

## Solving the Problem of International Migration by Logistics

*Summary. The article presents the main features and manifestations of migration processes in terms of globalization in terms of logistics. The peculiarities of migration policy organization of globalized countries provoking deregulation of migration processes and the occurrence of illegal migration are revealed. The bifurcation character of filtration of labor migrants is emphasized. The directions of improvement of the migration movement with the use of logistic advantages of Ukraine are determined. It was pointed out to the organization of the cutting-edge flow in the migration movement. The necessity of forming the conditions of realization of the labor potential of foreigners for the purpose of work of foreigners and creation of conditions for the return of labor migrants to obtain certain advantages from the realization of the experience gained abroad in the domestic conditions was substantiated. A change in the parameters of cooperation in international activities on a "stateless enterprise" to greater advantage infrastructure projects of the European logistics.*

*Keywords: migration; logistics; globalization; globalization; bifurcation; state policy; illegal migration; integration; labor potential; competitiveness; threaded thread*

**S**ignificant geopolitical transformations have an impact on all aspects of

society's life, including migration processes. The processes of economic globalization and the growth of openness of economies promote the exchange of human resources, which ensures their competitiveness in international labor markets. Today in Ukraine there is an increase in the volumes of migration of economically active population, among them youth, women and highly skilled specialists. That is why the problems of migration are of paramount importance to Ukraine.

An analysis of recent research and publications and the selection of a part of the previously unresolved problem. Migration trends at different levels are explored in their works by both foreign and Ukrainian researchers, including S.

\* Volodymyr Gryshko, Doctor of Economic Sciences, Professor of the Poltava National Technical Yuri Kondratyuk University (Poltava, Ukraine), [vgryshko@mail.ru](mailto:vgryshko@mail.ru).

\*\* Mariya Hunchenko, PhD, Associate Professor of the Poltava National Technical Yuri Kondratyuk University (Poltava, Ukraine), [Hunchenko\\_m@ukr.net](mailto:Hunchenko_m@ukr.net).

\*\*\* Olena Zerniuk, PhD, Associate Professor of the Poltava National Technical Yuri Kondratyuk University (Poltava, Ukraine), [zerniuko@ukr.net](mailto:zerniuko@ukr.net).

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Calls, S. Timur, P. Stalker, H. Zlotnik, I. Kollet, K. Iglichka, O. Malinovskaya, O. Piskun, T. Clinchenko, O. Grishnov, O. Bilyk and others. However, despite the significant achievements of its predecessors, a number of theoretical-methodological and practical issues require more detailed coverage and further scientific research. There is a need for in-depth study of migration processes from the point of view of social transformations and prospects for efficient optimization of migration flows. Indeed, the unceasing process of development and transformation of human society creates new trends in migration movements, which, in turn, also require study.

The purpose of the article is to identify the peculiarities of migration processes in the conditions of globalization and to substantiate ways of their optimization using logistics tools.

Globalization is a process of global economic, political and cultural integration and unification. The main effects of globalization are: the international division of labor; migration across the entire planet of capital, human and productive resources; standardization of legislation, economic and technical processes, as well as convergence of cultures of different countries.

In a globalizing world economy, international migration has reached unprecedented levels. They belong to the most important factors of modern development, causing radical economic, political, social changes. For most developed countries, whose populations are rapidly shrinking and aging, migration is becoming important, and in some cases, the main source of human resource replenishment. It contributes to improving the structure of the population, increasing its working capacity due to the fact that migrants usually belong to relatively younger age groups. Thus, according to Eurostat, the average age of foreigners residing in the EU is 34.4 years, while the citizens of the countries concerned – 41.5 years, ie 7.1 years more. Only 27% of citizens of the member states are 20-39 years old, while among foreigners from EU countries, the share of this age group is 42%, and among the citizens of third countries – 45%<sup>[1]</sup>. The age of newly arrived immigrants is even younger and is on average 28.8 years, while immigrants from third countries – 27.7 years. More than half of those arrived in the EU in 2008 were aged 20-34<sup>[2]</sup>.

Also surprising is the information on the intensity of the migration processes in Ukraine, as outlined in the World Bank report, according to which Ukraine ranks eleventh in the world and sixth in Europe (after the Russian Federation, Germany, the United Kingdom, Spain and France) by the number

<sup>[1]</sup> K. Vasileva, *6, 5% of the EU population are foreigners and 9, 4% are born abroad. Statistics in Focus: Eurostat*, Eurostat, [http://epp.eurostat.ec.europa.eu/cache/ITY\\_OFFPUB/KS-SF-11-034/EN/KSSF-11-034-EN.PDF](http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-11-034/EN/KSSF-11-034-EN.PDF) (accessed 10.01.2018).

