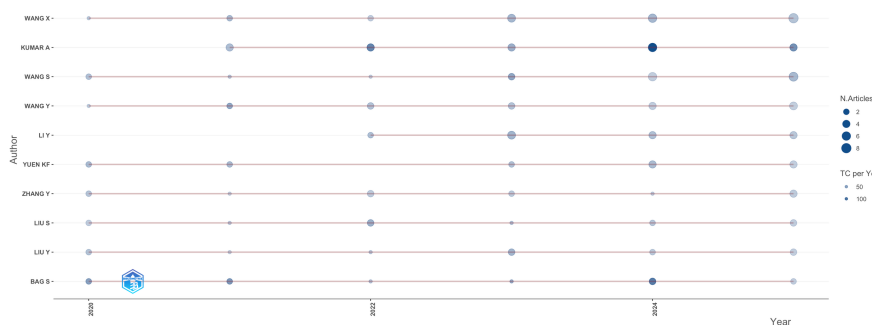


Figure 5. Production over time of the authors with 2 or more publications

Figure 6 illustrates the authors who have received the highest number of local citations within the bibliometric dataset. N. Boysen and S. Schwerdfeger emerge as the most prominent figures, underscoring their influential contributions to research on logistics and supply chain innovation. The notable concentration of citations among a select group of authors suggests that specific conceptual frameworks—often associated with operations research, automation, and the digitalization of corridor management—have significantly influenced the scholarly discourse. This pattern is characteristic of an evolving field where foundational work on technologies such as blockchain, artificial intelligence, and digital platforms continues to inform subsequent research endeavors.

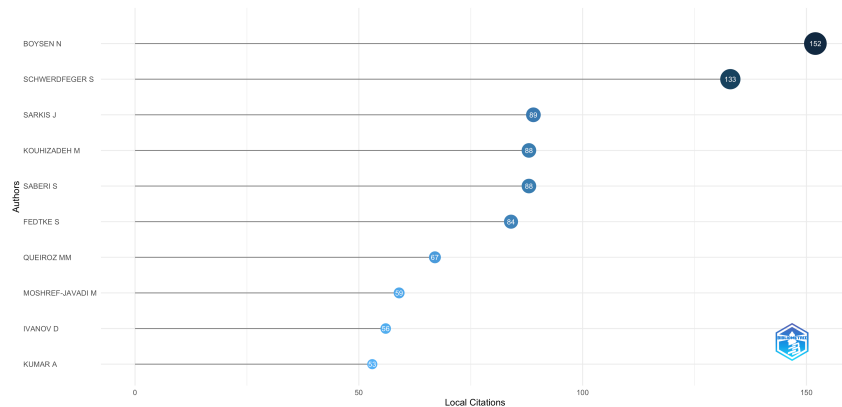


Figure 6. The most local cited authors

Author collaboration networks

Figure 7 provides a succinct overview of prominent authors who are actively contributing to the field, particularly in the context of logistics corridors and emerging technologies. By listing notable researchers such as Kumar A, Wang X, and Yuen KF, the summary highlights the concentration of intellectual leadership and the sustained scholarly engagement of a select group. Such author lists are instrumental in identifying collaborative clusters, revealing interdisciplinary networks, and pinpointing thought leaders whose work has driven foundational or innovative shifts in the field. Importantly, emphasizing these names aligns with bibliometric best practices, where mapping academic influence and identifying key contributors are essential for understanding research trends, thematic priorities, and the underlying drivers of scholarly advancement in rapidly evolving domains. Recognizing these authors underscores a vibrant, collaborative, and internationally oriented research community that is shaping both theoretical developments and practical applications for the future of logistics corridors.

