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INFRASTRUCTURAL INTEGRATION OF UKRAINE AND MOLDOVA ON THE BASIS OF LOGISTICS

Summary. The publication considers the prospects of infrastructural integration of Ukraine and Moldova on the basis of logistics. The legal framework for the development of Ukrainian-Moldovan cross-border cooperation as a basis for building infrastructure integration has been studied. It is established that the model of infrastructural integration of Ukraine and Moldova on the basis of logistics should be based on the institutional approach. The characteristics of the common elements of the logistics infrastructure of Ukraine and Moldova in terms of transport corridors, road network and railway connections are given. Based on the SWOT analysis, the main advantages, disadvantages, opportunities and threats in the development of infrastructural integration of Ukraine and Moldova are substantiated. Mutually beneficial vectors of infrastructural integration for both states and prospects of cooperation are revealed.

Key words: infrastructural integration, logistics, transport, transportation, transit, border, territory, trade, cooperation.

Introduction and the problem statement. The vector of infrastructural integration of Ukraine and Moldova is both contradictory in terms of political aspects and mutually

beneficial in terms of logistics potential. Such problematic issues as demarcation of borders, mutual claims to property, operation of the oil terminal in Giurgiulești, transit outside of

Ukraine became real until the decision given the recent visit of the newly elected President of Moldova Maia Sandu.

The development of new strategic cooperation between Ukraine and Moldova in the fields of energy, infrastructure and transport, in particular transit, is certainly promising for both countries. Ambitious ideas for the development of transport infrastructure of the President of Ukraine Volodymyr Zelenskyy and the President of Moldova Maia Sandu during the last meeting (12.01.2021), such as the possibility of moving from Kyiv to Chisinau in 5 hours and the construction of a border bridge across the Dniester indicate the first steps of political thaw and initiation of infrastructural integration of states on the basis of logistics.

This aspect is extremely relevant given the European vector of logistics development in Ukraine, reducing logistics costs through effective cooperation, creating a network of production and logistics clusters, etc.

Analysis of recent research and publications. Problems of logistics infrastructure research devoted to the work by V. Beliaev, V. Dykan, R. Larina, L.B. Mirotin, T.A. Prokofiev, O. Bakaev, D.J. Bauersocks, L. Frolova, A. Malovychko, L. Mirotina, J. Oliinyk, I. Smirnov, I. Strutynska, O. Tridid.

Today, Ukraine's integration into the European structures and the establishment of multilateral cooperation with the EU are the main geostrategic priorities of our country. The new vector of cooperation between Ukraine and Moldova creates new opportunities for both countries in the direction of infrastructural integration on the basis of logistics, which leads to increased attention to the development and efficient functioning of the transport sector of both countries.

Part of the general problem unsolved earlier. The works by these scientists are the scientific basis for the development of transport logistics infrastructure at the state level on the basis of the vector of the European development and prioritization of building the logistics potential of the state through its infrastructure solutions. At the same time, the identification of the main problems of infrastructure integration on the basis of logistics in terms of cooperation with individual countries (including Moldova) in view of new opportunities in political cooperation requires the development of situational research and in-depth approach.

The purpose of the article. The main purpose of this article is to consider the infrastructural integration of Ukraine and Moldova on the basis of logistics, to identify obstacles and opportunities on the way to mutually beneficial cooperation.

Presentation of the main material. The geographical location of Ukraine and Moldova provides them with logistical potential. In view of this, both countries have the opportunity to establish mutually beneficial infrastructure integration and, as a result, become a key transit link between Europe and Asia.

In order to implement such prospects, the Ukrainian and Moldovan sides need to develop and implement common approaches and standards for logistics solutions. They will be the key to the development of trade, attracting additional traffic, which will create the opportunity to provide new jobs and increase budgets at various levels.

The basis for such changes is the infrastructural integration of the border and cross-border territories of Ukraine and Moldova on the basis of the logistics vector in the field of rail, road, river and sea transport. The methodology of its implementation is based on institutional approach.

