

ISSN 2226-3780

ТЕХНОЛОГИЧЕСКИЙ АУДИТ И РЕЗЕРВЫ ПРОИЗВОДСТВА



№ 1/5 (39),
2018

TECHNOLOGY AUDIT AND PRODUCTION RESERVES

№ 1/5(39), 2018

ЗМІСТ



ПИТАННЯ МАКРОЕКОНОМІКИ ТА СОЦІАЛЬНО-ЕКОНОМІЧНОГО РОЗВИТКУ

- 4** Дослідження значення масштабу цін в умовах пострадянського ринкового суспільства
Карімов А. Е., Бабаяв А. А.
- 8** Розробка теоретичних засад формування національної логістичної системи
Григорак М. Ю.
- 14** Дослідження кооперації в агробізнесі як соціально-економічного явища
Горбонос Ф. В., Павленчик Н. Ф., Павленчик А. О., Скриньковський Р. М.
- 21** Впровадження світового досвіду кредитування розвитку логістичної інфраструктури, логістичних систем та технологій
Колодізева Т. О., Коцюба О. В.
- 30** Обґрунтування стагфляції як ознаки системної кризи у фінансовому секторі економіки
Жердотська Л. В.
- 36** Дослідження ролі бізнес-шкіл у розвитку дослідницьких університетів світового класу
Ситницький М. В.
- 45** Концептуалізація впливу оподаткування на розвиток малих підприємств
Кучарова Г. Ю., Кравець О. В.



РОЗВИТОК ПРОДУКТИВНИХ СИЛ І РЕГІОНАЛЬНА ЕКОНОМІКА

- 51** Парадокси на ринку праці 21 століття: аналіз діяльності мікробізнесу в Латвії
Павук О.
- 55** Аналіз громади як соціально-економічної системи: просторово-територіальна природа, функції та особливості
Савчук Д. М.
- 62** Розробка методичного підходу до формування конкурентної стратегії Білгород-Дністровського торговельного морського порту
Ширяєва Л. В., Гіріна О. Б., Бахрієв М. О.
- 69** Оцінка стану машинобудівної галузі України
Курilenko Л. В., Шмигель Н. М.
- 74** Методологічні підходи в розробці вартісної оцінки витрат прісноводних ресурсів водного басейну об'єктами природокористування
Сербов М. Г.
- 79** Аналіз гастрономічних подій на прикладі Португалії
Харанко Д. О., Дышкантиук О. В., Івичук Л. М.
- 86** Abstracts and References

CONTENTS



PROBLEMS OF MACROECONOMICS AND SOCIO-ECONOMIC DEVELOPMENT

- 4** Investigation of the price scale importance in the conditions of the post-soviet market society
Karimov A., Babayev A.
- 8** Development of theoretical bases for formation of the national logistics system
Grygorak M.
- 14** Study of cooperation in agribusiness as a socio-economic phenomenon
Horbonos F., Pavlenchuk N., Pavlenchuk A., Skrynkovskyy R.
- 21** Implementation of world experience in credit programs of development of logistics infrastructure, logistics systems and technologies
Kolodizieva T., Kotsiuba O.
- 30** Stagflation substantiation as an indication of systemic crisis in the financial sector of the economy
Zherdetska L.
- 36** Exploration of the role of business schools in the development of world-class research universities
Sitnicki M.
- 45** Conceptualization of the effect of taxation on the development of small enterprises
Kucharova H., Kravets E.



DEVELOPMENT OF PRODUCTIVE FORCES AND REGIONAL ECONOMY

- 51** Paradoxes in the labor market of the 21st century: analysis of the microbusiness in Latvia
Favuk O.
- 55** Community analysis as socio-economic system: space-territorial nature, functions and features
Savchuk D.
- 62** Development of the methodical approach to the formation of a competitiveness strategy Bilgorod-Dniestrovskiy sea trading port
Shyriaieva L., Girina O., Bakriev M.
- 69** Assessment of the state of machine-building industry in Ukraine
Kyrylenko L., Shmygol' N.
- 74** Methodological approaches in development of value estimation of costs of freshwater resources of the water basin by the objects of nature use
Serbov M.
- 79** Analysis of gastronomic events: a case study of Portugal
Kharanko D., Dyshkantiuk O., Ivychuk L.
- 86** Abstracts and References

Редакційна колегія

Головний редактор

Луценко Ігор Анатолійович, д. т. н., професор, Кременчуцький національний університет ім. М. Остроградського

Відповідальні редактори з технічних наук

Дмитриков Валерій Павлович, д. т. н., професор, Полтавська державна аграрна академія;
Yusaf Talal, Professor, University of Southern Queensland, Australia

Відповідальні редактори з економічних наук

Плаксієнко Валерій Якович, д. е. н., професор, Полтавська державна аграрна академія;
Skibniewski Mirosław, Professor, University of Maryland, United States

Заступник головного редактора

Дудніков Анатолій Андрійович, к. т. н., професор, Полтавська державна аграрна академія

Відповідальний секретар

Біловод Олександра Іванівна, к. т. н., доцент, Полтавська державна аграрна академія

Машинобудування

Акімов Олег Вікторович, д. т. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Веденюков Сергій Анатолійович**, д. т. н., проф., Запорізька державна інженерна академія; **Гондлік Олександр Володимирович**, д. т. н., професор, Національний технічний університет України «Київський політехнічний інститут ім. Ігоря Сікорського»; **Горик Олександр Володимирович**, д. т. н., проф., Полтавська державна аграрна академія; **Дудніков Ігор Анатолійович**, к. т. н., доц., Полтавська державна аграрна академія; **Касьянов Володимир Олександрович**, д. т. н., проф., Національний авіаційний університет, Київ; **Кіричак Микрослав Васильович**, д. т. н., проф., Національний авіаційний університет, Київ; **Кругінов Геннадій Анатолійович**, д. т. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Перемко Олександр Анатолійович**, д. т. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Петраков Юрій Володимирович**, д. т. н., професор, Національний технічний університет України «Київський політехнічний інститут ім. Ігоря Сікорського»; **Самородов Вадим Борисович**, д. т. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Фролов Євген Андрійович**, д. т. н., проф., Полтавський національний технічний університет ім. Юрія Кондратюка; **Любо Олег Михайлович**, д. т. н., проф., Національний технічний університет України «Київський політехнічний інститут ім. Ігоря Сікорського»; **Berto Filippo**, Professor, Norwegian University of Science and Technology, Trondheim, Norway; **Ng Eddie Yin Kwee**, Associate Professor, Nanyang Tech University, Singapore; **Rao Ravipudi Venkata**, Professor, Sardar Vallabhbhai National Institute of Technology, Surat, India; **Tee Kong Fah**, PhD, University of Greenwich, United Kingdom; **Zhou Ling**, Dr, National Research Center of Pumps, Jiangsu University, China

Енергетика

Борц Борис Вікторович, д. т. н., стар. наук. спів., Національний науковий центр, Харківський фізико-технічний інститут НАН України; **Філоненко Сергій Федорович**, д. т. н., проф., Національний авіаційний університет, Київ; **Ahmadi Mohammad Hossein**, Associate Professor, Shahrood University of Technology, Iran; **Calise Francesco**, Associate Professor, University of Naples Federico II, Italy; **Chen Wei-Hsin**, Professor, National Cheng Kung University, Taiwan; **Hussein Ahmed Kadhim**, Associate Professor, University of Babylon, Iraq; **Lungu Mihai**, Associate Professor, University of Craiova, Romania; **Yilbas Bekir Sami**, Professor, King Fahd University of Petroleum and Minerals, Dhahran, Saudi Arabia

Інформаційно-керуючі системи

Бушувєв Сергій Дмитрович, д. т. н., проф., Київський національний університет будівництва і архітектури; **Довбиш Анатолій Степанович**, д. т. н., проф., Сумський державний університет; **Литвин Василь Володимирович**, д. т. н., проф., Національний університет «Львівська політехніка»; **Луценко Ігор Анатолійович**, д. т. н., проф., Кременчуцький національний університет ім. М. Остроградського; **Теслюк Василь Миколайович**, д. т. н., проф., Національний університет «Львівська політехніка»; **Ayaz Zeki**, Professor, Kadir Has University, Turkey; **Ibeas Asier**, Associate Professor, Autonomous University of Barcelona, Spain; **Fera Marcello**, University of Campania «Luigi Vanvitelli», Italy; **Jorgensen Palle**, Professor, University of Iowa, United States; **Nagano Marcelo**, Professor, University of Sao Paulo, Brazil; **Mishra Vishnu Narayan**, Assistant Professor, Sardar Vallabhbhai National Institute of Technology, Surat, India; **Plevris Vagelis**, Associate Professor, OsloMet-Oslo Metropolitan University, Norway