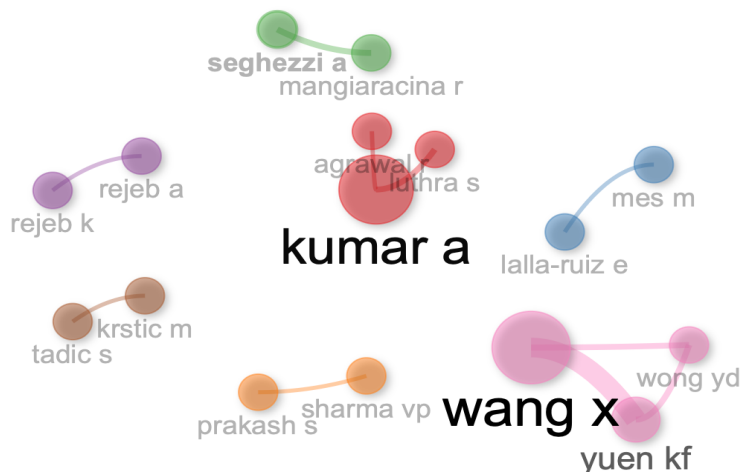


Figure 7. Authors collaboration network

Countries and affiliations

China exhibits a prominent leadership position, contributing 388 articles, which constitutes a significant 19.19% of the total scholarly output. This underscores China's pioneering role in the research domain under examination, indicating robust research strategies and effective funding mechanisms across various trends in logistics. Following China are several developed and emerging economies, albeit with a notable disparity in absolute production. The most prominent countries in this category include the USA with 156 articles (7.7%), Germany with 146 articles (7.2%), and India with 139 articles (6.9%). Collectively, these four nations form the cornerstone of the research output. However, it is noteworthy that China's absolute output is more than double that of its nearest competitor. The data also reveals substantial productivity from the United Kingdom (97 articles) and Italy (89 articles), (see Table 1).

As indicated in Table 1, The Hong Kong Polytechnic University stands out as the most prolific institution among the affiliations, with 107 publications (5.3%), highlighting its pivotal role as a leader in research. Other notable institutions include Northeastern University, NEOMA Business School, Nanyang Technological University, and Shanghai University, each contributing significantly to the academic literature. These affiliations are recognized for their expertise in applied logistics, technological innovation, and cross-border supply chain solutions.

Table 1. The top ten countries, affiliations, and journals based on the number of publications

Ranking	Countries	TP	%
1st	China	388	19.2%
2nd	Usa	156	7.7%
3rd	Germany	146	7.2%
4th	India	139	6.9%
5th	United kingdom	97	4.8%
6th	Italy	89	4.4%
7th	France	63	3.1%
8th	Brazil	54	2.7%
9th	Poland	50	2.5%
10th	Korea	45	2.2%

Ranking	Affiliations	TP	%
1st	The Hong Kong Polytechnic University	107	5.3%
2nd	Northeastern University	35	1.7%
3rd	NeomaBusiness School	31	1.5%
4th	Nanyang Technological University	30	1.5%
5th	Shanghai University	30	1.5%
6th	University of Seville	30	1.5%
7th	The University of Hong Kong	29	1.4%
8th	Shanghai Maritime University	28	1.4%
9th	University of Johannesburg	28	1.4%
10th	Chung-Ang University	26	1.3%

Ranking	Journals	TP	%
1st	Sustainability	216	10.7%
2nd	Transportation Research Part E: Logistics and Transportation Review	96	4.7%
3rd	International Journal of Production Research	83	4.1%
4th	Logistics (Basel)	81	4.0%
5th	Annals of Operations Research	53	2.6%
6th	Expert Systems with Applications	47	2.3%
7th	European Journal of Operational Research	44	2.2%
8th	The International Journal of Logistics Management	42	2.1%
9th	International Journal of Logistics Research and Applications	39	1.9%
10th	International Journal of Production Economics	37	1.8%

Figure 8 presents the top ten countries with the highest citation counts in logistics research. China and the United States emerge as the most frequently cited, underscoring their predominant global influence. Germany, the United Kingdom, and India also exert significant scholarly impact, while several European and Asia-Pacific nations contribute with noteworthy citation figures.

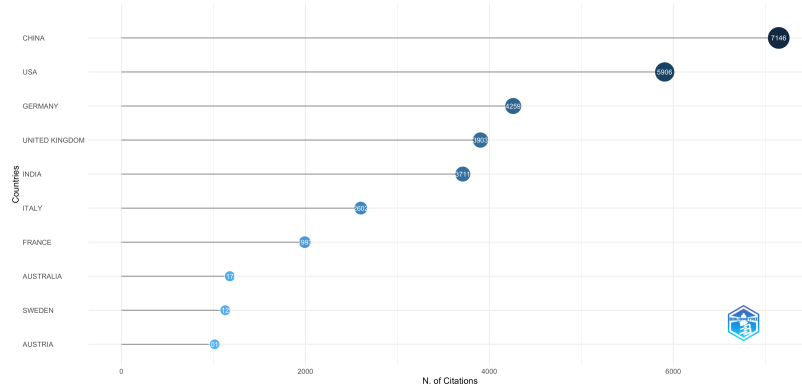


Figure 8. The top ten cited countries

Country and affiliation collaboration networks

The country collaboration network (Figure 9) illustrates that China functions as the principal connector, establishing associations with a diverse range of countries, including India, Australia, and France, among others. This highlights China's pivotal role and extensive international engagement, indicating that while research collaborations are globally distributed, they are predominantly concentrated around key nations that serve as regional anchors in the advancement of logistics corridor innovations.