Institutionalism on the basis of logistics is built not only taking into account the benefits of concluding cooperation agreements by states in the framework of joint transport routes, but also in minimizing transaction costs. The value of the latter in international transactions is quite high due to the existence of artificial restrictions in the form of tariff

and non-tariff barriers, quotas, other forms of protection of domestic markets, costs of foreign exchange transactions and, most importantly, due to differences in formal and informal institutions. Why businesses are forced to invest resources in gathering information and mastering the legislation of the country where they plan to operate.

In the infrastructural integration of states, it is necessary to take into account the interests at the level of regions and industries because a significant part of transaction costs is minimized. Thus, the latter (collection of information, tariffing of border crossings, overhead costs for baggage inspection and inspection of carriers, the value of which can reach 50-70% of the transaction value) can be reduced by integrating the logistics infrastructure of Ukraine with potential partner countries. Cooperation of elements of the institutional infrastructure of the common logistics system of different countries in internationally integrated institutions reduces transaction costs for international agreements, which significantly increases business opportunities for the development of trade relations. The effectiveness of the functioning of such integration entities depends on the specifics and structure of the institute.

One of the most important features of infrastructural integration is that the "integrating force" is not only and not so much the state institutions that create a network of formal agreement institutions, but the logistics component.

Thus, the elements of regional logistics infrastructure should be considered as components that create conditions for the integration of business of two or more countries, acting as national or regional infrastructure, and as infrastructure elements formed by integration processes.

At the regulatory level, Ukraine and Moldova have laid a solid foundation for building the infrastructural integration of both sides. The development base of the Ukrainian-Moldovan cross-border region is as follows (Table 1).

Thus, a basis has been formed for the development of infrastructural integration for both states, Ukraine and Moldova, through a mechanism to guarantee the realization of common rights and fulfillment of obligations to each other.

Accordingly, regional and cross-border cooperation of Ukraine and the Republic of Moldova is carried out within the framework of bilateral agreements between the regions the countries, as well as within the framework of the Lower Danube, Upper Prut and Dniester Euroregions.

Lower Danube Euroregion was established on August 14, 1998. The Euroregion includes Odesa region (Ukraine), Galați, Tulcea, Brăila (Romania), Cahul and Cantemir districts (the Republic of Moldova). The creation of the Lower Danube Euroregion was aimed at solving the following tasks: achieving harmonious and balanced economic development; solving problems in the field of environmental protection; ensuring an appropriate level of employment and social protection; development of transport infrastructure; formation of a single cultural space in the Danube region; prevention and elimination of consequences of natural and man-made disasters.

Upper Prut Euroregion established on September 22, 2000. The Euroregion includes the Chernivtsi region of Ukraine, the Bălți and Edineț districts of the Republic of Moldova, the Botoșani and Suceava counties of Romania. The main developments of the region in the field of cross-border cooperation include the first in Ukraine concept of the target Program of Cross-Border Cooperation, developed by the Chernivtsi Regional State Administration.

Dniester Euroregion was created on February 2, 2012. The Euroregion included Vinnytsia region of Ukraine, Soroca, Sholdenesht, Dondușeni, Florești, Rezina and Ocnîța districts of the Republic of Moldova. The main purpose of the education is the implementation of cross-border projects of environ-