<sup>[2]</sup> A. Herm, *Recent migration trends: citizens of EU-27 Member States become ever more mobile while EU remains attractive to non-EU citizens. Statistics in Focus: Eurostat*, Eurostat, [http://epp.eurostat.ec.europa.eu/cache/ITY\\_OFFPUB/KS-SF-08-098/EN/KS-SF-08-098-EN.PDF](http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-SF-08-098/EN/KS-SF-08-098-EN.PDF) (accessed 10.01.2018).

of immigrants, that is, the inhabitants of the country, who were born outside of its current territory. In the recently closed state, information about 5.3 million arrived was perceived as a sensation. Even more striking was the data from the same source about 6.6 million immigrants from Ukraine who now live in foreign countries. By the number of emigrants, our country is second only to Mexico, India, the Russian Federation and China, which is ranked fifth in the list of leading donors in the world<sup>[3]</sup>.

And although, despite the above figures, our state is too early to be included among the largest participants in migration processes. In recent decades, the movement of population in the country has intensified, their composition and trends have diversified. Today, international migration has a significant impact on the quantitative and qualitative characteristics of the population of the state, which requires adequate political and managerial actions.

The migration process is a multidimensional phenomenon and, in order to ensure the predictability of changes in any dimension, requires appropriate optimization of the flows that it generates. Optimization of flows in their multifaceted dimension is the object of science and logistics practices. VI Sergeyev understands global logistics as a strategy and tactic for the creation of sustainable macro-logistic systems that link the business structures of different regions and countries on the basis of the international division of labor, partnership and co-operation in the form of agreements, treaties, general plans that are supported on interstate level<sup>[4]</sup>.

In connection with the multidimensional nature of globalization, there is another phenomenon – the localization of economies. The phenomenon of globalization, on the one hand, and localization, on the other hand, has now become the definition of globalization.

The term “globalization” is intended to emphasize the bipolarity of the process of globalization, the correlation and interpenetration of global and local.

The analysis of the phenomenon of globalization shows the paradox of modern society: the most expressive is the process of globalization, the more diverse (cultural, economic, historical) local specificity of different territories is more desirable. “Think globally, act locally” – the motto of the Club of Rome, formulated in the 60s of the last century, has now become an opportunity for a comprehensive and consistent study. Thus, the English sociologist R. Robertson, who proposed the term “globalization,” argues that global and Local tendencies are complementary and interpenetrating, although in specific situations they can cross into collisions<sup>[5]</sup>.

<sup>[3]</sup> *Migration and remittances Factbook 2011*, 2nd ed., World Bank, Washington 2011, 264 p., <https://siteresources.worldbank.org/INTLAC/Resources/Factbook2011-Ebook.pdf> (accessed 11.01.2018).

[4] В.І. Сепрєєв, *Корпоративна логістика. 300 відповідей на питання професіоналів*, Moscow 2005.

[5] М.В. Шуба, *Транскордонне співробітництво: «Think Global, Act Local»*, “Бізнес Інформ” 2014, № 9, p. 21-25.

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In accordance with the specified specificity, the attitude to the logistic support of international processes depends on the approach of the subjects of management to international activity. There are two opposing approaches<sup>[6]</sup>:

- an approach from national positions;
- an approach from the standpoint of “stateless enterprises”.

In practice, intermediate approaches between these two extremes can be used:

1. Approach from the standpoint of nationality. Management entities that are in national positions consider international activities only as export-import operations, and their logistics activities adapt to operations in a particular country, and not for global activities. Such enterprises manage their units in each country as independent economic entities, and their logistics managers are limited in the choice of sources of supply, carriers, partners for the creation of unions. The most striking example of the approach from the standpoint of nationality in the recent past was the Japanese distribution system. Recently, this traditional nationally-oriented approach to international trade is taking a stand.