Хімічна інженерія

Горобець Світлана Василівна, д. т. н., професор, Національний технічний університет України «Київський політехнічний інститут ім. Ігоря Сікорського»; **Мальоваюк Микрослав Степанович**, д. т. н., проф., Національний університет «Львівська політехніка»; **Свідерський Валентин Анатолійович**, д. т. н., професор, Національний технічний університет України «Київський політехнічний інститут ім. Ігоря Сікорського»; **Склябіньський Всеволод Іванович**, д. т. н., проф., Сумський державний університет; **Паска Марія Зіновівна**, д. в. н., проф., Львівський національний університет ветеринарної медицини та біотехнологій ім. С. З. Гжицького; **Федоренко Олена Юріївна**, д. т. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Batalha Gilmar Ferreira**, Associate Professor, University of Sao Paulo, Brazil; **Diego Elustondo**, Professor, Luleå University of Technology, Sweden; **Karak Miranjan**, Professor, Tezpur University, India; **Magiera Janusz**, Professor, Institute of Chemical and Process Engineering, Cracow University of Technology, Poland; **Petrescu Florian Ion Tiberiu**, Bucharest Polytechnic University, Romania; **Zhang Jin**, Associate Professor, Harbin Institute of Technology, Shenzhen, China

Економічні науки

Арачій Валентина Іванівна, к. е. н., проф., Полтавська державна аграрна академія; **Захарчук Галина Микоївна**, д. е. н., проф., Національний університет «Львівська політехніка»; **Кизим Микола Олександрович**, д. е. н., проф., Науково-дослідний центр індустріальних проблем розвитку НАН України, Харків; **Крижавський Євген Васильович**, д. е. н., проф., Національний університет «Львівська політехніка»; **Лозиківська Тамара Миколаївна**, д. н. держ. упр., проф., Полтавська державна аграрна академія; **Макаренко Петро Миколайович**, д. е. н., проф., Полтавська державна аграрна академія; **Махмудов Ханлар Зейналович**, д. е. н., проф., Полтавська державна аграрна академія; **Онцещенко Світлана Петрівна**, д. е. н., проф., Одеський національний морський університет; **Перерва Петро Григорович**, д. е. н., проф., Національний технічний університет «Харківський політехнічний інститут»; **Писаренко Володимир Вікторович**, д. е. н., доц., Полтавська державна аграрна академія; **Пушкар Олександр Іванович**, д. е. н., проф., Харківський національний економічний університет ім. Семена Кузнеця; **Bachev Khrabrin**, Professor, Institute of Agricultural Economics Sofia, Sofia, Bulgaria; **Bilan Yuriy**, Associate Professor, University of Szczecin, Poland; **Ejaz Abdullah**, PhD, Universiti Brunei Darussalam, Gadong, Brunei Darussalam; **Grigorescu Adriana**, Professor, National School of Political Science and Public Administration, Bucharest, Romania; **Izdebski Waldemar**, Professor, University of Warsaw, Poland; **Kociszky György**, Professor, University of Miskolc, Miskolc, Hungary; **Lodhi Rab Nawaz**, Professor, COMSATS Institute of Information Technology Sahiwal Campus, Pakistan; **Minassian Garabed**, Professor, Economic Research Institute at Bulgarian Academy of Sciences, Sofia, Bulgaria; **Nowacki Robert**, Assistant Professor, University of Finance and Management in Warsaw, Poland; **Pavuk Olga**, Associate Professor, Baltic International Academy, Latvia; **Shachmurove Yochanan**, Professor, The City College of New York, United States; **Staniewski Marcin Waldemar**, Assistant Professor, University of Finance and Management in Warsaw, Poland

Міжнародна представленість та індексация журналу:

- ✓ Index Copernicus.
- ✓ Ulrich's Periodicals Directory.
- ✓ DRIVER.
- ✓ Bielefeld Academic Search Engine (BASE).
- ✓ Российский индекс научного цитирования (РИНЦ).
- ✓ ResearchBib.
- ✓ Directory of Open Access Journals (DOAJ).
- ✓ WorldCat.
- ✓ EBSCO.
- ✓ CrossRef.
- ✓ Directory Indexing of International Research Journals.
- ✓ Directory of Research Journals Indexing (DRJI).
- ✓ Open Academic Journals Index (OAJI).
- ✓ Sherpa/Romeo.
- ✓ Open Access Articles.

Засновники

Полтавська державна аграрна академія
ІІІ «Технологічний Центр»

Свідоцтво про державну реєстрацію журналу
Серія КВ № 18226-7026Р

Атестовано згідно рішення Атестаційної колегії від 22.12.2014

Додаток 11 до наказу МОН України 29.12.2014 № 1528
Рекомендовано Вченою Радою Полтавської державної аграрної академії
Протокол № 8 від 26.12.2017

Адреса редакції та видавництва

вул. Шатилова дача, 4, м. Харків, Україна, 61145
Тел.: +38 (057) 750-89-90. **E-mail:** tarp.nauka@gmail.com
<http://tarp.net.ua/>, <http://journals.uran.ua/tarp/>

Підписано до друку 28.12.2017.

Ум. друку арк. 12,00. Обл.-вид. арк. 11,16
Формат 60x84 1/8. Ціна договірна. Наклад 300 прим.

Підписка оформлюється через редакцію

Тел.: +38 (057) 750-89-90
E-mail: tarp.nauka@gmail.com

Grygorak M.

DEVELOPMENT OF THEORETICAL BASES FOR FORMATION OF THE NATIONAL LOGISTICS SYSTEM

Розглянуто багаторівневу таксономію формування національної логістичної системи та особливості логістичного управління на мікро-, мезо- та макрорівнях системи господарювання. Визначено макроекономічну середовищну структуру та показники ефективності логістичної діяльності за рівнями управління. Запропоновано драйвери та систему регулювальних чинників і важелів державного впливу на розвиток національної логістичної системи.

Ключові слова: логістичні потоки, логістичне управління, національна логістична система, державне регулювання логістичної діяльності.

1. Introduction

The processes of globalization, internationalization and transnationalization of the world economy have contributed to the growth of the role of logistics as an effective tool for increasing the efficiency and competitiveness of enterprises in the markets of goods and services. These processes also led to the formation of international transport corridors, global and regional supply chains, powerful logistics clusters and alliances. Logistics has an increasing influence on the formation of the structure of the national economy, determining its profile and the degree of involvement in global logistics networks. The implementation of the Association Agreement with the European Union requires adequate economic transformations and the definition of strategic priorities related to the production of high-tech products and services with high added value in the competitive sectors of the economy. The country's logistics system must ensure the effective movement and storage of manufactured goods.

Therefore, it is urgent to study the theoretical prerequisites for the creation and development of a national logistics system capable of ensuring the improvement of the quality of logistics services in commodity traffic chains and reducing logistical costs in the structure of the national gross product. The prospect of forming a national logistics system is evidenced by the support of the World Bank in developing a strategy for development of logistics in Ukraine.

2. The object of research and its technological audit

The object of research is the system-forming logistical flow processes in the national economy. In order to increase the efficiency of logistics activities at the macroeconomic level, a study was made of the factors and patterns of the formation of national logistics systems capable of stimulating economic growth and increasing the competitiveness of Ukrainian goods in international markets. The experience of the most efficient countries in terms of logistics, in particular Germany, France, the Netherlands [1], shows that the key to their success was

the national logistic strategy. It defined the country's strategic vision and resources to achieve this vision. Similar successes have been achieved by the countries successfully developing – Norway [2], China [3], South Africa [4], Vietnam [5], etc.) The authors [6, 7] summarized the results of a comprehensive study of the impact of logistics activities on economic growth in 34 countries OECD (Organization for Economic Co-operation and Development). And they concluded that the logistics industry provides a significant macroeconomic contribution to the national economy by creating jobs, national income, foreign investment inflows and increasing the competitiveness of other industries. Influence of logistics on productivity and competitiveness of national economy are investigated in [8, 9]. EU experts have identified global trends in the development of logistics and their impact on the effectiveness of national economies of the European community [10].