The affiliation collaboration network (Figure 10) positions Hong Kong Polytechnic University as a pivotal hub, illustrating strong connections with other prominent Asian institutions, including Sichuan University, the University of Hong Kong, and Shanghai Maritime University. This pattern reflects concentrated regional partnerships, particularly within China and nearby academic centers, which significantly enhance the research output in the field.

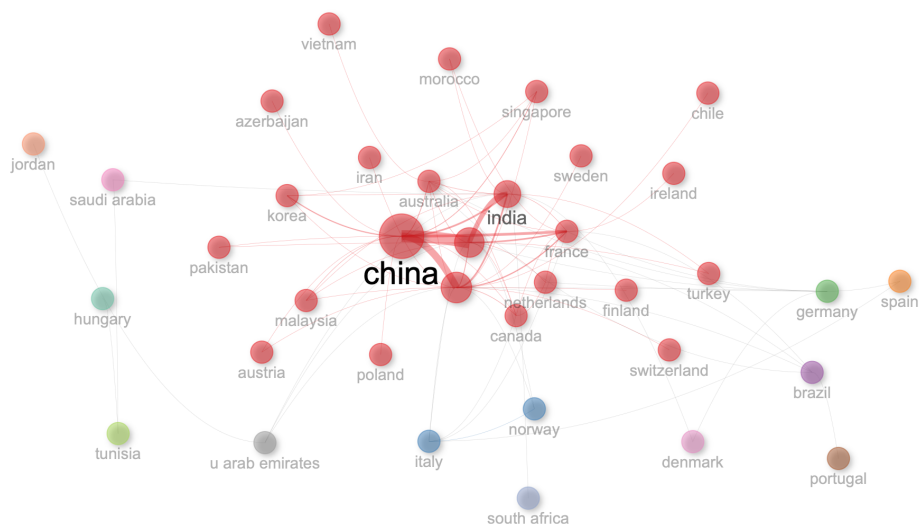


Figure 9. Countries collaboration network

Note: Nodes represent the countries or institutions and edges the nodes depends on the total occurrence frequency of the items; the thickness of the links the co-authorships; the size of the nodes depends on the total indicates the collaboration frequency; and the distance between the nodes is indicative of the occurrence frequency of the items; the thickness of the links strength of the collaboration (the closer the nodes, the more intense the collaboration). indicates the collaboration frequency, and the distance between the nodes is indicative of the strength of the collaboration (the closer the nodes, the more intense the collaboration).

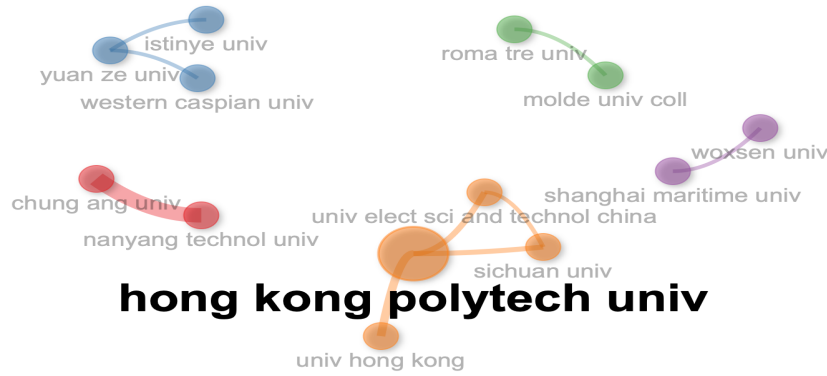


Figure 10. Affiliations collaboration network

Note: Nodes represent the countries or institutions and edges the nodes depends on the total occurrence frequency of the items; the thickness of the links the co-authorships; the size of the nodes depends on the total indicates the collaboration frequency; and the distance between the nodes is indicative of the occurrence frequency of the items; the thickness of the links strength of the collaboration (the closer the nodes, the more intense the collaboration). indicates the collaboration frequency, and the distance between the nodes is indicative of the strength of the collaboration (the closer the nodes, the more intense the collaboration).