2. The approach from the standpoint of “stateless companies”, on the contrary, means that the company is trying to “become its” in any country of the world, to provide consumers with unique services in all world markets. Logistic managers of “stateless enterprises” are free to choose sources of resources, suppliers of logistic services, locations of production and warehouse facilities. In top management, there are often representatives of different nationalities, and a significant part of sales and ownership falls on other countries. The logistics system of such an enterprise should take into account language features of a particular country, differences in business methods, be adapted to the standards of each country regarding documentation and packaging. Examples of “stateless companies” are the world-famous Nestle (Switzerland), Philips (the Netherlands) and others. Under the influence of globalization, more and more enterprises are completing their ranks.

Each of the ways to enter the international markets defines certain features of the organization of international logistics activities of the enterprise, the structure of its logistics system.

In the context of the social consequences of migration of the age of globalization, the concept of “stateless enterprise” has developed in the recently proposed term “global class” by researchers, or more precisely, “global classes”, indicating the socio-economic heterogeneity of this population. One part of the “global class” is executives and specialists of transnational corporations, international organizations, civil servants working in the field of international relations. Thanks to international agreements, they enjoy privileges when crossing state borders and are the most mobile group of the planet’s population.

However, moving from one country to another, they feel the need for services of the same standardized home helpers, nurses, and other support staff. Thus,

[6] С.В. Саркисов, *Формирование международных логистических систем предпрятиями*

*России в условиях глобализации мировой экономики*, Moscow 2007, 264 p.

a second, unprivileged part of the “global class” is formed.

Most clearly, the formation of global classes is confirmed by the situation in so-called global or world cities (global cities), firmly incorporated into the world economy. According to UN experts, there are about 40 such cities on the planet. There are headquarters of transnational corporations, offices of international organizations, leading trade and financial institutions and, accordingly, the largest international airports, hotels, etc. It is in them that the global elite of highly skilled specialists, managers, and entrepreneurs is concentrated. At the same time, these cities are characterized by a labor market with a significant segment of low-paying and non-prestigious jobs in service, unattractive to the local population, requiring more labor-less hands of less skilled migrants. Therefore, in global cities, the percentage of immigrant population is constantly increasing.

In the regulation of migratory movements, the leading states of destination have a certain “bifurcation”. Thus, highly skilled migrants enjoy privileges due to the needs of the economy of a post-industrial society, where intelligence becomes the main driving force. As a result, over the last decades, among immigrants to the EU, the proportion of people with higher education has increased from 15 to 25%, and to the US from 25 to 30%<sup>[7]</sup>. At the same time, most recipient countries are trying to curb the immigration of unskilled persons. Therefore, the latter either resort to illegal moves with all their derivative consequences for their situation, or face many obstacles in setting up and integrating in admission society, being among the marginal. Under such conditions, the social challenges caused by migrations are related not so much to ethnic diversification, but primarily to social stratification, which is particularly noticeable among the poorer sections of the immigrant population, whose representatives simultaneously show more cultural differences as a result of less inclusion in the host society.

Migration policy of the Western powers is becoming a rapid response policy and focuses its efforts primarily on short-term tasks, domestic objectives, immigration control (EURODAC fingerprint identification system, enhanced patrols by helicopters and frontier guards in plainclothes, etc.)<sup>[8]</sup>. These measures reduced the possibility of legal entry into separate countries, but they did not reduce the illegal migration, which has its shadow customers in European countries. The statistics of recent years show that the number of illegal migrants in the EU has grown to 500,000 per year<sup>[9]</sup>.

<sup>[7]</sup> *Managing Labour Mobility in the Evolving Global Economy: World Migration*, Geneva 2008.

<sup>[8]</sup> Т. Пюз, *Проживание граждан стран Балтии в Германии*, “Заграница” 2012, № 25(520), <http://www.zagranitsa.info/article.php?new=520&idart=52020> (accessed 10.01.2018)..

<sup>[9]</sup> *Local and Regional Authorities and the Immigration Challenge*, European Union Committee of the Regions, Brussels 2005, 361 p., <https://publications.europa.eu/en/publication-detail/-/publication/67a0eabc-3e01-4c96-8402-7df89ec74192/language-en> (accessed 10.01.2018).