One of the most problematic areas is the definition of the structure of the national logistics system, the ways of its development and the factors of influence that depend on the features and priorities of the development of the national economy. The new industrial revolution creates unique technological solutions, modifies logistic activities and requires new research.

3. The aim and objectives of research

The aim of research is development of the theoretical foundations for the formation of a national logistics system capable of providing a vertical and horizontal unity of transformational and transactional logistical processes and creating conditions for the realization of the country's powerful logistical potential. To achieve this aim, the following tasks are defined:

1. To substantiate the theoretical basis and conceptual provisions for the construction of a national logistics system.
2. To determine the structure and patterns of the development of national logistics.
3. To develop a system of key performance indicators, factors and levers of state regulation of logistics activities at management levels.

4. Research of existing solutions of the problem

The analysis of scientific papers, in particular [4, 5, 8], prompts to conclude that the problems of the formation and development of national logistics systems are little explored and outlined at the level of common definitions. As a rule, the main attention is paid to the applied aspects of the development of logistics at the macrolevel and directions of improving logistics activities through the prism of reducing logistical costs [2, 3, 9]. The authors [11] defined the macro-logistical system as a system for managing economic flows, attracts intermediary, trade and transport organizations and enterprises of various sectors of the economy and spheres of activity, as well as the economic infrastructure of a single country or group of countries. In contrast, Belarusian scientists define the logistics economy as the science of the most effective use of existing factors of production from the standpoint of a single whole with the aim of satisfying the needs of consumers and goods and services. And they also emphasize the importance of structural organizational-technological and organizational-economic optimization of industrial-technological and economic activity [12]. As the development of the idea, formulated in [13], other Belarusian scientists proposed to consider the national logistics system as a system of supply chain management throughout the country. The basis of such system is a network of logistics centers of varying degrees of functionality that creates conditions for the integration of participants in transport and logistics activities with a view to achieving competitive advantages [14]. In [15] attention was focused on the fact that this is a subsystem of the macroeconomic system. Its feature is a set of interrelated and interacting logistics entities that optimize and rationalize logistical flows. In [16], theoretical foundations for development of regional and interregional transport and logistics systems were formulated. However, the formation of the logistics system in Ukraine and the definition of the direction of its development require constant and more in-depth research.

5. Methods of research

To solve the tasks, the following methods are used: system analysis and system dynamics, synergetics, logical generalization and comparative comparison, system decomposition, general theory of logistics and macroeconomics, and logistics management of flow processes. To determine the starting points of the study, the works [17, 18] were used, in which a new approach to the definition and conduct of the structuring of eco-

nom systems was proposed, depending on the availability of space-time constraints. In [19] emphasis was placed on the need for a compensatory mechanism for the interaction of economic systems in order to increase their sustainability.

6. Research results

Based on the analysis of the essence of the concept of systemic economy, the concept of creating a national logistics system based on theories of multi-level taxonomy and system stability of the economy and creating the prerequisites for sustainable development of the national economy has been developed (Fig. 1).

At the base of the pyramid, the importance of interaction between the state, business, society and the management system is emphasized, and the specifics of managing logistics flows at the macro level are emphasized.

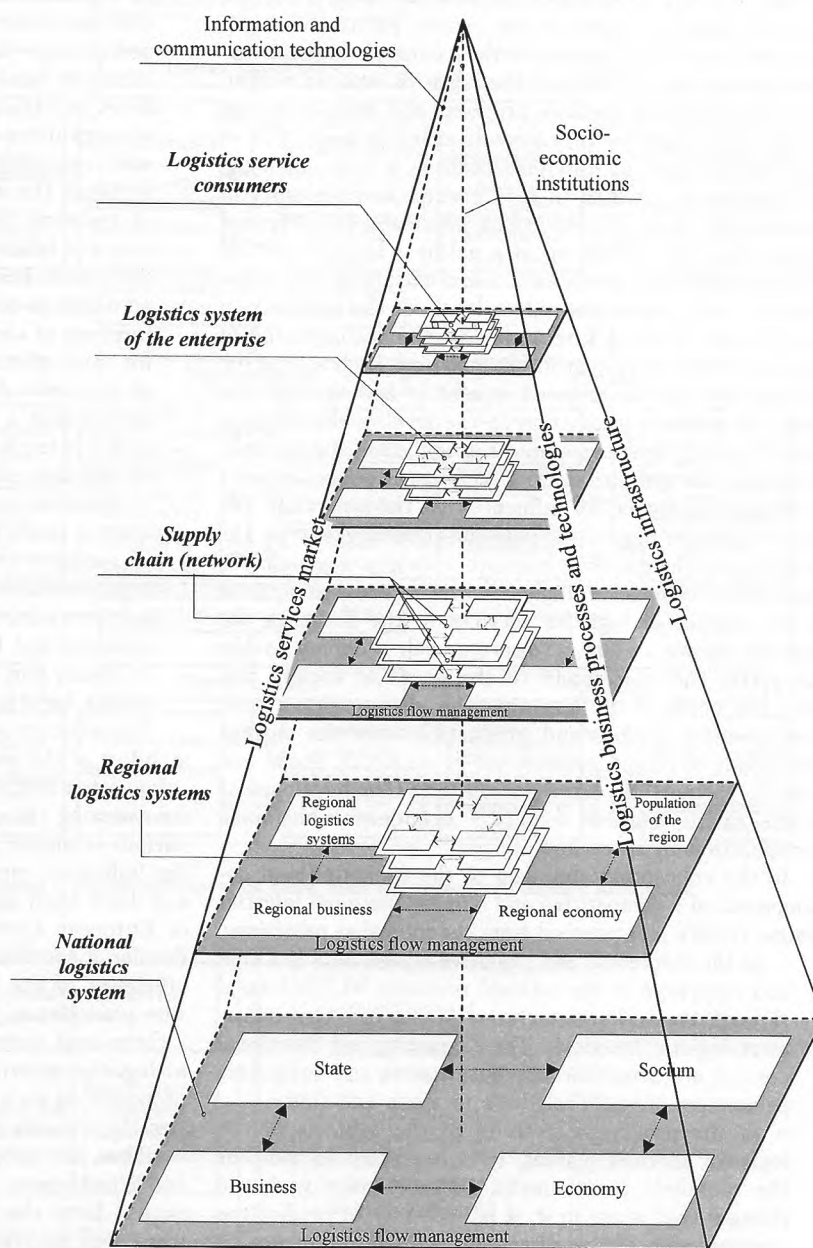


Fig. 1. Multilevel taxonomy of the formation of the national logistics system (compiled by the author on the basis of [17, 18])

Each level of the pyramid means the separation and independent study of the logistics systems of enterprises, the combination of enterprises in the forms of supply chains/networks, clusters, logistics platforms, ecosystems, regional or branch logistics systems, the backbone of which is the logistical flows. The hierarchy of logistics systems by levels of the pyramid is aimed at the formation and development of partnership relations in various channels of interaction in terms of functional or territorial orientation. The organizational form of such economic relations can be functional logistical formations, for which the spatial dispersal of production and labor resources, extraterritoriality and high mobility of means of transport are characteristic [15].

Based on the axiomatics of system economic theory and the tetrad structure of the economic system, let's pay special attention to the formation of the economic environment and the values of the vertical faces of the tetrad. The key category of the illustrated model of the national logistics system is the logistic environment, determined by the structure of the country's logistics infrastructure, the maturity of the logistics services market, the technologies of logistics processes and socio-economic institutions. Together they provide effective interaction of logistical systems of different levels in a common logistic environment, which in turn ensures vertical unity of transformational and transactional processes. The proposed approach to the formation of a national logistics system will facilitate the description and analysis of the influence of macro, meso and micro levels of the economy in the process of their interaction in the management of logistical flows as system-forming factors. Each side of the tetrahedron can be explored separately and through the prism of systemic interaction at the level of the national economy. Inter-layer communication and economic relations determine the specifics of the development of management decisions and regulatory influences. At the same time, the most important interaction between them develops on the periphery of the quadrangle «state – society – economy – business», which, accordingly, determines the development of the market of logistics services in the state. In the example shown in Fig. 1 macro-model, economy as the subsystem should respond to the needs of society and meet the needs of the business. And also provide a wide diversification of jobs and products, ensure the current livelihoods of people, rational use of resources. Social and business partnerships determine the long-term development of the entire «state – society – economy – business» configuration in space and time.