System of normative-legal acts of Ukrainian-Moldovan cross-border cooperation

The level of legal act	Legal act
Interstate agreements	1. Agreement on Good Neighborliness, Friendship and Cooperation between Ukraine and the Republic of Moldova dated January 5, 1997.
Agreements on cross-border cooperation between neighboring countries	1. Joint Operational Program of the European Neighborhood and Partnership Instrument (Cross-Border Cooperation Program) «Romania - Ukraine - Republic of Moldova 2007 - 2013»; 2. Eastern Partnership Territorial Cooperation Support Programme for the countries «Ukraine-Moldova», funded by the EU dated April 15, 2015;
Agreements on cooperation between the border regions of Ukraine and administrative territorial units of the Republic of Moldova	Agreement between the Government of Ukraine and the Government of the Republic of Moldova on Cooperation between the Border Regions of Ukraine and Administrative Territorial Units of the Republic of Moldova dated March 11, 1997
Agreement between Ukraine and the Republic of Moldova on local border traffic	Agreement between the Republic of Moldova and the Government of Ukraine on Readmission of Persons at Moldova-Ukraine State Border, signed on March 11, 1997 and entered into force on August 12, 1997. Amendments to the Agreement were made by the Protocol of the parties on May 29, 2006.
Other intergovernmental agreements and framework documents dealing with cross-border cooperation	Protocol on Tripartite Cooperation between the Governments of Ukraine, the Republic of Moldova and Romania dated July 4, 1997; Protocol on the Establishment of Diplomatic Relations between Ukraine and the Republic of Moldova dated March 10, 1992; Consular Convention between Ukraine and the Republic of Moldova dated November 1, 1996; Agreement between Ukraine and the Republic of Moldova on the State Border dated April 6, 2000; Memorandum of Understanding between Ukraine, Moldova and the European Union Border Assistance Mission to Moldova and Ukraine (EUBAM) dated October 7, 2005; Agreement between Ukraine and the Republic of Moldova on the Regime of the Ukrainian-Moldovan State Border, Cooperation and Mutual Assistance on Border Issues dated February 22, 2013
National legislation on cross-border cooperation	Law of Ukraine “On Cross-Border Cooperation” dated June 24, 2004; Resolution of the Cabinet of Ministers of Ukraine No. 587 on “Some Issues of Development of Cross-Border Cooperation and Euroregions” dated April 29, 2002; Order of the Cabinet of Ministers of Ukraine “Some Issues of Development of Cross-Border Cooperation within the Euroregion Upper Prut” dated February 14, 2002 No. 59-p; Decree of the President of Ukraine “On Measures to Develop Economic Cooperation of the Regions of Ukraine with Adjacent Regions of the Republic of Belarus and Administrative Territorial Units of the Republic of Moldova” No. 271/94 dated June 3, 1994.
Agreements between local authorities (including agreements on cooperation between adjacent territories)	Agreement on the Establishment of the Euroregion “Upper Prut” dated September 22, 2000 Agreement on the Establishment of the Euroregion “Dniester” dated February 02, 2012; Agreement on Trade, Economic, Scientific, Technical and Cultural Cooperation between the Vinnytsia Regional State Administration and the Soroca District (dated September 25, 1999) and Transnistrian region of the Republic of Moldova; Agreement between the Yampil Regional State Administration of Vinnytsia Region and the Soroca District of the Republic of Moldova on Trade, Economic and Cultural Cooperation has been in force since 2004; In 2012, cooperation agreements were signed between the village of Oklanda (Soroca district, Republic of Moldova) and the village of Balanivka (Bershad district, Vinnytsia region), the village of Căinari Vechi (Soroca district, Republic of Moldova) and the village of Klembivka (Yampil district, Vinnytsia region).
Regional legislation on cross-border cooperation	Program of European integration border cooperation and interregional relations of Odesa region for 2008; The Program of European Integration, Interregional Relations and Formation of a Positive Image of Odesa Region for 2012-2013 dated April 26, 2012.

Source: formed by the authors on the basis of [2]

mental, investment, transport, communication, and humanitarian nature [3].

It is obvious that the creation of each of the Euroregions has been aimed at resolving issues of transport and communication, which further raises the issue of infrastructural integration of both countries.

The question of the root cause of infrastructural integration of the region is debatable, when its development leads to the intensification of business activities inside and outside the country, whether infrastructural integration creates conditions for the formation and modernization of new elements of infrastructure.

On the one hand, the establishment and expansion of international trade relations is now impossible without the functioning of elements of information and consulting (tools of Internet communications and Internet trade, news agencies, cooperation bureaus), financial and credit infrastructure (banking and non-banking institutions, insurance companies, investment funds), infrastructure of logistics centers and logistics intermediaries, i.e. entrepreneurship is the root cause. On the other hand, elements of expert technical infrastructure (carriers, freight forwarders, customs brokers, logistics companies, expert organizations engaged in engineering, geology, geodesy, technical testing, recruitment, security activities, etc.) that accompany transport operations and create conditions for emergence of new business entities.

At the same time, regardless of this, infrastructural integration is possible only if there are common interests in the business environments of regions of two or more states, institutional base (integration of existing infrastructure elements or creation of a new integration element of business infrastructure) and initiator (Figure 1).

Ukraine's great transit potential is also due to the development of developed transport infrastructure, including 22 000 km of railways, 45% of which are electrified, a dense network of public roads with a length of 170 thousand km,

non-freezing sea trade ports of the Black Sea-Azov basin and river ports, a large number of rivers suitable for navigation.

