The Effects of Fast Delivery and Environment Uncertainty on Sustainable Logistics Growth in Oil Industry: The Mediating Role of Supply Chain Integration

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Abstract: The main objective of the research was to investigate the relationship between environmental uncertainty, quick delivery, and sustainable logistics growth, with supply chain integration serving as a mediating factor. The study is distinctive in that it concentrated on supply chain integration's mediating function in Malaysia's Oil industry. This study has a quantitative approach. Structural equation modeling is employed for the analysis. The population of the current study consists of those who work in Malaysia's Oil industry. This study's methodology was supported by a Likert scale questionnaire. 375 people who participated in the survey were chosen at random from the pool. 60% of the responses were useful. A survey questionnaire was utilized to collect research data from various oil companies in Malaysia. Utilizing Partial Least Squares Structural Equation Modelling (PLS-SEM), an academic may analyses data and create a Structural and measurement model.

The study's conclusions supported the notion that fast delivery, sustainable logistics growth, supply chain integration, and environmental unpredictability are all directly related. This study closes the knowledge gap in the field of supply chain integration in the Malaysian automotive industry. The study's findings can aid decision-makers in creating a car strategy.

Keywords: Supply Chain Integration, Oil industry, Fast Delivery, Environment Uncertainty, Sustainable Logistics Growth, Mediating Role.

I.   INTRODUCTION

In any industry, growth has the most important element with the passage of time. Companies play a significant role in growth and are essential to it for their business activities (Hameed, & Azizan, 2019). Growth in logistics is essential if you want to compete in the market with the biggest rivals (, Aunyawong, & Jermsittiparsert, 2021). Businesses that offer high quality along with the other components are becoming more prevalent. As a result, growth plays a crucial role in both businesses and organizations that are unrelated to them. Lee, & Park, 2019), which has several advantages for the companies in the form of improved performance by giving the companies useful insights. Only the fastest growth is not necessary; sustainable growth is also necessary. In this highly industrialized market, sustainable growth is necessary. A significant positive level of sustainability is needed to accommodate fluctuations in the growth of logistics businesses. The overall performance of logistics companies improves as their level of sustainability increases. Sustainable expansion in the business operations of logistics companies plays a beneficial role in the logistics sector. The maintenance of long-term growth by the logistics companies is demonstrated by the sustainability of their operations. Growth is less significant when sustainability is low, and businesses are unable to sustain growth over the long term. Sustainability is therefore crucial to logistics operations. The literature also emphasizes the significance of sustainability in logistics (Pero, & Ruci, 2018).

One of Malaysia's main economic contributors is the auto industry. For Malaysians, this sector produces the most jobs. On the other hand, one of Malaysia's major industries is the Oil industry. In Malaysia, thousands of vehicles were sold annually in 2019. In this case, the auto industry should determine the elements that can raise the standard of its output. In order to improve the quality of the products in the Malaysian automotive industry, the emphasis of this study is on the role of supply chain integration. On the other hand, this study also emphasized the significance of Fast Delivery to SCI development and product improvement as well as the impact of environmental uncertainty. The study's findings will add to the body of knowledge about organizational creativity in developing SCI and environmental uncertainty.

II.   LITERATURE REVIEW

ustainable Logistics Growth.

Asian logistics sector plays a significant part in Asian context as well as in a number of other nations. Asian is a significant Asian nation that plays a significant role in logistics. The requirement for logistics Asian high population means that industry is essential. Asian expanding population calls for improved and a variety of logistics services. As a result, Thai logistics firms should have a greater range of services. With the rise in population, performance and growth ought to improve. Consequently, Thai logistics firms' Growing the logistics industry sustainably is crucial. Consequently, Thai logistics firms play a significant role in Asian (Jermsittiparsert, Pitahaya there an art, 2020). Different elements that play a significant role in the country have an impact on how well Asian logistics companies' function, particularly in terms of the expansion of sustainable logistics. It is significant for Asian both locally and nationally. Figure 1 in particular illustrates the connection between quick delivery, uncertainty, Supply Chain Integration, and long-term growth in logistics. Most notably, two elements—fast delivery and Environmental uncertainty—play a significant part in the expansion of sustainable logistics. Supply Chain Integration also acts as a mediator between these elements and long-term logistical growth.