In the conceptual approach to the formation and development of a competitive and efficient national logistics system (NLS), let's proceed from the following provisions:

- in the theoretical and cognitive aspect, NLS is a kind and subsystem of the national economy. NLS is formed through the on-line integration of elements that implement logistic functions. Their quantity and functional content are determined by quantitative and qualitative parameters of logistical flows in space and time;
- in the process of activity of the subjects of the logistics services market, it is necessary to monitor the economic environment. In accordance with the changes that occur in it, it is necessary to predict the consequences of the direct and indirect influence of the set of external and internal factors determining the conditions for the NLS functioning;

– the macroeconomic environment of logistic activity contains natural and climatic, geographic, socio-economic, political and legal and other components that determine the technological features of logistics processes and the criteria for optimizing logistics solutions at the national, regional and local levels;

– structuring of links (subsystems) of NLS as economically separate economic entities is an institutional feature, that is, by economic activities in terms of commodity movement (supply – production – sale – sales);

– macroeconomic environment is determined by the influence of the state, sectoral markets and their mutual influence, the available market and logistics infrastructure;

– economic environment and types of links of the NLS determine the possibility and effectiveness of interaction of all subjects of logistics activities. They allow to adjust the implementation of strategies for production and commercial activities, based on actual results and changes in the external environment, identify and eliminate weaknesses in the management of logistics flows at various levels;

– institutional environment is determined by the legal and organizational design of public relations that determines the emergence of new forms of organization of logistical flows, the regulation of logistics activities, the interaction of participants in the commodity movement. Institutional factors determine the scope of activities of economic entities taking into account the interests of society and create additional opportunities for their effective logistics business in the conditions of economic development. It is through institutional factors that a sustainable, balanced economic growth policy is implemented that allows timely counteracting of negative effects and crisis phenomena;

– information environment and the common information space of the country provide the availability of complete and reliable information for the effective implementation of logistics activities at all levels. Information exchange activates the development of market relations and the functioning of state structures. Due to timely and reliable information, the quality of providing logistic services to the population is growing.

The effectiveness of NLS functioning depends on the stability of the macroeconomic, institutional, market and information environments. It is important that the system for assessing the effectiveness of the logistics activities of various economic agents should be built in such way that the indicators express operational and strategic objectives and have been agreed. This is evidenced by the results of European Commission studies conducted in 2016 to develop a coordinated logistics policy and monitoring the efficiency of the logistics sector in the countries of the European Union [10]. Taking into account the foregoing, a three-level system of key indicators of the effectiveness of logistics activities at macro, meso and micro levels is proposed. At each level, there are indicators that characterize the features of managing the flow processes (Fig. 2).

Thus, the proposed system of indicators of efficiency and effectiveness of logistics activities at different levels should form the basis for the distribution of strategic plans and government programs for the development of the logistics services market, as well as for monitoring its condition and benchmarking. Strategic planning for

development of the logistics sector should solve at least three problems [1, 8, 9]:

- determine national goals, long-term and tactical guidelines, action plans and quantitative objectives for their implementation in this area;
- to be an instrument for coordinating the actions of the executive authorities to introduce various mechanisms to achieve these goals;
- serve as a means of monitoring the implementation of goals and objectives of public policy by civil society, as well as assessing the effectiveness of resource use and the effectiveness of policies in general.

These tasks have made it necessary to improve approaches to justifying target indicators of scientific and technological development of logistics and to find new

methods for financing development programs. All infrastructure projects, technological and managerial innovations should be linked to the expected final results of the NLS development. Changing the components of the environment can reduce the likelihood of the system reaching the settings, which requires the construction of a control system for destabilizing factors and the distribution mechanism for their adaptive control. Fig. 3 presents the author's vision of key drivers of the NLS development.

In the process of analysis, it is necessary to take into account the ultimate goals of public administration, the economic efficiency of the functions of the managing subsystem, the indicators directly and indirectly reflect the development of logistics-intermediary activity through quantitative and qualitative assessments.

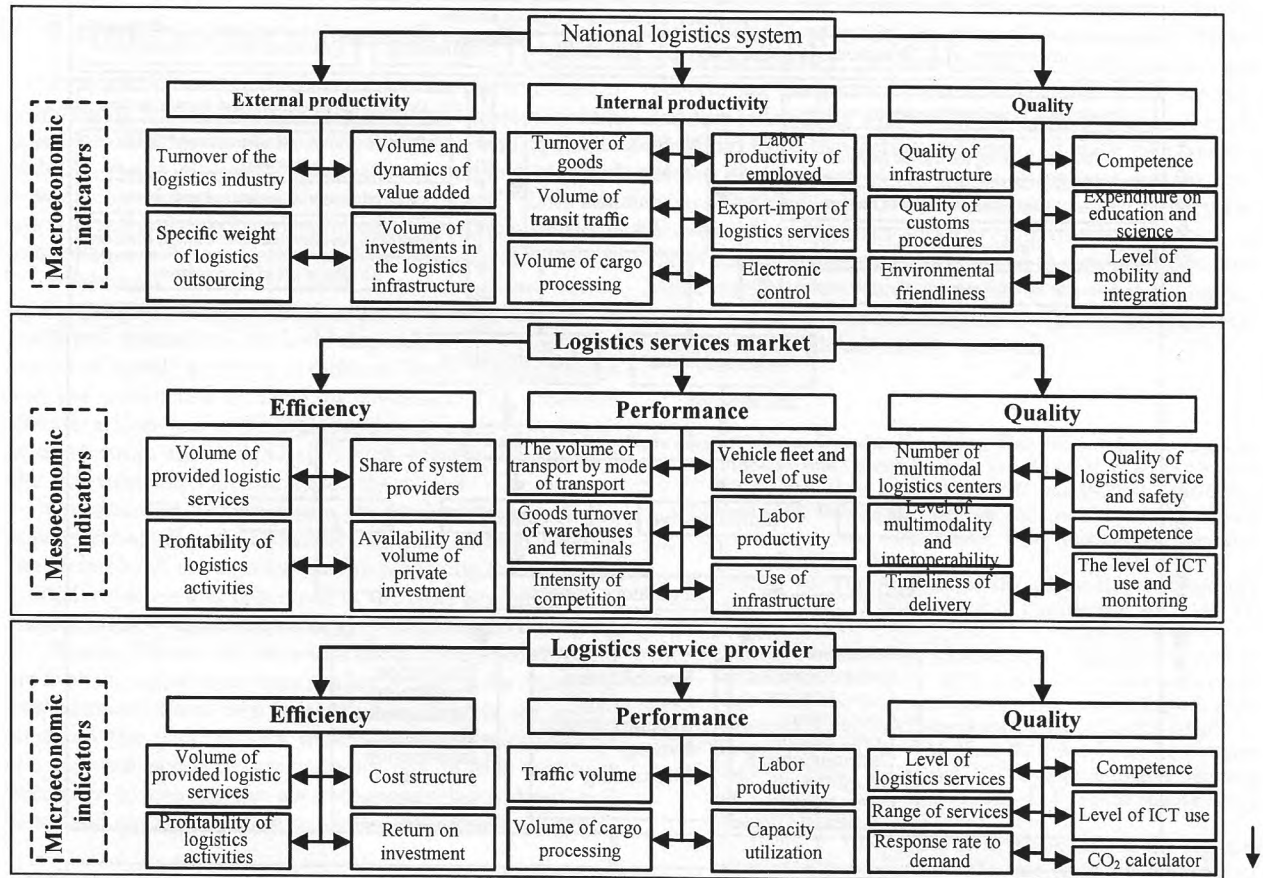


Fig. 2. Key indicators of the effectiveness of logistics activities at the micro, meso and macro levels (author's development)

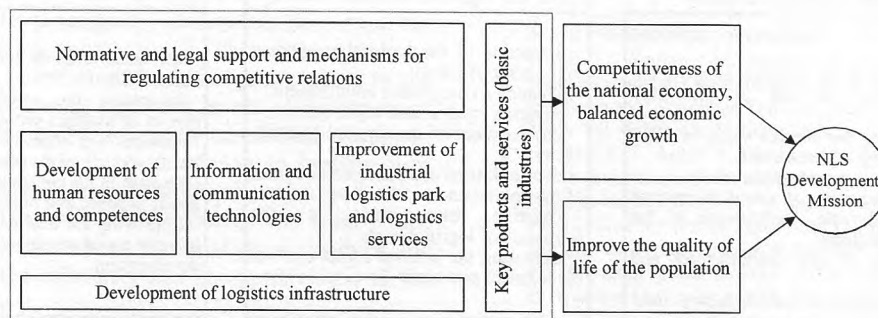


Fig. 3. Development driver of the national logistics system

Along with the economic, it is necessary to take into account social performance indicators that are interrelated and generally act as indicators of the socio-economic effectiveness of the management system.