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In the 1990s, illegal migration turned into a serious problem for Ukraine. These are mainly those who are trying to get to Western Europe without proper permissions and documents, using the territory of Ukraine for transit. Only a small part of them are intended to deliberately stay in Ukraine. However, some are delayed here due to certain circumstances, they can neither go to the West nor return home because of lack of necessary documents, funds, etc. However, with the establishment of control over the entire perimeter of the state border, the growth trend has been stopped. If in 1999, 14.6 thousand illegal migrants were detained at the border, then in 2011 – 1.2 thousand organizers of illegal transshipment of people were forced to leave Ukraine, which is confirmed by data on the number of illegal migrants who managed to cross the Ukrainian border and who were detained in the territory of neighboring states and transferred to Ukraine for readmission. Thus, in 2011, 632 people were admitted from the EU member states (2010: 867 people), of which 392 (62%) were citizens of Ukraine, 164 persons (26%) were citizens of the CIS countries. Citizens of other countries, which are usually associated with migration risks, were only 76 people (12%).

At the same time, some of the illegal migrants consider Ukraine as a destination country. Most of them are citizens of CIS countries who enter Ukraine for the purpose of employment or entrepreneurial activity, but work without proper permissions, employed in the informal economy, especially street trade, the food industry, provision of repair services, in agriculture, in private households persons They arrive in the country legally, but they are detained and working in its territory without appropriate permissions, because employment in the black labor market is the only possibility of earning money for foreigners who do not have a regulated legal status.

Although Ukraine is unattractive to foreigners of better luck, and the strengthening of border and immigration controls made the route difficult on its territory, Transit illegal migration continues to exist as a phenomenon, and

some of the illegal migrants are delayed in one way or another in Ukraine, sometimes for a long time. Although for non-economic reasons important for the arrival of immigrants, as already mentioned, the choice of people – to leave or to remain largely depends on the socioeconomic situation in Ukraine, its comparison with the situation in the countries of origin. Equally important is the legal status of migrants, the level of life prospects, the realization of which they have (or do not) have in a society of the country of residence, their psychological well-being in a foreign-born environment. All this, in turn, is derived from the migration policy of the state, legislation on the regulation of migration processes and the legal status of foreigners, the possibilities of naturalization, the level of tolerance of society to the arrivals.

Today, Ukraine is one of the largest donor countries in Europe. Although Ukraine is an exporter of labor, the problems of regulation of labor migration have not paid much attention to the state level until recently. During more than 20 years of independence in Ukraine, a number of laws aimed at regulating migration processes have been adopted. In addition, the sections devoted to the regulation of migration are included in the Concept and Strategy of Demographic Development of Ukraine, approved by the Cabinet of Ministers of Ukraine. However, in general, the formation of the migration policy of the state is still not completed.

Only in the end of 2010 – the beginning of 2011, the state's activity in the migration sphere became more active. At the beginning of 2011, the Government of Ukraine showed a strong interest in developing policies for regulating labor migration and protecting the rights of migrant workers, in particular, encouraging the return of migrants to their homeland. In 2011, the Concept of Ukraine's Migration Policy was prepared and approved by the Presidential Decree, and the Plan of measures for its implementation was developed and adopted. Today the problem of implementation of the adopted measures of migration policy becomes actual. At the same time, the availability of adequate logistic support is a prerequisite for achieving a high efficiency of labor migration regulation.

At the end of the XX – beginning of the XXI century. Evolution has received special development, designed to manage logistics processes within the European Economic Area. It is considered as an important component of the process of European integration, which provides its infrastructure base. In projects of eurologistics an important place is reserved for Ukraine. The following directions of Ukraine's participation in European Transport and Logistics Integration are defined:

- pan-European transport corridors of the PITEC and trans-European transport axes;
- transcontinental transport corridors (TKTC);
- pan-European Transport Zones (PIEZ);
- international logistics terminals (or centers) (MJIT).

Four PITECs pass through the territory of Ukraine (Nos. 3, 5, 7, 9); four TSCCs (TRACECA, Europe-Asia, Baltika-Black Sea, Black Sea Transport Ring), trans-European transport axes (Nos. 1, 3). Ukraine is part of the Black Sea Paneuropean transport zone (Black Sea PETrA). The issue of organizing multimodal transportation in the East-West Alliance via Ukraine is also relevant, including through the development of a system of trains. Consequently, the concept of "Wider Europe" – "Wide Europe" (enlargement of the Single European Space to the East) implies an integral part of Euro-logistics. It is necessary to create a single European transport and logistics system, which through the network of international transport axes, zones and logistics centers will be connected with transport and logistics systems of Asia and other continents and regions of the world. Ukraine, due to its extremely advantageous

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transit situation, should occupy a leading position in this system. Activation of Ukraine's participation in the processes of euro-logistics should be aimed at ensuring that a significant part of the transit flow passes through its transport

system<sup>[10]</sup>.