Sources

Three hundred eighty-nine sources have published Emerging Technologies and Strategic Shifts in logistics research. Out of these, 188 journals (48.3%) published only one paper in the field. Table 1 lists the ten with the highest number of publications.

Sustainability leads with 216 papers (10.7%), followed by Transportation Research Part E and

International Journal of Production Research. These journals are recognized for their significant contributions and influence in logistics and operations research, reflecting both the diversity and the focal points of scholarly work in the field.

Figure 11 presents the evolution of the number of papers published by the journals with more publications in the field; "Sustainability" publishes the most articles in this area, with a strong upward trend since 2020. Other leading sources—Transportation Research Part E, Logistics-Basel, and International Journal of Production Research—also show consistent growth, confirming their importance and rising impact in the logistics and operations research field.

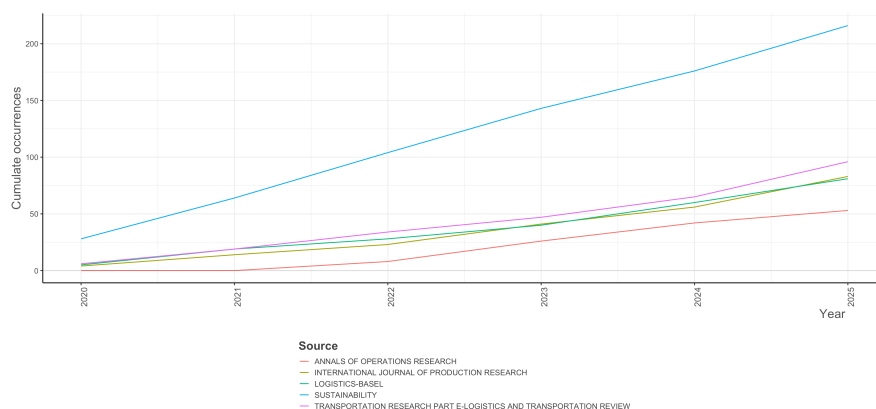


Figure 11. Source growth

Sources' co-citation

Co-citation of journals transpires when two journals are cited by a third source, and the strength of the relationship between these sources can be evaluated by the frequency of such co-citations (Pelit & Katircioglu, 2021). Mapping the co-citation relationships

among journals elucidates the intellectual structure of a research domain, including its subfields and the interconnections between them.

To analyze the co-citation of the sources, in VOSviewer, the minimum number of journal local citations was set to 100, and the number of journals selected was 163, which generated the map presented in Figure 12. Journals were grouped into four clusters: 1) the green, centered around the International Journal of Production Economics (3326 citations, 162 links); 2) the yellow, centered around the Annual Operation Research (1398 citations, 162 links); 3) the red, with Transportation Research Part E: Logistics and Transportation Review (3226 citations, 162 links); finally, 4) the blue, with International Journal of Production Reserch (4756 citations, 162 links) as the central journal. The central journals in each cluster are linked with the highest number of other sources in the graph and have been frequently cited, which indicates their influence.