The state influence on the activity of logistics systems is based on the mechanism for monitoring, analyzing the activities of logistic intermediaries and forecasting, boils down to the use of such methods:

- recommendatory (indicative rules of organization and technology of economic activity, coordination of accounting and analysis of its indicators, other means of scientific and methodological support of the functioning of infrastructure subjects);

- methods of indirect management (economic support of enterprises);
- direct management of individual infrastructure elements as natural monopolies for public procurement.

Effective state regulation assumes the active participation of regional governments in the development of logistics infrastructure and the stimulation of the activities of system logistics providers.

Fig. 4 generalizes factors and levers of state regulation and self-regulation of the market of logistics services, taking into account the priorities of the country's socio-economic development and various levels of government.

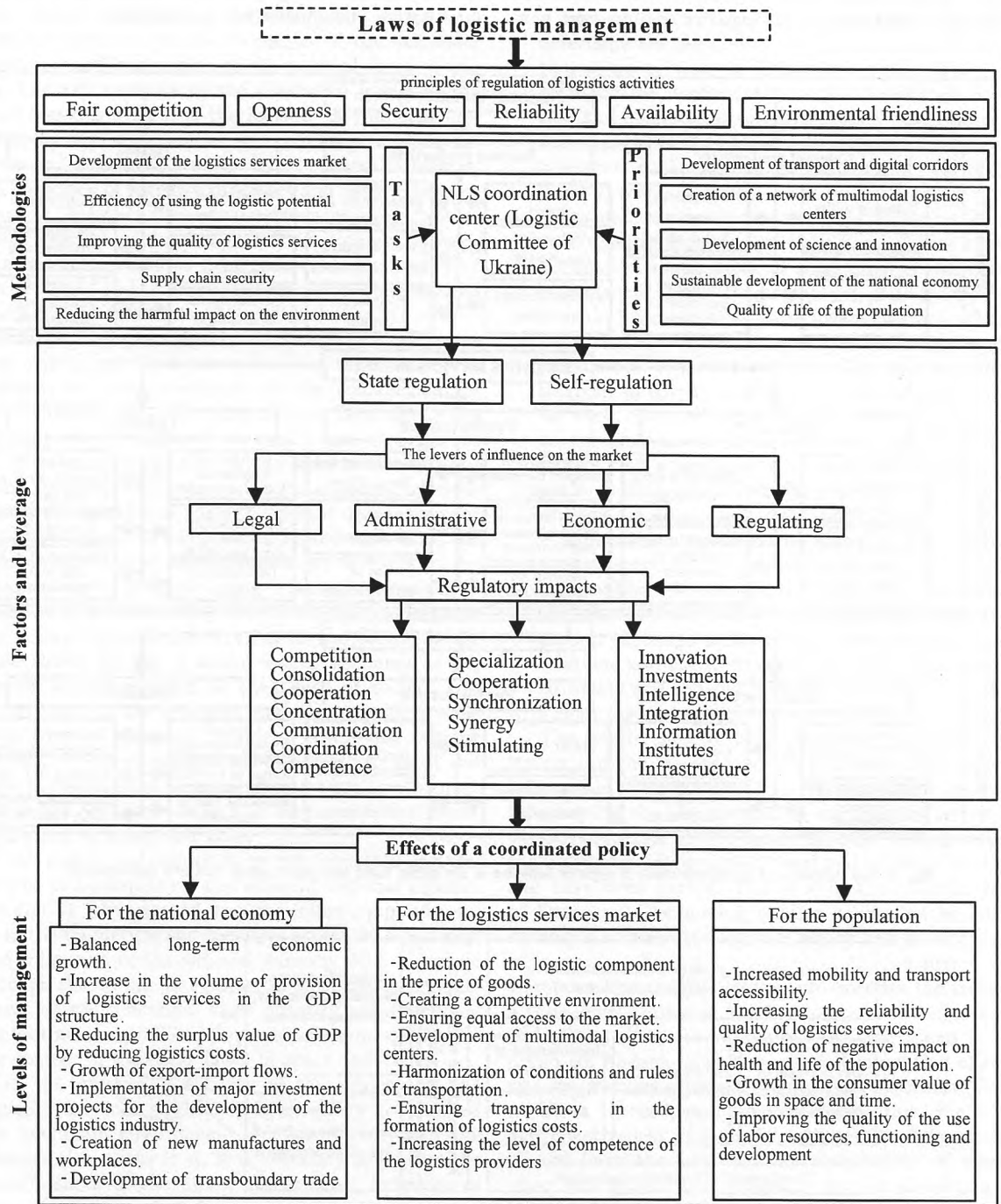


Fig. 4. Regulatory factors and levers of influence on the development of the national logistics system (compiled by the author)

To coordinate managerial decisions regarding the NLS development and the logistics services market, a coordinating center for coordination of logistics should be established in the country to address the issue of reducing the barriers and costs of international trade and internal logistics. These functions can be performed based in 2017 under the Logistics Committee of the Cabinet of Ministers of Ukraine.

Thus, the macroeconomic, institutional and market environments regulated by the state exogenously influence the formation and development of the national logistics system, the realization of the country's logistics potential, the effective activity of the subjects of the market of logistics services. Their activity largely depends not only on the competitiveness of the domestic economy, but also on the essence of integration processes in supply chains/networks, to which Ukrainian enterprises join.

7. SWOT analysis of research results

Strengths. The strength of research is the methodological foundations for the creation of a national logistics system based on theories of multi-level taxonomy and systemic stability of the economy. This makes it possible to build a hierarchy of logistics systems at the micro, meso and macro levels and direct it towards ensuring economic growth and enhancing the competitiveness of the national economy.

Weaknesses. The weak side is that the implementation of the proposed tetrad model requires a large amount of statistical information to build dependencies between the results of logistic activities at different levels of management and the parameters of the flow processes. The processes of interaction are inter-organizational, inter-functional, inter-sectoral, inter-regional, which greatly complicates the practical implementation of the model.

Opportunities. Opportunities for further research is the concretization of socio-economic relations at each level of the hierarchy of management and determining the degree of mutual influence and coherence in the triad «resources (infrastructure) – results (efficiency) – competence (quality)».

Threats. Threats to the results of the conducted research are that the logistics services market is constantly changing, new companies and new infrastructure objects are appearing and the requirements to sustainable development of the national economy are growing. All of this makes it necessary to change the socio-economic institutions and forms and methods of state regulation of logistics activities.

8. Conclusions

1. The theoretical basis and conceptual provisions for the construction of a national logistics system based on theories of multi-level taxonomy and system stability of the national economy are substantiated. This approach allows to harmonize the economic interests of participants in the commodity movement at different levels of management and create the prerequisites for a sustainable development of the logistics services market. Managing logistic flow processes in supply chains/networks, clusters and other organizational forms will help to reduce the total added value in the structure of the national gross product and help to increase the efficiency and competitiveness of the national economy.

2. The structure of the national logistics system is defined in the form of a pyramidal graphic model of the

economy, the basis of which is the national level, and horizontal sections represent regional logistics systems, logistic entities for partner interaction of enterprises and organizations, and also logistical systems of individual enterprises. The borders of the notebook form a space for the logistic activities of various business entities and determine the vertical and horizontal links between the subjects of logistic activity. Management of these links, as well as logistical flow processes at the micro, meso and macro levels will allow to obtain synergy effects and ensure the system stability of the national logistics system. The integrated logistics environment determines the essence and basic mechanisms of state regulation and self-regulation of the market of logistics services in the country.