However, today Ukraine is rapidly losing its position as a transit country and becoming uncompetitive in the international market of transport services. The current situation is developing in the direction of a rapid narrowing of Ukraine's transit opportunities. The volume of cargo transit (excluding pipeline transport) decreased from 107.2 million tons in 2007 to 36.2 million tons in 2014. In the structure of foreign trade freight traffic (exports, imports, transit) the share of transit decreased from 37% in 2007 to 15% in 2013, which accordingly reduced the amount of foreign exchange earnings in Ukraine [4].

The state of the logistics system of Ukraine is unsatisfactory, which is confirmed by the World Bank research, according to which, taking into account the index of logistics efficiency, Ukraine ranks 102nd among 155 countries [5]. The evaluation was conducted according to the following criteria: efficiency of customs clearance procedures, transport logistics infrastructure, availability and ease of organization of international deliveries. In the structure of the domestic logistics market, transport occupies 89%, supply chain management – 1%, forwarding – 2%, storage – 8%.

Ukraine occupies an important place in the European projects due to its advantageous geographical location. This is evidenced by the high EU transit rating of the British Rendell Institute – 3.75 points [6]. There are the following areas of Ukraine's participation in European transport and logistics integration:

- 1) pan-European transport corridors of fuel and energy sector;
- 2) TCTC transcontinental transport corridors;
- 3) pan-European transport areas;
- 4) international logistics terminals [7].

Ukraine's accession to international transport organizations and structures, ratification of a number of international

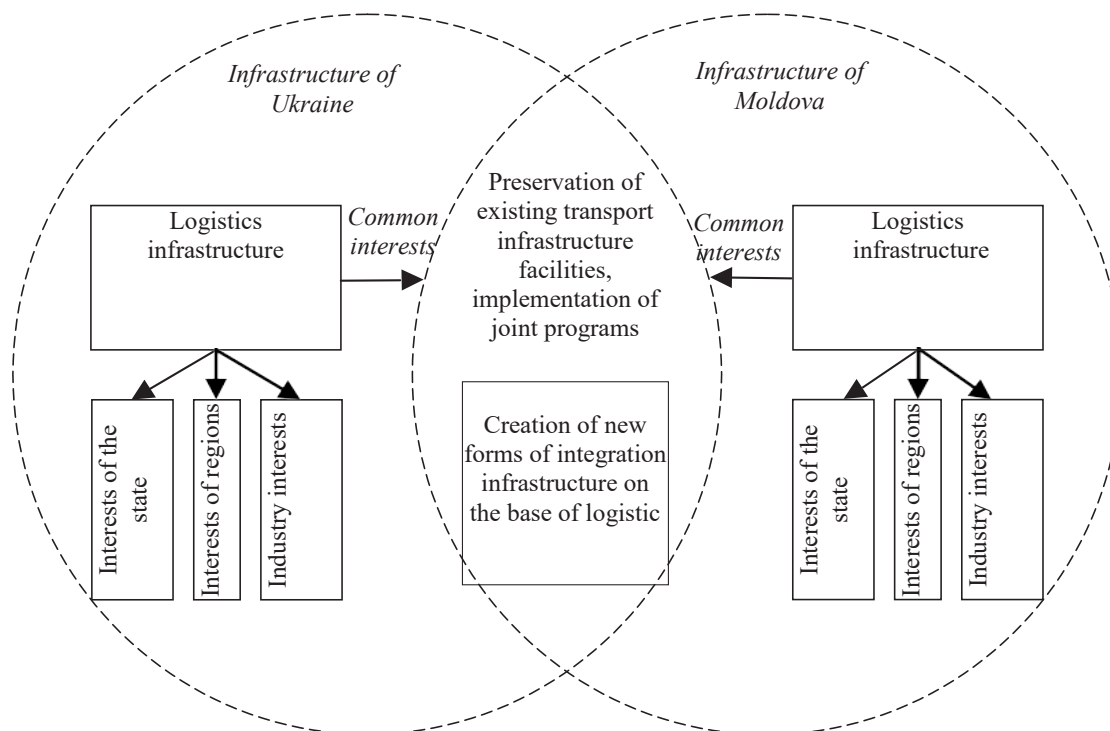


Figure 1. Model of infrastructural integration of Ukraine and Moldova on the basis of logistics