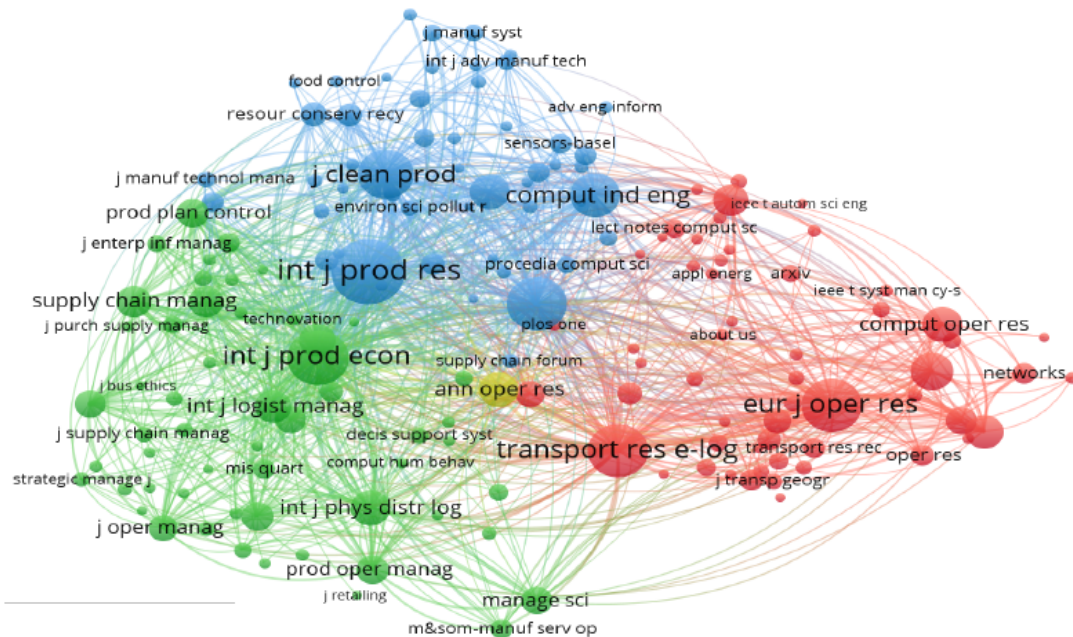


Figure 12. Source Co-citation network of cited sources

Documents

By analyzing the quantity of published literature over time, one can assess the current research activity and infer potential future directions in a given field. Table 2 reports the annual scientific production of articles addressing future trends in logistics from 2020 to 2025. Scientific output increased from 173 articles in 2020 to 540 articles in 2025, an increase of 367 articles (+212%), indicating a substantial expansion of research activity over the period."

Table 2. Annual scientific production

Years	2020	2021	2022	2023	2024	2025
Articles	173	262	262	338	447	540

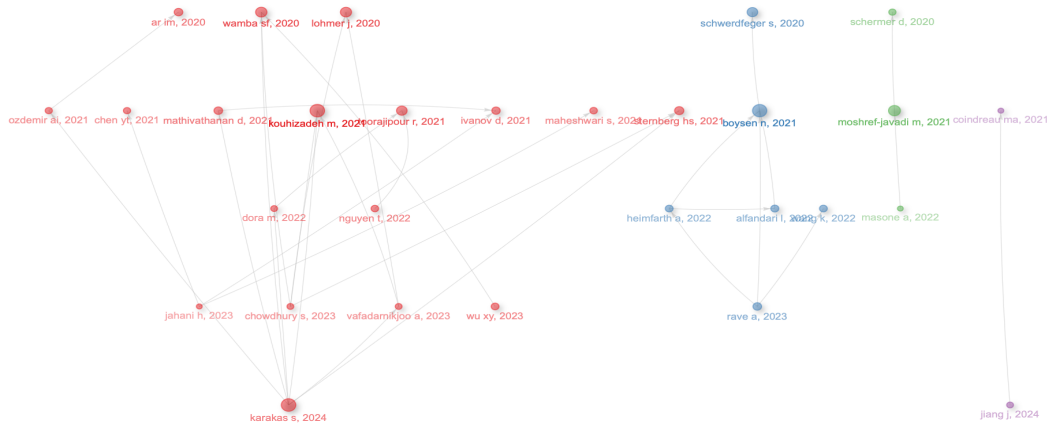


Figure 13. Historical direct citation network map

Note: Each node represents an article, and each oriented edge represents a direct citation; documents represented in the same color addressed similar topics

Figure 13 shows the historical direct citation networks, i.e., a chronological network map of the most relevant direct citations in the bibliographic collection (Garfield, 2004) of the 29 most locally cited papers in the dataset. Four thematic clusters reflect distinct thematic orientations within the maritime decarbonization literature. 1) The red cluster concentrates on exploring how emerging digital technologies especially blockchain, AI, big data, and digital twins—shape and improve logistics and supply chain management; 2) The blue cluster represents papers that focus on innovative last-mile delivery solutions, including robots, drones, and optimized parcel distribution strategies; 3) The green cluster emphasizes on optimizing drone-based routing and delivery models in logistics; and 4) The purple cluster examine cost-efficient truck-and-drone coordination for parcel delivery under routing and time-window constraints. The papers most locally cited in each cluster (theme) were: (i) the article "Blockchain Technology and The Sustainable Supply Chain: Theoretically Exploring Adoption Barriers" by Kouhizadeh et al. (2021) (red group); (ii) the article "Last-Mile Delivery Concepts: A Survey From An Operational Research Perspective" by Boysen et al. (2021) (blue group); (iii) the article "Applications and Research Avenues For Drone-Based Models In Logistics: A Classification and Review" by Moshref-Javadi and Winkenbach (2021)(green group), and (iv) the article "A Multi-Visit Flexible-Docking Vehicle Routing Problem With Drones For Simultaneous Pickup and Delivery Services" by Jiang et al. (2024) (purple group).