3. A system of key indicators of the effectiveness of logistics activities at the micro, meso and macro levels of the economic system has been developed, which will enable the collection of statistical data. This system should become the basis for the distribution of strategic plans and government programs for the development of the logistics services market, as well as for its monitoring and benchmarking. Also, the factors and levers of state management of the development of the national logistics system have been identified, which will contribute to the quality improvement of logistics services and the introduction of innovations. In general, the proposed theoretical provisions will contribute to better realization of the powerful logistical potential of Ukraine and the incidence of Ukrainian enterprises to global supply networks.

References

1. Towards a Circular Economy: The Role of Dutch Logistics Industries and Governments / Van Buren N. et al. // *Sustainability*. 2016. Vol. 8, No. 12. P. 647. doi:10.3390/su8070647
2. Hovi I. B., Hansen W. Logistics costs in Norway. Key figures and international comparisons. Oslo: Institute of transport economics, 2010. 112 p.
3. Chung Yu. The Analysis of the China National logistics costs structure // *Management & Engineering*. 2015. Vol. 21. P. 1838–5745.
4. Logistics Barometer South Africa 2016 / Ilavnga J. II. et al. // Stellenbosch University. 2016. URL: <https://www.sun.ac.za/english/faculty/economy/logistics/Documents/Logistics%20Barometer/Logistics%20Barometer%202016%20Report.pdf>
5. Banomyong R., Thai V. V., Yuen K. F. Assessing the National Logistics System of Vietnam // *The Asian Journal of Shipping and Logistics*. 2015. Vol. 31, No. 1. P. 21–58. doi:10.1016/j.ajsl.2015.03.002
6. Ilayaloglu P. The impact of developments in the logistics sector on economic growth: the case of OECD countries // *International journal of economics and financial issues*. 2015. Vol. 5, No. 2. P. 523–530.
7. Sezer S., Abasiz T. The Impact of Logistics Industry on Economic Growth: An Application in OECD Countries // *Eurasian Journal of Social Sciences*. 2017. Vol. 5, No. 1. P. 11–23. doi:10.15604/ejss.2017.05.01.002
8. Cebeci C., Yankova M. Analysis of the Logistics Systems in Bulgaria under the Requirements of the European Union // *Research Journal of Applied Sciences, Engineering and Technology*. 2013. Vol. 6, No. 14. P. 2526–2534. doi:10.19026/rjaset.6.3733
9. Farahani R. Z., Asgari N., Davarzani H. Supply chain and logistics in national, international and governmental environment. Berlin: Physiga-Verlag, 2009. 103 p. doi:10.1007/978-3-7908-2156-7
10. Fact-finding studies in support of the development of an EU strategy for freight transport logistics. Lot 1: Analysis of the EU logistics sector Ecorys. 2015. URL: <https://ec.europa.eu/transport/sites/transport/files/themes/strategies/studies/doc/2015-01-freight-logistics-lot1-logistics-sector.pdf>
11. Afanasenko I. D., Borisova V. V. *Ekonomicheskaya logistika: handbook*. Saint Petersburg: Piter, 2013. 432 p.

12. Nikitenko P., Bulavko V. Formirovanie transportno-logisticheskoy sistemy Respubliki Belarus. Minsk: Litres, 2017. 349 p.
13. Ermakov I., Petukhov D. Postanovka problemy razvitiya natsional'noy logisticheskoy sistemy // Logistika. 2014. Vol. 11. P. 56–59.
14. Ivut R. B., Zinevich A. S., Skorikov V. A. Theoretic and methodologic basics of development of the national logistics system in the Republic of Belarus // Science & Technique. 2016. Vol. 15, No. 6. P. 504–510. doi:10.21122/2227-1031-2016-15-6-504-510
15. Alkema V. H. Systema ekonomichnoi bezpeky lohistrychnykh utvoren: monograph. Kyiv: Unyversytet ekonomiky ta prava «Krok», 2011. 378 p.
16. Kornietskyi O. V. Teoretychni zasady rozvytku rehionalnykh ta mizhreghionalnykh transportno-lohistrychnykh system // Biznesnavihator. 2015. Vol. 2 (37). P. 91–97.
17. Kleynner G. B. Sistemnaya ekonomika kak platforma razvitiya sovremennoy ekonomicheskoy teorii // Voprosy ekonomiki. 2013. Vol. 6. P. 4–28.
18. Kleynner G. B. Gosudarstvo – region – otrasl' – predpriyatie: karkas sistemnoy ustoychivosti ekonomiki Rossii. Chast' 1 // Ekonomika regiona. 2015. Vol. 2. P. 50–58.
19. Kravchenko M. O. Formalizatsiia kontseptsii ekonomichnoi stiikosti pidpriemstva z pozytsii systemno-strukturnoi ekonomichnoi teorii // Ekonomika ta derzhava. 2015. Vol. 12. P. 31–34.

РАЗРАБОТКА ТЕОРЕТИЧЕСКИХ ОСНОВ ФОРМИРОВАНИЯ НАЦИОНАЛЬНОЙ ЛОГИСТИЧЕСКОЙ СИСТЕМЫ

Рассмотрено многоуровневую таксономию формирования национальной логистической системы и особенности логистического управления на микро-, мезо- и макроуровнях системы хозяйствования. Определено макроэкономическую средовую структуру и показатели эффективности логистической деятельности по уровням управления. Предложено драйверы и систему регулирующих факторов и рычагов государственного воздействия на развитие национальной логистической системы.

Ключевые слова: логистические потоки, логистическое управление, национальная логистическая система, государственное регулирование логистической деятельности.

Grygorak Mariya, PhD, Associate Professor, Head of the Department of Logistics, National Aviation University, Kyiv, Ukraine, e-mail: m_grigorak@ukr.net, ORCID: <https://orcid.org/0000-0002-5023-8602>

UDC 005.56:338.431

DOI: 10.15587/2312-8372.2018.124670

**Horbonos F.,
Pavlenchuk N.,
Pavlenchuk A.,
Skrynkovskyy R.**

STUDY OF COOPERATION IN AGRIBUSINESS AS A SOCIO-ECONOMIC PHENOMENON

Проведено аналіз наукових методологічних підходів до розуміння сутності кооперації. Подається новий концептуальний підхід до розуміння кооперації, який визначає, що за змістом – кооперація є економічним явищем, а за організаційною формою – кооператив. Обґрунтовано формування і функціонування кооперативу на основі прояву внутрішніх і зовнішніх відносин, носіями і регуляторами яких є кооперативні принципи.

Ключові слова: кооперація в агробізнесі, виробничі відносини, кооперативні принципи, внутрішні і зовнішні відносини.

1. Introduction

Agribusiness covers various spheres and types of activity, operates on a corporate basis with reference to production. This concept should be viewed as the cooperation of a number of industries – agricultural, procurement, sales, processing enterprises, banks and other structures related to the production and sale of technological processes. The peculiarity of this concept is that the final product of one industry is the source for the other and forms the agrarian sector of the economy. Agribusiness is an open, holistic system that consists of structurally-structured elements that are organically interrelated, the functioning of each of which interacts the development of the entire system. Components of agribusiness are: enterprises-producers of means of production, agricultural products and their processing, procuring, storage, sales, agrarian service enterprises, infrastructure enterprises and enterprises of other sectors of the economy.