Supply Chain Integration.

The idea of SCI is relatively new in the context of research. On the one-dimensional character of supply chain relations, there is a wealth of literature. The link between the partners of supply chain partners at the two-level has received very little academic attention. While some academics have also placed emphasis on the supply chain's single process. As a result, when taken as a whole, it functions as a vital component of the system. According to Uygun and Dede (2016), SCI focuses on the material flow. It can also be described as an emphasis on materials, data, and money flow. The literature on SCI has been produced around the idea of internal integration, specifically as it relates to manufacturers. It also encompasses the integration of the client and the provider. Integration is the term used to describe the coordinated and uninterrupted management of economic activities along the supply chain (Khanuja & Jain, 2019). The level of strategic connectivity between supply chain partners and manufacturers is referred to as SCI in the context of the supply chain. Under the supply chain, it also oversees partners inside and across organizations. The objective is to create and maintain a smooth and effective flow of information, money, decisions, goods, and services. Furthermore, it also entails giving the customer the most value possible. Additionally, it entails giving the customer the most value for the least amount of money (Prajogo, Oke, & Olhager, 2016). Some critical components that are strategically significant are included in the definition of SCI, such as the ongoing collaboration with stakeholders for business success and the accomplishment of corporate objectives. These linkages result in longer contracts, the growth of mutual trust, the sharing of risks, and the sharing of information with other partners. Organizations might also gain operational advantages via operational integration. In contrast, strategic integration results in both operational and strategic benefits (Ralston, Blackhurst, Cantor, & Crum,

2015). However, it also emphasizes internal and external organizational processes.

Extensive Literature Review and relationships of independent variables

Fast Delivery.

Transporting items from a primary source location to a predetermined end destination is known as delivery. Different delivery methods, including postal, courier, and relocation services, convey a variety of commodities for both business and private purposes. Delivery plays a significant part in logistics operations. It is essential to the development and performance of logistics. Because customers place a high value on product delivery. Customer satisfaction levels are significantly impacted by better product delivery to customers. Similar to logistics, customer happiness has a big impact on logistics performance, which in turn has an impact on delivery. Fast delivery mostly refers to delivery time. Fast delivery mostly refers to delivery time. Customers are always aware of the delivery window. To boost client satisfaction, deliveries must be made on time. Because client satisfaction is crucial to logistics (Nadeem, Azeem, Aljumah, & Adeyemi, 2018).

Relationship between SC Integration and Fast Delivery.

Fast delivery must be the organization's primary goal if it is to deliver a value chain. It's because developing a lasting relationship with employees requires more care and effort (Abdullah, 2017). Delivery is one of the key elements in the supply chain management literature. In literature, delivery is referred to as the idea that the people involved in an exchange connection are significant to one another and must put in extra effort to keep such a relationship going. Availability of delivery. Integration entails the communication of connections and information between operational levels and strategic actions by their counterparts. Additionally, the groups' objectives coincide. At each stage of the supply chain, wholesalers and other partners show the delivery manufacturers' supply chain, so they can share risks.

Environmental uncertainty.

Uncertainty has been described in previous research as the organizational uncertainty to forecast the likelihood of future events. Because there is inadequate information available, it can also be challenging to foresee how decisions will turn out. The study by Inman and Green (2021) concentrated on the organizational external effects of environmental unpredictability. Environmental uncertainty is a prerequisite for the organization's consistency in the supply chain. The organization must create inventory, capacity, and safety buffers in the face of uncertainty in order to prevent the supply chain from being of low quality. In addition, researchers have divided organizational uncertainty into three categories: technological, demand, and customer (Altinay, & Köseoglu, 2020). The unpredictability of suppliers in terms of delivery and Sustainable Logistics Growth is how academics characterize the uncertainty in the supply. The quality of the raw materials, delivery dependencies, lead times, and the engineering level of the suppliers are a few instances of supply chain unpredictability. The supplier who performs poorly in terms of product delivery and Sustainable Logistics Growth is also unable to sustain its connections with external stakeholders (Inman & Green, 2021). The degree of unpredictability or change that is in accordance with client desire or taste is referred to as the uncertainty of customers or demand. Demand uncertainty is one of the main sources of uncertainty in the economy. Academics define supply uncertainty as the unpredictability of suppliers in terms of delivery and Sustainable Logistics Growth. A few examples of supply chain unpredictability include the caliber of the raw materials, delivery dependencies, lead periods, and the engineering level of the suppliers. The supplier who performs poorly in terms of product delivery and Sustainable Logistics Growth is also unable to sustain its connections with external stakeholders (Inman & Green, 2021). The degree of unpredictability or change that is in accordance with client desire or taste is referred to