Keywords

Keyword analysis serves as a valuable tool for evaluating the accuracy of the methodology employed in selecting articles for the dataset. Additionally, the keywords designated by authors typically align with the publication's content and are adequate for deriving topical aspects of the research domain (Song, Chen, Hao, Liu, & Lan, 2019). Thematic map analysis of a research area can yield insights into the potential for future research development across various themes within the field. This analysis uses clusters of authors' keywords and their interconnections to identify themes. Each theme is described using two properties: density and centrality. Density measures the cohesiveness among nodes within a cluster. Centrality indicates the degree of correlation between topics across clusters (Esfahani, Tavasoli, & Jabbarzadeh, 2019). These two properties evaluate whether a particular topic has been thoroughly developed and holds significance. An increase in the number of connections between a node (theme) and other nodes enhances its centrality and importance within the network. Similarly, cohesiveness within a node, or the density of a research area, delineates its capacity for development and sustainability.

Thematic mapping (Figure 14) classifies research topics based on their development and relevance in the field. In the current figure, the upper-right quadrant, labeled as Motor Themes, highlights blockchain, supply chain, artificial intelligence, supply chain management, and Industry 4.0 as highly central and well-developed areas—indicating these are core, influential drivers in logistics and supply chain research. The upper-left quadrant, representing Niche Themes, contains topics like last-mile delivery, e-commerce, city logistics, urban logistics, drones, and last mile delivery—showing these are specialized, methodologically mature, but less connected to the broader research network. The lower-right quadrant features Basic Themes such as logistics, sustainability, machine learning, optimization, transportation, and simulation, reflecting foundational, broadly relevant but still developing areas. There are no prominent clusters in the lower-left quadrant, which would indicate emerging or declining themes, suggesting that most current research topics in this field are either central or well-established rather than in decline or infancy. This thematic map shows the field’s strong orientation toward digital innovation and practical optimization in logistics, with both niche and core topics advancing in tandem, mirroring the analytical structure.

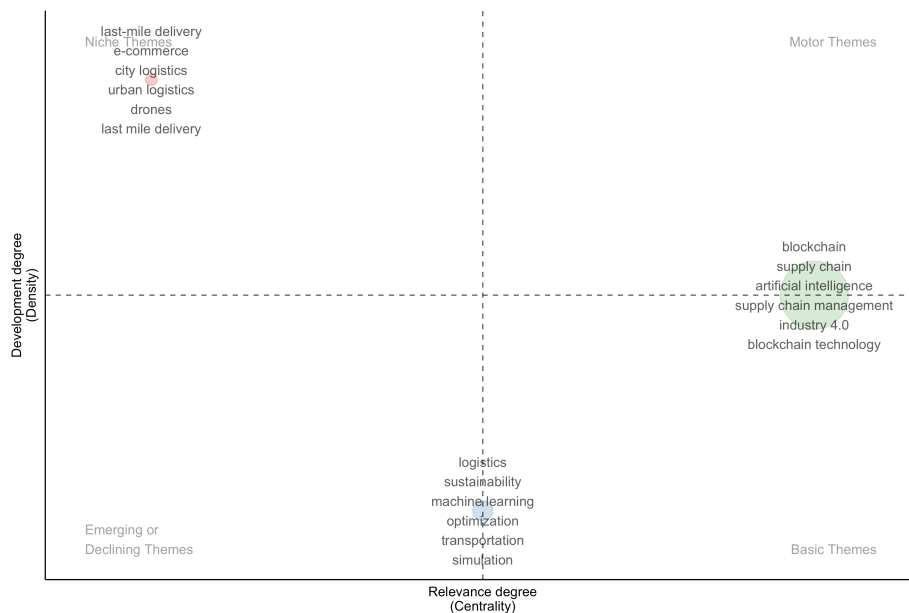


Figure 14. Thematic map of authors' keywords

Correspondence

Multiple correspondence analysis (MCA) compresses large data with multiple variables into a low-dimensional space to form an intuitive two-dimensional (or three-dimensional) graph to reveal the similarity between the keywords (Mori, Kuroda, & Makino, 2016). In Figure 15, the blue cluster dominates, connecting major themes such as blockchain, supply chain, supply chain management, resilience, reverse logistics, bibliometric analysis, circular economy, Industry 4.0, and IoT. These topics reflect the main backbone of contemporary logistics research, with strong interrelations and shared focus on digital innovation, sustainability, and advanced analytics.