Before the agrarian sector, which is the main link of agribusiness and the most important component of the Ukrainian economy, there is an urgent task to ensure the country's food security, the welfare of the population, and its political and economic independence. One of the direc-

tions of this task is development of cooperative relations. Cooperation as an organizational form of management and the system of economic relations contributes to the formation of the ideology of protection of rural commodity producers, their involvement in integration processes, which allows taking advantage of large-scale production without additional capital investments. This is an effective, weighty tool in a market economy that ensures the solution of the problem of pricing for agricultural products and determines the organized opposition of the monopoly in overstating the prices of resources for agricultural commodity producer

2. The object of research and its technological audit

The object of research are the processes of development of cooperative relationships in agribusiness, which form the basis of an economic phenomenon, the essence of which is cooperation, as well as the formation and improvement of its organizational and legal forms. Agribusiness is such sphere of entrepreneurial activity, the effective development of which is capable, to a decisive degree, of ensuring the welfare of the population, creating conditions for the



PROBLEMS OF MACROECONOMICS AND SOCIO-ECONOMIC DEVELOPMENT

DOI: 10.15587/2312-8372.2018.124597

INVESTIGATION OF THE PRICE SCALE IMPORTANCE IN THE CONDITIONS OF THE POST-SOVIET MARKET SOCIETY

page 4–7

Kerimov Atik, Doctor of Economic Sciences, Professor, Russian School of Economics, Azerbaijan State University of Economics, Baku, Azerbaijan, e-mail: atik.kerimov@yandex.ru, ORCID: <https://orcid.org/0000-0003-2493-6180>

Babayev Azer, PhD, Associate Professor, Russian School of Economics, Azerbaijan State University of Economics, Baku, Azerbaijan, e-mail: azik347@yandex.ru, ORCID: <https://orcid.org/0000-0002-9067-7562>

The object of research is modern ideas about the price scale and their inconsistency with the tasks of reforming the economic foundations of the post-Soviet society. One of the most problematic places of this object is the ideas that are ingrained at the level of the educational and scientific literature, either not having real grounds, or scholastic in nature. At the level of macroeconomic characteristics of the post-Soviet economy, this is shown in the fact that the classical idea of equal wages for equal work is not being realized.

During the research, scientific methods of theoretical analysis, comparison and generalization, induction and deduction were used. Through these methods, the problem of the price scale from the highly specialized and strictly theoretical state is transferred into the plane of one of the fundamental categories of the economic structure of society.

This issue has such tangible impact on the parameters of the social and economic life of modern society that each country shapes its understanding of the fundamentals of the national price scale. The post-war experience of the developed countries of Western Europe clearly shows that the post-Soviet republics have a clear positive example in this matter.

Based on international experience and the provisions of international conventions, the post-Soviet republics need to derive the problem of the real price scale at the level of state policy in the field of income and wages. This can be another direction for the healthy integration of post-Soviet societies into the world space.

The achieved qualitative result is determined by the following: the strengthening of the purchasing power of national money in the industrial countries actually went through the transformation of the price of labor into the economic basis of the price scale. Cooperation of the state and trade unions allows to bring under this process and the corresponding regulatory and legal basis. Thus, the functioning of the price scale ceases to be a spontaneous process.

Keywords: price of labor as the price scale, economic development of post-Soviet countries, gold demonetization.

References

1. Krasavina, L. N. (Ed.). (1983). *Denezhnoe obrashhenie i kredit kapitalisticheskikh stran*. Moscow: Finansy i statistika, 335.
2. Ivanov, V. V., Sokolov, B. I. (Eds.). (2015). *Den'gi, kredit, banki*. Moscow: Yurayt, 371.
3. Galchinskiy, A. S. (1985). *Karl Marks ob istorizme denezhnykh otnosheniy*. Moscow: Mysl, 190.
4. Bregel, E. Ya. (1955). *Denezhnoe obrashhenie i kredit kapitalisticheskikh stran*. Moscow: Gosfinizdat, 423.
5. Korolev, I. S. (1986). *Valyutnye otnosheniya kapitalizma: ekonomika i politika*. Moscow: Nauka, 228.
6. Zhukov, E. F. (Ed.). (1998). *Obshchaya teoriya deneg i kredita*. Moscow: YUNITI, 359.
7. Usov, V. V. (1999). *Den'gi. Denezhnoe obrashhenie. Inflyatsiya*. Moscow: YUNITI, 544.
8. Esipov, V. E. (Ed.). (2000). *Tseny i tsenoobrazovanie*. Saint Petersburg: Piter, 464.

9. Polyak, G. B. (Ed.). (2008). *Finansy. Denezhnoe obrashhenie. Kredit*. Moscow: YUNITI-DANA, 639.
10. Zhukov, E. F., Zelenkova, N. M., Eriashvili, N. D. (2011). *Den'gi. Kredit. Banki*. Moscow: YUNITI-DANA, 783.
11. Alpatov, G. E., Bazulin, Yu. V. et al. (2003). *Den'gi. Kredit. Banki*. Moscow: TK Velbi, 624.
12. Kosoy, A. M. (2005). *Platzhnyy oborot: issledovanie i rekomendatsii*. Moscow: Finansy i statistika, 264.
13. Kosoy, A. M. (2002). *Sovremennyye den'gi. Den'gi i kredit*, 6, 26–32.
14. Borisov, S. M. (1991). *Azbuka obratimosti, ili chto nado znat' o konver-tiruemosti valyut*. Moscow: Finansy i statistika, 80.
15. Borisov, S. M. (1963). *Mezhdunarodnye raschetny i valyutno-fi-nansovyye protivorechiya stran Zapadnoy Evropy*. Moscow: Gosfinizdat, 232.
16. Khuffshmid, Y. *Krizis upravlyaemogo finansovym rynkom kapitalizma*. Available at: <http://me-forum.ru/upload/iblock/433/433efb2e0b8803e346476967d800f5a4.pdf>
17. *Strategicheskie dorozhnye karty po natsional'noy ekonomike i osnovnym sektoram ekonomiki Azerbaydzhanskoj Respubliki*. (2016). Available at: <http://static.president.az/pdf/38542.pdf>

DOI: 10.15587/2312-8372.2018.124668

DEVELOPMENT OF THEORETICAL BASES FOR FORMATION OF THE NATIONAL LOGISTICS SYSTEM

page 8–14

Grygorak Mariya, PhD, Associate Professor, Head of the Department of Logistics, National Aviation University, Kyiv, Ukraine, e-mail: m_grigorak@ukr.net, ORCID: <https://orcid.org/0000-0002-5023-8602>

The object of research is the system-forming logistical flow processes in the national economy. One of the most problematic areas is the definition of the structure of the national logistics system, the ways of its development and the factors of influence that depend on the organization of logistical flow processes at various levels of management. The new industrial revolution creates unique technological solutions, modifies logistic activities and requires new research.

In the course of research, the theoretical basis and conceptual provisions for the construction of a national logistics system, based on theories of multi-level taxonomy and systemic stability, are justified. This allows to build a pyramidal graphic model based on the national level of stream management, and horizontal sections represent regional logistics systems, logistical entities in the form of chains and networks, and the logistical systems of individual enterprises. The borders of the tetrad form a space for the logistic activities of various business entities and determine the vertical and horizontal links between the subjects of logistic activity. Management of these links, as well as logistical flow processes at the micro, meso and macro levels will allow to obtain synergy effects and ensure the system stability of the national logistics system. The integrated logistics environment determines the essence and basic mechanisms of state regulation and self-regulation of the market of logistics services in the country. Due to this, a system of key indicators of the effectiveness of logistics activities at the micro, meso and macro levels of the economic system is defined. Also, the factors and levers of state management of the development of the national logistics system have been identified, which will contribute to the improvement of the quality of logistics services and the implementation of innovations.

Keywords: logistical flows, logistics management, national logistics system, state regulation of logistics activities.