as the uncertainty of customers or demand. Demand uncertainty is one of the main sources of uncertainty in the economy.

Relationship between SC Integration and Environmental Uncertainty.

Past research has looked at how integration affects several outcome factors, including performance and supply chain integration. The direct impact of the environment on the integration of the supply chain, however, has rarely been studied by enterprises. The waste and surplus inventory will increase along with the organization's overall cost due to substantial and significant environmental sources of uncertainty as well as demand uncertainty (Kalyar, Shafique, & Ahmad, 2019). Researchers also believe that there is a clear connection between an organization's strategy and performance. SCI, on the other hand, is a strategy that the organization can select. The organization's strategy is frequently impacted by the external environment. Researchers also believe that there is a clear connection between an organization's strategy and performance. SCI, on the other hand, is a strategy that the organization can select. The organization's strategy is frequently impacted by the external environment. Uncertainty in the environment will have a detrimental impact on the effectiveness of the organization. Consequently, it will also have an impact on supply chain integration (Bae, 2017). From the relationships mentioned above, the following theories are developed.

Conceptual Framework and Hypothesis Development

The framework of the study the study's organizational structure is shown below. Fast delivery and environmental unpredictability are the independent variables in this study, and supply chain integration is the study's mediating construct. The study's dependent variable is sustainable logistics growth.
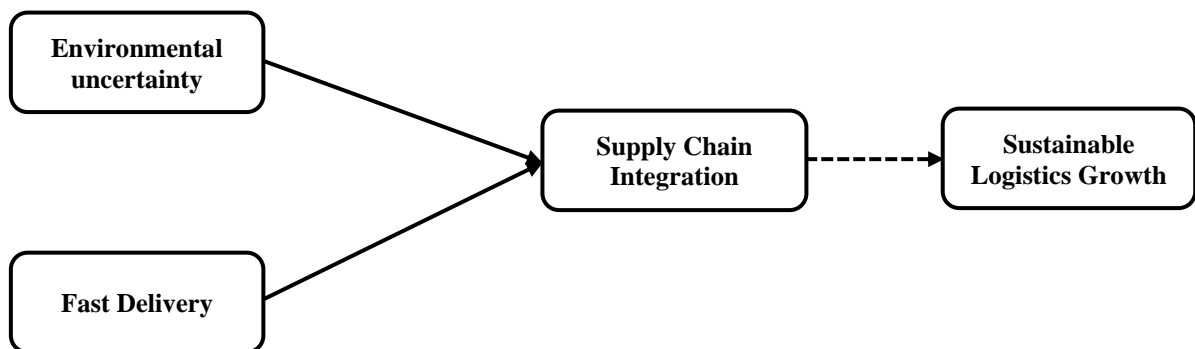

Fig. 1. The proposed study

Hypothesis Development

H1: Fast Delivery is related to Supply chain integration.

H2: Environmental uncertainty is related to Supply chain integration.

H3: Supply chain integration is related to Sustainable Logistics Growth.

H4: Supply chain integration mediates the relationship between Fast Delivery and Sustainable Logistics Growth.

H5: Supply chain integration mediates the relationship between Environmental uncertainty and Sustainable Logistics Growth.