Based on the basic principles of organization of efficient logistics, the priority task of optimizing flows is the organization of a thread flow. By transferring this task to the area of labor migration, as a priority flow for our state, we receive the basic necessity of forming the conditions for realization of labor potential of arriving for the purpose of work of foreigners. In addition, there is a need to create conditions for the return of migrant workers in order to obtain certain advantages from the implementation of experience gained abroad in domestic conditions.

In the period from 2013 to 2014, the International Organization for Migration (IOM) conducted research on integration, hate crime and discrimination of various categories of migrants, during which 300 foreigners (resident immigrants, refugees and foreign students) were interviewed in six cities of Ukraine, conducted expert interviews, analysis of relevant state statistics and regulatory acts<sup>[11]</sup>.

Fig. 1. *Distribution of foreigners by level of education*

Source: *Дослідження з питань інтеграції, злочинів на ґрунті ненависті та дискримінації різних категорій мігрантів*, Міжнародна організація з міграції (МОМ), Київ 2014, <http://www.iom.org.ua/sites/default/files/study.pdf> (accessed 10.01.2018).

According to this study (fig. 1), more than half of foreigners planned to stay in Ukraine for permanent residence, only a fifth of them were not going to do this. At the same time, the effectiveness of the state policy on the integration of immigrants is unsatisfactory, and the survey shows a low level of awareness of respondents about existing state programs.

<sup>[10]</sup> Н.М. Тюріна, І.В. Гой, І.В. Бабій, *Логістика*, Київ 2015, 392 р.

<sup>[11]</sup> *Дослідження з питань інтеграції, злочинів на...* (accessed 10.01.2018).

There are serious problems with the employment of immigrants. In particular, almost two thirds of respondents believed that it was harder for foreigners to find a job than local residents. Although most of the respondents were working, only 40% of them were officially employed, with more than half of the entrepreneurs formally registering their activities.

The level of education of foreigners is rather high: more than three quarters of those polled had higher, incomplete higher and secondary education, but only one in ten had Ukrainian, about half in Russian. Language courses available to foreigners are not enough.

As a result, although a significant part of foreigners are highly educated individuals, they face serious employment problems. Labor activity is often confined to trade in the markets, their labor and intellectual potential is used very little.

Most foreigners did not have their own homes and were forced to rent them. At the same time, as a rule, they could not get registration at the place of residence, as the homeowners did not agree to register foreigners in their homes. The lack of registration greatly complicated the access of foreigners to education, health care, and administrative services. The survey also showed that foreigners often pay a higher price for housing than locals, half of respondents said that homeowners prefer Ukrainians to provide rental services.

For the most part, immigrants are actively communicating with the local population and assessing their attitude as friendly. At the same time, more than a quarter of respondents, mostly those belonging to “visible minorities,” reported being hostile to law enforcement, civil servants, and ordinary citizens because of their ethnic origin or religious affiliation.

The results of the survey indicate a low level of confidence of migrants in law-enforcement bodies, as a result of which they do not always inform law-enforcement officers of cases of intolerance. This does not help to ensure their physical and psychological safety, and hence – integration<sup>[12]</sup>.

All this means that, on the one hand, immigrants in Ukraine, in particular refugees, can often not become full members of the community in which they live, make a proper contribution to its development and provide a stable position and social advancement for themselves and their children. On the other hand, the threat of marginalization of some immigrants and their descendants may have harmful consequences for society.

Thus, the intensification of the migration process in Ukraine is a natural phenomenon that accompanies the integration of the economic space of

our state into the European and world economy. An adequate response in this case is the creation of conditions for the optimal development of the migration movement, which largely correspond to the main goals of development of our

[12] Б. Рабл, *Створення багатонаціонального капіталу: транснаціональні мігранти у Монреалі, Вашингтоні та Києві*, Kiev 2007.

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state. That is, the organization of the economic and legal space, which will largely allow the realization of the resource potential of migration. The use of the principles of logistics will allow operating effectively and efficiently managing the resources of the national economy. It is promising to study the new type of capital created by migration processes – the capital of diversity (capital of diversity) as a special kind of social capital, which is in the ability of society to open up, the incorporation of new groups, ideas and values, which is the key to sustainable development in a globalized world, an extremely valuable resource for innovation.

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