References

1. Van Buren, N., Demmers, M., van der Heijden, R., Witlox, F. (2016). Towards a Circular Economy: The Role of Dutch Logistics Industries and Governments. *Sustainability*, 8 (12), 647. doi:10.3390/su8070647

2. Ilovi, I. B., Hansen, W. (2010). *Logistics costs in Norway. Key figures and international comparisons*. Oslo: Institute of transport economics, 112.
3. Chung, Yu. (2015). The Analysis of the China National logistics costs structure. *Management & Engineering*, 21, 1838–5745.
4. Havenga, J. H., Simpson, Z. P., King, D., de Bod, A., Braun, M. (2016). *Logistics Barometer South Africa 2016*. Stellenbosch University. Available at: <https://www.sun.ac.za/english/faculty/economy/logistics/Documents/Logistics%20Barometer/Logistics%20Barometer%202016%20Report.pdf>
5. Banomyong, R., Thai, V. V., Yuen, K. F. (2015). Assessing the National Logistics System of Vietnam. *The Asian Journal of Shipping and Logistics*, 31 (1), 21–58. doi:10.1016/j.ajsl.2015.03.002
6. Hayaloglu, P. (2015). The impact of developments in the logistics sector on economic growth: the case of OECD countries. *International journal of economics and financial issues*, 5 (2), 523–530.
7. Sezer, S., Abasiz, T. (2017). The Impact of Logistics Industry on Economic Growth: An Application in OECD Countries. *Eurasian Journal of Social Sciences*, 5 (1), 11–23. doi:10.15604/ejss.2017.05.01.002
8. Cebeci, C., Yankova, M. (2013). Analysis of the Logistics Systems in Bulgaria under the Requirements of the European Union. *Research Journal of Applied Sciences, Engineering and Technology*, 6 (14), 2526–2534. doi:10.19026/rjaset.6.3733
9. Farahani, R. Z., Asgari, N., Davarzani, H. (2009). *Supply chain and logistics in national, international and governmental environment*. Berlin: Physiga-Verlag, 103. doi:10.1007/978-3-7908-2156-7
10. *Fact-finding studies in support of the development of an EU strategy for freight transport logistics. Lot 1: Analysis of the EU logistics sector Ecorys*. (2015). Available at: <https://ec.europa.eu/transport/sites/transport/files/themes/strategies/studies/doc/2015-01-freight-logistics-lot1-logistics-sector.pdf>
11. Afanasenko, I. D., Borisova, V. V. (2013). *Ekonomicheskaya logistika*. Saint Petersburg: Piter, 432.
12. Nikitenko, P., Bulavko, V. (2017). *Formirovanie transportno-logisticheskoy sistemy Respubliki Belarus*. Minsk: Litres, 349.
13. Ermakov, I., Petukhov, D. (2014). Postanovka problemy razvitiya natsional'noy logisticheskoy sistemy. *Logistika*, 11, 56–59.
14. Ivut, R. B., Zinevich, A. S., Skorikov, V. A. (2016). Theoretic and methodologic basics of development of the national logistics system in the Republic of Belarus. *Science & Technique*, 15 (6), 504–510. doi:10.21122/2227-1031-2016-15-6-504-510
15. Alkema, V. H. (2011). *Systema ekonomichnoi bezpeky lohistychnykh utvoren*. Kyiv: Unyversytet ekonomiky ta prava «Kroks», 378.
16. Kornietskiy, O. V. (2015). Teoretychni zasady rozvytku rehionalnykh ta mizhrehionalnykh transportno-lohistychnykh system. *Biznes-navihator*, 2 (37), 91–97.
17. Kleyner, G. B. (2013). Sistemnaya ekonomika kak platforma razvitiya sovremennoy ekonomicheskoy teorii. *Voprosy ekonomiki*, 6, 4–28.
18. Kleyner G. B. (2015). Gosudarstvo – region – otrasl' – predpriyatie: karkas sistemnoy ustoychivosti ekonomiki Rossii. Chast' 1. *Ekonomika regiona*, 2, 50–58.
19. Kravchenko, M. O. (2015). Formalizatsiia kontseptsii ekonomichnoi stiičnosti pidpriemstva z pozytsii systemno-strukturnoi ekonomichnoi teorii // *Ekonomika ta derzhava*, 12, 31–34.

DOI: 10.15587/2312-8372.2018.124670

STUDY OF COOPERATION IN AGRIBUSINESS AS A SOCIO-ECONOMIC PHENOMENON

page 14–21

Horbonos Fedir, Doctor of Economic Sciences, Professor, Rector, Lviv University of Business and Law, Ukraine, e-mail: fhorbonos@ukr.net, ORCID: <http://orcid.org/0000-0002-6563-9847>

Pavlenchik Nataliya, Doctor of Economic Sciences, Associate Professor, Head of Department of Economics, Management, Hotel and Restaurant Business, Lviv State University of Physical Culture, Ukraine, e-mail: pavlinova75@gmail.com, ORCID: <http://orcid.org/0000-0001-6164-5644>

Pavlenchik Anatolii, PhD, Associate Professor, Department of Economics, Management, Hotel and Restaurant Business, Lviv State University of Physical Culture, Ukraine, e-mail: pavlenchik@bigmir.net, ORCID: <http://orcid.org/0000-0002-2205-1883>

Skrynkovskyy Ruslan, PhD, Associate Professor, Department of Business Economy and Information Technology, Lviv University of Business and Law, Ukraine, e-mail: uan_lviv@ukr.net, ORCID: <http://orcid.org/0000-0002-2180-8055>

The object of research is the processes of development of cooperative relationships in agribusiness, which form the basis of an economic phenomenon, the essence of which is cooperation, as well as the formation and improvement of its organizational and legal forms. For today, the existence of cooperative formations is justified by centuries of practice, and its objectivity is beyond doubt. However, it is important to streamline the methodological foundations of research, which will ensure the formation and implementation of cooperative policies in the agro-industrial complex in order to improve the efficiency of its functioning. This calls for a deep theoretical rethinking of the essence and significance of cooperation.

In the course of research, economic phenomena are viewed not in isolation and from specific historical circumstances, but comprehensively, taking into account specific economic conditions and the real state of the economic, political and social situation in the country.

As a result of research, it is justified that «agribusiness» is such sphere of entrepreneurial activity, the effective development of which is capable of ensuring the welfare of the population, creating conditions for the successful development of other industries. This will contribute to raising the level of economic, and therefore political, security of Ukraine.

For the development of cooperation, favorable conditions are necessary, the influence of which on the development level of cooperative relations is expressed in the actions of specific factors. These factors can be systematized, as production, organizational-base, stimulating-legal and stabilizing.

In the course of research, it is determined that cooperation in its content is an economic phenomenon, the essence of which is economic relations between partners, on their cooperation for achieving a common goal. This methodological approach to understanding cooperation is important from a practical point of view, since it assumes the creation of an infrastructure, as an indispensable condition for the further successful development of this phenomenon. It is established that the cooperative is a form of cooperation and its organizational structure of an entrepreneurial type, it is created and functions on the basis of cooperative principles that are carriers and regulators of its internal and external relations.

Keywords: cooperation in agribusiness, production relations, cooperative principles, internal and external relations.

References

1. *Land O'Lakes: members*. Available at: <https://www.landolakesinc.com/Members/Member-News/January-2018/farm-bowl-members-spread-the-word>. Last accessed: 28.01.2018.
2. Antsiferov, A. N. (1909). *Ocherk o kooperatsii*. Moscow, 79.
3. Kropotkin, P. A. (1988). *Zapiski revolyutsionera*. Moscow: Moskovskiy rabochiy, 544.
4. Zassen, I. A. (1920). *Razvitie teorii kooperatsii*. Kharkiv: Soyuz, 21.
5. *Kooperatsiya. Stranitsy istorii*. (1991). Moscow: Politizdat, 123.
6. Barton, D. G. (1989). What is cooperative. *Cooperatives in Agriculture*. Englewood Cliff: Prentice Hall, 1–20.
7. Barton, D. G. (1989). Principles. *Cooperatives in Agriculture*. Englewood Cliff: Prentice Hall, 21–34.
8. Munkner, Hans-H. (1981). *Co-operative Principles and Co-operative Law*. Marburg, 153.
9. Koberskiy, K. (1929). *Etychni ta ekonomichni idei v kooperatsii*. Lviv: Kooperatyvna respublika, 205.
10. Martos, B. (1923). *Teoriia kooperatsii*. Podiebrady, 76.
11. Tugan-Baranovskiy, M. I. (1916). *Sotsial'nye osnovy kooperatsii*. Moscow: Tip. t-va I. N. Kushnereva i K., 521.
12. Horbonos, F. V., Yankovska, L. A., Pavlenchik, N. F., Pavlenchik, A. O. et al. (2011). *Kooperatsiia v ahrobiznesi*. Lviv, 360.
13. Pavlenchik, N. F. (2015). *Rynok silskohospodarskoi produktsii: teoriia ta praktyka*. Lviv: Liha-Pres, 312.
14. Chayanov, A. V. (1927). *Osnovnye idei i formy organizatsii sel'skokhozyaystvennoy kooperatsii*. Moscow: Knigosoyuz, 338.
15. Buzdalov, I., Shmelev, G. (1995). Problemy razvitiya sel'skokhozyaystvennoy kooperatsii v perekhodnykh usloviyakh. *Voprosy ekonomiki*, 1, 76–85.