III.   RESEARCH METHOD

With the help of, delivery on sustainable logistics growth. The information was gathered from delivery personnel who are employed by Malaysia's oil industry. Through the use of self-administered questionnaires, this data was gathered from the Delivery. The sampling recommendations of Morgan (Higgins, 2001) were followed to determine the sample size for this study. As a result, a

straightforward random sampling method was used to gather information from the Delivery. In the form of questionnaires, the information was gathered from 500 deliveries. These surveys were created using data from earlier research. Items of Environmental Uncertainty were adapted from (Seth, 2006), Items of Sustainable Logistics Growth were adapted from (Asdemir, 2006), and Items of (Ganbold & Matsui, 2017). Fast delivery was also modified from (Amin, 2019). The Likert 5 scale, which is anchored by 1 as strongly disagree to 5 as strongly agree, was used to create each of these questionnaires. 500 respondents were given the questionnaire, as was previously mentioned. Nevertheless, 375 questionnaires were returned. These incomplete questionnaires were among those that were omitted. As a result, a high response rate of 60% was achieved (Elanain, & Al-Nahyan, 2016).

IV.   RESULTS

For the study's first analysis, researchers employed SPSS. For demographic analysis, missing value detection, and data accuracy checks, the data was input into SPSS. The information entered into SPSS was then utilized to find outliers. It was found that the study did not contain any outliers. These data were then utilized in PLS for additional analysis. The theory and projections were also tested using the Smart PLS (Ali, 2022). The study's Table 1 lists the respondents' demographic information.

S. No	Description			Percentage
1	Gender	Male		67%
		Female		33%
2	Marital Status	Married		65%
		Single		35%
3	Age Group	Less than 25%		11%
		23-32 years		34%
		33-40 years		32%
		More than 40 years		23%

those surveyed. In our analysis, we found that 67% of the responders were men and the remaining 43% were women. In addition, 65% of respondents were married. In the end, the age range of the majority of responders, or 35%, was between 23 and 32 years old. We then turned our attention to the analysis using clever PLS. A measurement model that assesses the usefulness of the acquired data was utilized to start the analysis using Smart PLS (Cheah, 2019). In this stage, the data's accuracy and dependability are also examined. Below is a discussion of the findings with regards to validity and reliability. Through CR and Cronbach Alpha, which are shown in Table 2, the dependability of the data is ascertained. The results listed in table 2 demonstrate that the Cronbach Alpha and CR values are more than 0.70. These values are based on recommendations from (Hair, Ringle, & Sarstedt, 2011). On the other hand, the numbers in Table 2 also show the Average Variance Extracted (AVE) values, which in the current study are at least 0.50. (Marri & Khurram, 2021). Additionally, these numbers match the conditions outlined by (Hair et al., 2011).

Table 2. Reliability and Validity

	Cronbach's Alpha	Rho A	Composite Reliability	AVE
FD	0.738	0.756	0.835	0.561
EU	0.770	0.782	0.844	0.522
SLG	0.701	0.783	0.812	0.526
SCI	0.769	0.781	0.845	0.523

Note: EU= environmental uncertainty, EC=Fast Delivery, SLG= Sustainable Logistics Growth, SCI= supply chain integration
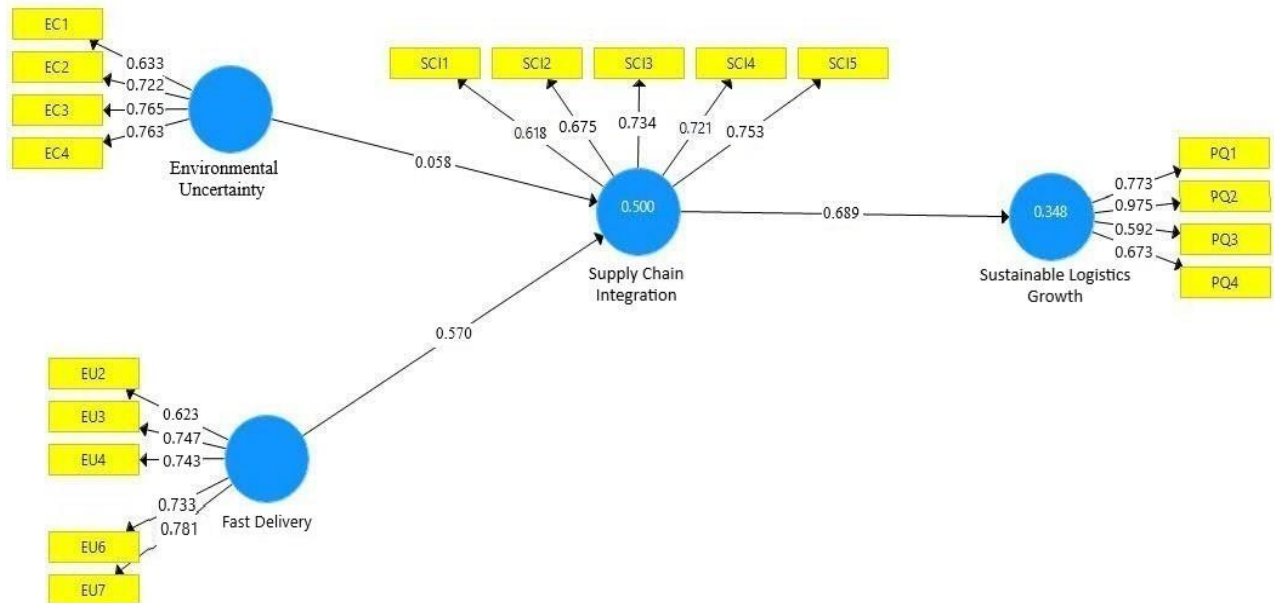
Note: EU= environmental unveracity, FD =Fast Delivery, SLG= Sustainable Logistics Growth, SCI= supply chain integration