The red cluster features last-mile delivery, city logistics, drones, vehicle routing, and humanitarian logistics, representing applied, specialized fields with closer ties in urban and last-mile logistics, optimization, and emergent delivery technologies. Interesting outliers, like the green “industry 4” node, show a conceptual separation as a future-oriented research strand. The overall layout captures both the integration and diversification of research keywords, illustrating the field’s simultaneous expansion into methodological, technological, and practical domains—mirroring the clustered, networked interpretation style.

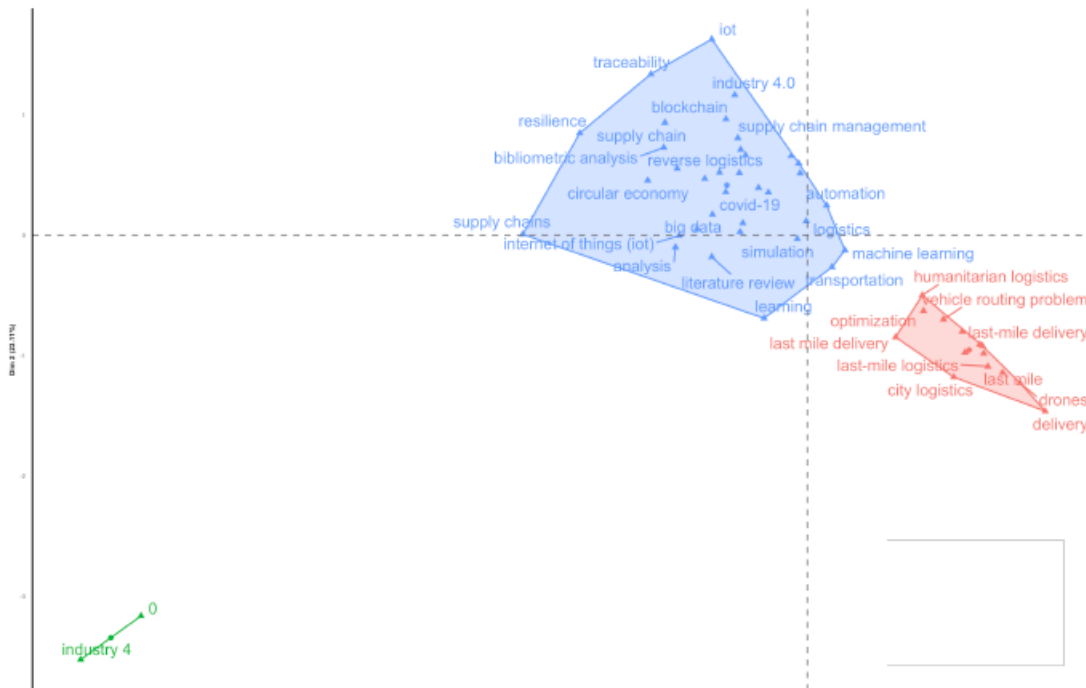


Figure 15. Multiple correspondence analysis (MCA) of high-frequency keywords (Word map)

4. DISCUSSION

Initially, we examined the research question: How has the literature in the field evolved? The research landscape, spanning the period from 2020 to 2025, has demonstrated a robust and expanding scholarly output, as evidenced by 2,022 published documents sourced from the Web of Science Core Collection. Scientific production increased dramatically, rising from 173 articles in 2020 to 540 in 2025, reflecting a significant annual growth rate of 25.57%. The field is characterized by a high level of collaboration, with an average of 3.73 co-authors per document and a substantial international co-authorship rate of 37.54%. Furthermore, the research foundation is recent, with an average document age of 1.89 years, and it demonstrates a growing scholarly impact, achieving an average of 21.87 citations per document.

In examining the second research question concerning the most productive authors, countries, and affiliations, Wang X and Kumar A emerge as the leading authors, underscoring their significant influence and leadership in the field of logistics modernization. China is identified as the most productive country, contributing 388 articles (19.2%), a figure that is more than double that of its nearest competitor. Other notable contributors include the USA (156 articles), Germany (146 articles), and India (139 articles). Among institutional affiliations, The Hong Kong Polytechnic University is distinguished as the most prolific, with 107 publications (5.3%), followed by Northeastern University and NEOMA Business School.