Source: formed by the authors on the basis of [1]

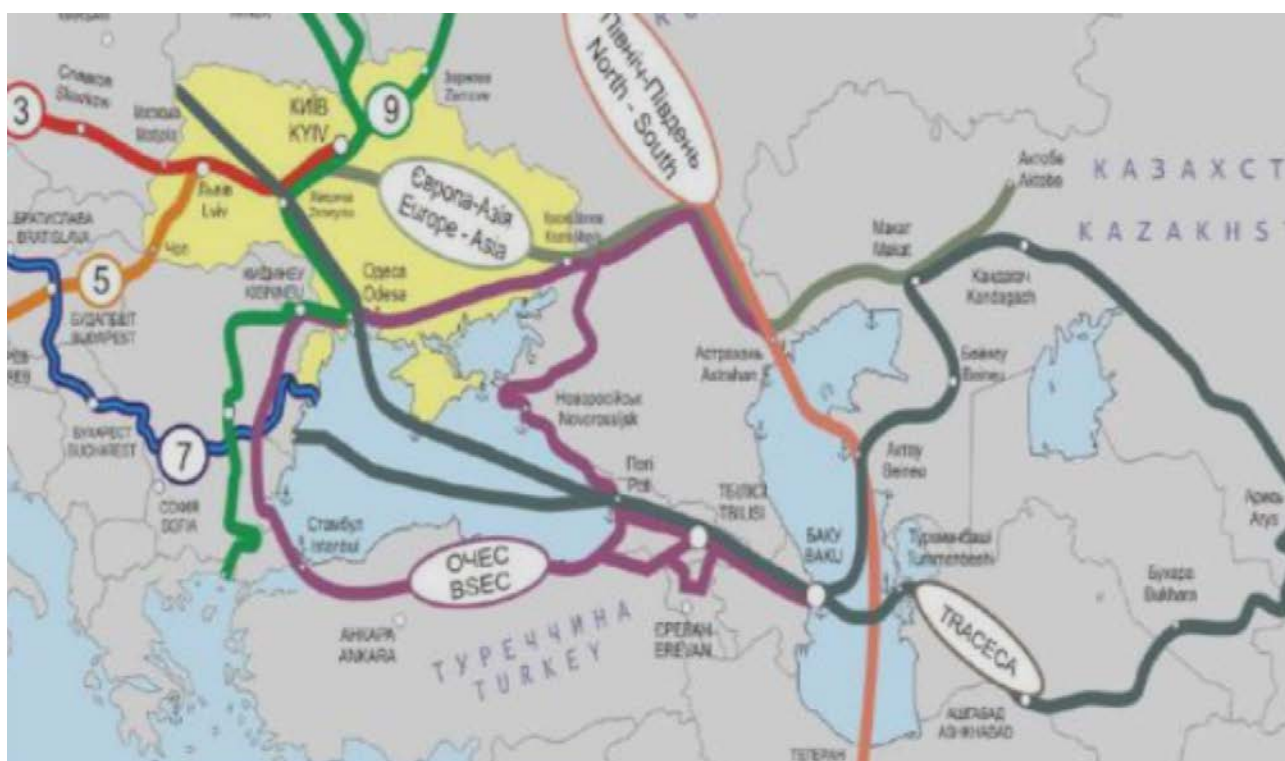


Figure 2. Key international transport corridors on the territory of Ukraine [8]

agreements, conventions and other documents on the organization of transport systems and transportation were the first steps that began the integration of the Ukrainian road transport system into the European transport system (Figure 2).

Figure 2 shows that the opportunities for infrastructural integration of Ukraine and Moldova are being implemented in the framework of international projects for the development of transcontinental transport corridors: Transport Corridor Europe-Caucasus-Asia (TRACECA), «Baltic-Black Sea», «Europe-Asia» and the Black Sea Transport Ring.