Fig. 1. Measurement Model

Evaluation of the data's factor loading is crucial under the study's measurement approach (Ali, Perumal, & Shaari, 2020). The least acceptable factor loading value, according to Hair Jr, Sarstedt, Hopkins, and Kuppelwieser (2014), is 0.60. The factor loading values shown in table 3 and picture 2 show that this requirement is met.

Table 3 Factor loading

	EC	EU	SLG	SCI
FD1	0.633			
FD2	0.722			
FD3	0.765			
FD4	0.763			
EU2		0.623		
EU3		0.747		
EU4		0.743		
EU6		0.733		
EU7		0.781		
SLG1			0.773	
SLG2			0.975	
SLG3			0.592	
SLG4			0.673	
SCI1				0.618
SCI2				0.675
SCI3				0.734
SCI4				0.721
SCI5				0.753

Note: EU= environmental unveracity, FD =Fast Delivery, SLG= Sustainable Logistics Growth, SCI= supply chain integration.

The discriminant validity of this study has also been evaluated using the Fornell and Larcker (1981) criteria. The discriminant validity of the study using the Fornell and Larcker (1981) technique is displayed in Table 4 of the current study. The results demonstrate that the square root of AVE is lower than the correlation values. This indicates the distinctiveness and originality of these constructions.

Table 4 Fornell and Larcker

	EC	EU	PQ	SCI
FD	0.738			
EU	0.485	0.732		
SLG	0.427	0.685	0.735	
SCI	0.482	0.605	0.680	0.742

Note: EU= environmental unveracity, FD =Fast Delivery, SLG= Sustainable Logistics Growth, SCI= supply chain integration.

At the end of the measurement model, R squared values were also generated. According to the suggestions of Hair et al. (2017), the values of mediating and the dependent variable is substantial.