In addressing the third research question, which concerns the identification of the most influential sources and documents, it is evident that the journal Sustainability is the leading source by publication volume (216 papers, 10.7%), followed by Transportation Research Part E: Logistics and Transportation Review and International Journal of Production Research. The intellectual structure is reinforced by highly cited journals, forming co-citation clusters centered on influential sources such as the International Journal of Production Research (4756 citations). Highly influential documents include the most locally cited papers, which reflect four thematic clusters. These papers include

Kouhizadeh et al. (2021) concerning Blockchain and sustainable supply chains, and Boysen et al. (2021) on Last-Mile Delivery concepts, underscoring their influence on scholarly discourse.

In examining the fourth research question regarding the social structure of the field, it is evident that this structure is characterized by a highly collaborative environment, with a notable international co-authorship rate of 37.54%. Within the country collaboration network, China emerges as the principal connector, establishing extensive associations with various nations, including India, Australia, and France, thereby serving as a key regional anchor in the advancement of logistics innovation. Simultaneously, the affiliation network identifies The Hong Kong Polytechnic University as a pivotal hub, demonstrating strong partnerships with prominent Asian academic centers. This underscores the presence of concentrated regional collaboration and focused intellectual leadership within the field.

To elucidate the impact of authors' scientific contributions within the field on the broader scientific community and address the fifth research question—how has the structure of this field evolved over time?—it is evident that the field's structure has developed through a significant and stable increase in scientific production, escalating from 173 articles in 2020 to 540 in 2025. This robust growth is supported by sustained authorship and leadership from key figures, reflecting ongoing innovation spurred by the rapid evolution of emerging technologies. Furthermore, the historical direct citation network reveals thematic evolution across four chronological clusters: an initial focus on core digital technologies (such as blockchain and AI) transitioned into research emphasizing last-mile solutions, including the optimization of drone-based routing and cost-efficient truck-and-drone coordination models.

In addressing the sixth research question regarding the dynamics of the conceptual structure within the field, the conceptual structure is dynamically categorized through thematic mapping based on the centrality and density of author keywords. Motor Themes, characterized by high centrality and well-developed nature, encompass Blockchain, Artificial Intelligence, Supply Chain Management, and Industry 4.0, indicating core drivers in logistics research. Specialized Niche Themes concentrate on areas such as last-mile delivery and drones. In contrast, Basic Themes—such as Sustainability and Machine Learning—are foundational yet still in development. Multiple Correspondence Analysis corroborates this structure, revealing a dominant, highly interrelated cluster that connects digital innovation (e.g., Industry 4.0, IoT) with sustainability and supply chain resilience, thereby indicating the field's strong orientation toward digitally driven practical optimization.

5. CONCLUSION

This paper mapped research on the future of logistics corridors (2020–2025) through a bibliometric analysis of 2,022 Web of Science documents. Publication output rose from 173 articles in 2020 to 540 in 2025 (+212%), reflecting a rapidly expanding and highly collaborative field (3.73 authors per paper; 37.54% international co-authorship). China led publication output and collaboration, and The Hong Kong Polytechnic University was the most prolific affiliation. The thematic structure shows the field consolidating around digitalization and supply chain management, with core themes including blockchain, AI, and Industry 4.0, and specialized growth in last-mile, urban logistics, and drone applications. Future work should extend beyond WoS and add qualitative and mixed-method analyses to explain adoption barriers and corridor-level impacts.

6. LIMITATIONS, AND FUTURE RESEARCH

This study is limited by its reliance on the Web of Science Core Collection, meaning that important research published in other databases or outside the selected categories may have been excluded. Only papers published between 2020 and 2025 and written in English were considered, further narrowing the scope. The methodology depended on keyword selection and author-assigned keywords, so topics not well represented by these terms could be underexplored. Bibliometric analysis provides a quantitative overview but may miss qualitative insights, nuanced debates, or very recent emerging trends not yet visible in citation data.

Future research should expand the dataset to include other databases (e.g., Scopus, IEEE Xplore), non-English literature, and grey literature to capture a broader spectrum of work. There is scope for deeper qualitative analysis to explore the context and mechanisms behind observed trends. Thematic clusters such as digital innovation, last-mile logistics, and supply chain resilience can be investigated in greater depth using advanced mixed methods or longitudinal studies. New and emerging technologies—especially AI, blockchain, and Industry 4.0—warrant ongoing monitoring to understand their evolving impact in logistics and supply chain management. Cross-disciplinary and international collaboration patterns should be further mapped to reveal knowledge flows and capacity-building opportunities in the field.

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