In addition, international transport networks (class A and B roads) cross the Ukrainian-Moldovan region:

- E58 – Suceava – Botoșani – Iași – Leușeni – Chișinău – Odesa;
- E85 – Ternopil – Chernivtsi – Siret – Suceava – Roman;
- E87 – Odesa – Izmail – Reni – Galați – Tulcea – Constanța;
- E95 – St. Petersburg – Pskov – Gomel – Kyiv – Odesa;
- E577 – Galați – Comrat – Chișinău;
- E581 – Tecuci – Khushi – Albița – Leușeni – Chișinău – Odesa;
- E583 – Roman – Iași – Balta – Mohyliv-Podilskyi – Vinnytsia;
- E584 – Kirovohrad – Chișinău – Giurgiu – Galați.

The density of roads in the Republic of Moldova is 37.4 km per 100 km², but there are very few modernized local roads in the general road network. Thus, the most urgent problem of ensuring free access within the infrastructural integration of logistics is the creation of a road network.

As for the railways, the density of the railway tracks of the Republic of Moldova and Ukraine is insignificant, namely approximately 33 km per 1000 km².

Moldova's railway network is 1,157 km of operational railway tracks (including the Cahul-Giurgiu section). It includes three railways that cross the territory of Moldova from east to west and two from south to northeast:

- North: from Ungheni on the Romanian border through Bălți (the second largest city in Moldova) to Slobidka in Ukraine;
- Central: from Ungheni through Chișinău and Tiraspol (Transnistria) to Odesa and Illichivsk in Ukraine;
- South: from Cantemir on the Romanian border to Bessarabia on the Ukrainian border, and from there to Illichivsk and Odesa to the south.
- Galați (Romania) – Giurgiuleşti (Moldova) – Reni (Ukraine) – Căușeni (Moldova) – Bender (Moldova) – Novosavițaia (Moldova) – Kuchurhan (Ukraine) [9].

It is obvious that all logistics points of Moldova railway transport are directly related to the state of the same segment of logistics in Ukraine, which further actualizes the infrastructural integration of both countries.

A separate issue in infrastructural integration regarding maritime transport logistics has a historical background with elements of political contradictions. This contradiction is the port of Giurgiu in Moldova. Territorial dispute, which ended with the transfer to Moldova from Ukraine of part of the Danube bank near the village of Giurgiuleşti in 1997. On the Ukrainian side, the village of Giurgiuleşti also has the status of a free economic zone. At the end of August 2006, the Cahul-Giurgiu railway line was put into operation, connecting the port of Giurgiu with the Moldovan railway network and directing cargo to the MVPD and the port of Galați (Romania), bypassing both Transnistria and Ukraine. The existence of such a port reduces the level of Ukraine as a transit country. Experts in the international law assure that the signed agreements between Kyiv and Chișinău can no longer be “played back.” Because legally, the transfer of land in the Giurgiu area has not been a transfer of Ukrainian territory (which should have been authorized by the Verkhovna Rada). There was a line of border crossing [10].

Table 2 presents the main advantages, disadvantages, opportunities and threats that should be taken into account when building the infrastructural integration of Ukraine and Moldova.

SWOT analysis of the development of infrastructural integration of Ukraine and Moldova

Benefits	Disadvantages
1. Current network of highways and railways 2. Some trans-European highways cross the territory of infrastructural integration 3. Proximity to river and sea ports 4. Common dimensions of railway tracks in Ukraine and Moldova	1. Lack of highways 2. The road and rail networks need immediate modernization 3. Low quality of border crossing infrastructure, including introduction of information systems and computerization 4. Limited access to energy resources in many rural areas 5. Outdated and inefficient power plants and central heating and water supply systems
Opportunities	Threats
1. Use of the EU funds to address road infrastructure and border crossings. 2. Development of trans-European networks crossing the program area 3. Investment in infrastructure from structural funds within the target programs 4. Potential for the use of renewable energy, especially bioenergy, wind and solar energy 5. Existence of the European projects aimed at expanding cooperation in energy supply	1. Deterioration of highways and railways. 2. Low rates of IT development and implementation. 3. Insufficient number of personal computers and Internet users as a result of aging population and low income. 4. Lack of clean drinking water in part of the territory of infrastructural integration, which can cause health problems

Source: formed by the authors on the basis of [11]

Thus, the implementation of the principles of infrastructure integration on the basis of logistics between Ukraine and Moldova is mutually beneficial for the parties and should be built on the basis of equal interests of both parties. In order to implement it, it is necessary to ensure the symmetry of development both within the regions of states and outside their borders. Logistics has been and always will be an important component of infrastructure integration. Today it is characterized by a low level of development, a large number of strategic cross-border roads that need urgent improvement, as well as the unsatisfactory condition of international traffic with low volumes of passenger and goods traffic compared to possible.