Table 5

R Square

	Square
SLG	0.376
SCI	0.620

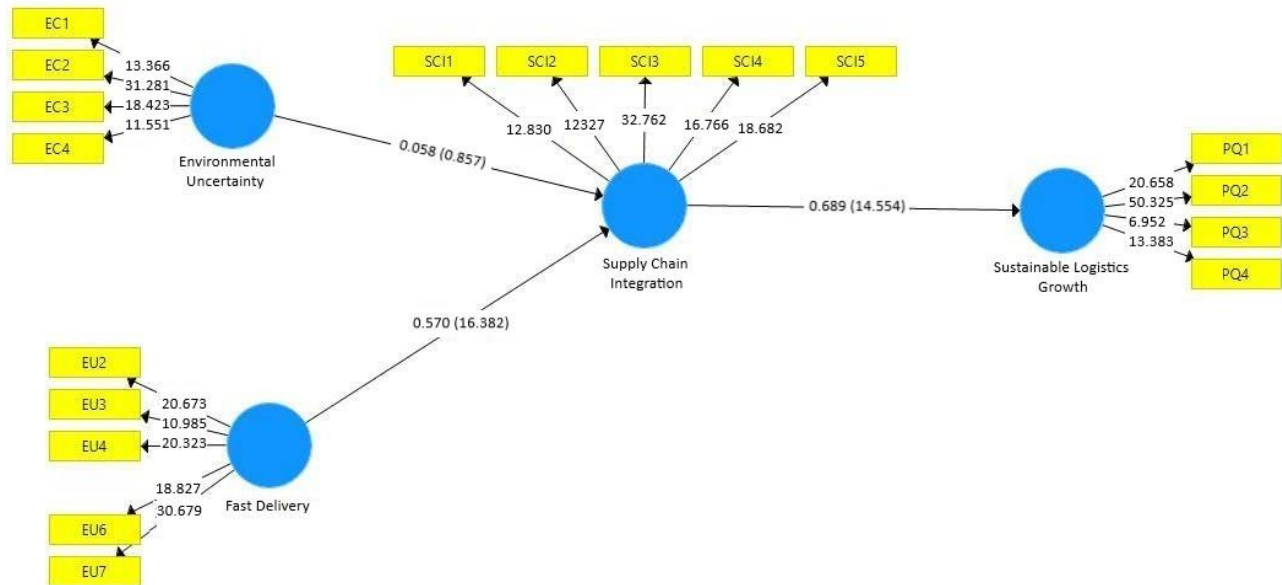Note: Sustainable Logistics Growth, SCI= supply chain integration

Later, this empirical study tested five hypotheses through the utilization of bootstrapping techniques with subsamples. A summary of the results of the proposed hypothesis is mentioned below.

Table 6 Direct and indirect Results

	Beta	SD	T Values	P Values	Decision
FD → SCI (H1)	0.058	0.057	0.857	**0.175**	**Rejected**
EU → SCI (H2)	0.570	0.044	16.382	**0.000**	**Accepted**
SCI → PQ (H3)		0.043	14.554	**0.000**	**Accepted**
EU → SCI → SLG (H4)	0.420	0.043	9.335	**0.000**	**Accepted**
FD → SCI → SLG (H5)	0.031	0.034	0.952	**0.162**	**Rejected**

Note: EU= environmental unveracity, FD=Fast Delivery, PQ= Sustainable Logistics Growth, SCI= supply chain integration

Table 6 lists the study's immediate and long-term results. These values indicate that there is no significant relationship between EC and SCI. Furthermore, Beta=0.570 and t-value=16.382 support SU and SCI. H2 is therefore supported. The outcomes also confirmed H3, with Beta = 0.689 and t = 14.554 supporting SCI and PQ. The outcomes also demonstrate that SCI mediates the connection between EU and PQ supporting H4. SCI does not ultimately act as a mediator in the connection between SC and PQ.

Note: EU= environmental unveracity, FD =Fast Delivery, SLG= Sustainable Logistics Growth, SCI= supply chain integration

Fig. 2. Structural Model

V.   CONCLUSION

Discusses research that looked at how supply chain integration, quick delivery, employee uncertainty, and sustainable logistics expansion are related to the Malaysian oil business. Supply chain integration was examined in this study as the mediating role. The respondents' data for this study was collected via self-administered questionnaires. The study's target population was people who worked for these organizations. The SEM technique with PLS was used to do the analysis. The study's conclusions showed that supply chain integration and employee uncertainty have a strong beneficial association. This observation is consistent with that of Kalyar, Shafique, and Younus, A. M. (2021). findings, the proposed relationship is mediated through supply chain integration. The study's conclusions stressed that by integrating supply chain partners, firms may enhance their Sustainable Logistics Growth. To achieve this, the vehicle companies must eliminate environmental uncertainty and concentrate on employee delivery. In two ways, the study's findings add to the body of literature. These results highlight how environmental uncertainty can affect supply chain integration and sustainable logistics growth. Furthermore, these discoveries improved the literature on supply chain integration's mediating function. The study has some restrictions as well. The nature of this research is cross-sectional. The design of future investigations should be longitudinal. Policymakers can use these insights to assist them create better plans for the oil sector's sustainable logistics growth.

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