Conclusions. Thus, the analysis allows us to state that the development of infrastructural integration of Ukraine and Moldova on the basis of logistics activates the national system of foreign economic relations of both countries, which will contribute to new directions of transformation of national business structures, namely: 1) entry of domestic producers their involvement in global supply chains; 2) reduction of logistics costs due to effective cooperation (partnership) with logistics operators; 3) the use of modern digital (information) technologies, which will ensure the reliability of delivery of goods, preservation of goods and transparency of all business processes; 3) the formation of an efficient logistics system – by optimizing the total cost, quality and level of service; 4) creation of a network of production and logistics clusters;

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ИНФРАСТРУКТУРНАЯ ИНТЕГРАЦИЯ УКРАИНЫ И МОЛДОВЫ НА БАЗЕ ЛОГИСТИКИ

Анотация. В публикации рассмотрены перспективы инфраструктурной интеграции Украины и Молдовы на базе логистики. Исследована нормативно-правовая база развития украинского-молдавской трансграничного сотрудничества как основа для перестройки инфраструктурной интеграции. Установлено, что модель инфраструктурной интеграции Украины и Молдовы на базе логистики должна основываться на институциональном подходе. Дана характеристика общих элементов логистической инфраструктуры Украины и Молдовы в разрезе транспортных коридоров, автодорожной сети и железнодорожных сообщений. На базе SWOT-анализа обоснованы основные преимущества, недостатки, возможности и угрозы при развитии инфраструктурной интеграции Украины и Молдовы. Выявлены взаимовыгодные векторы инфраструктурной интеграции для обоих государств и перспективы сотрудничества.

Ключевые слова: инфраструктурная интеграция, логистика, транспорт, перевозки, транзит, граница, территория, торговля, сотрудничество.

ІНФРАСТРУКТУРНА ІНТЕГРАЦІЯ УКРАЇНИ ТА МОЛДОВИ НА БАЗІ ЛОГІСТИКИ

Анотація. В публікації розглянуто перспективи інфраструктурної інтеграції України та Молдови на базі логістики з метою встановлення перешкод та можливостей на шляху до взаємовигідного співробітництва. Досліджено нормативно-правову базу розвитку українсько-молдовського транскордонного співробітництва як базис для розбудови інфраструктурної інтеграції через механізм гарантій реалізації спільних прав та виконання обов'язків. Встановлено, що модель інфраструктурної інтеграції України та Молдови на базі логістики повинна ґрунтуватись на інституціональному підході. Виявлено, що така модель передбачає врахування інтересів держави на рівні регіонів та галузей, що сприяє мінімізації трансакційних витрат. Дано характеристику сучасному стану логістичної системи України. Виявлено динаміку втрат України у рейтингу на міжнародному ринку транспортних послуг за показниками: ефективність процедур митного оформлення, інфраструктура транспортної логістики, доступність і легкість організації міжнародних поставок. Дано характеристику спільних елементів логістичної інфраструктури України та Молдови в розрізі транспортних коридорів, автодорожньої мережі та залізничних сполучень. Встановлено, що усі логістичні точки залізничного та автомобільного транспорту Молдови є в прямій залежності із станом цього ж сегменту логістики в Україні, що додатково актуалізує інфраструктурну інтеграцію обох держав. Приділено увагу історіографії порту Джурджулешти в Молдові в рамках демаркації території України та впливу на її транзитність. Доведено, що у проектах єврологістики Україна й Молдова займають важливе місце з огляду на географічне положення. На базі SWOT-аналізу обґрунтовано основні переваги, недоліки, можливості та загрози при розбудові інфраструктурної інтеграції України та Молдови. Виявлено взаємовигідні вектори інфраструктурної інтеграції для обох держав та перспективи співробітництва.

Ключові слова: інфраструктурна інтеграція, логістика, транспорт, перевезення, транзит, кордон, територія, торгівля, співробітництво.