



Alfred Nobel
University

ТРАНСФОРМАЦІЯ ЕКОНОМІЧНИХ СИСТЕМ ТА ІНСТИТУТІВ У НОВИХ ГЕОСТРАТЕГІЧНИХ РЕАЛІЯХ

**XXXIX Міжнародна науково-практична
конференція молодих вчених і студентів**

TRANSFORMATION OF ECONOMIC SYSTEMS AND INSTITUTIONS IN THE NEW GEOSTRATEGIC REALITIES

**Proceedings of 39th International Conference
for Young Scientists and Students**

**24-25 листопада 2025 р.
November 24-25, 2025**

**ТРАНСФОРМАЦІЯ ЕКОНОМІЧНИХ СИСТЕМ
ТА ІНСТИТУТІВ У НОВИХ
ГЕОСТРАТЕГІЧНИХ РЕАЛІЯХ**

**TRANSFORMATION OF ECONOMIC SYSTEMS
AND INSTITUTIONS IN THE NEW
GEOSTRATEGIC REALITIES**

*Матеріали XXXIX Міжнародної науково-практичної
конференції молодих вчених та студентів*

*Proceedings of 39th International Conference for Young
Scientists and Students*

Електронне видання

*24-25 листопада 2025 р.
November 24-25, 2025*

Дніпро
2025

УДК 339.92
T 65

Організаційний комітет:

С.О. Федулова, доктор економічних наук, професор – голова оргкомітету;
А.О. Задоя, доктор економічних наук, професор;
С.В. Кузьмів, доктор економічних наук, професор;
О.А. Задоя, кандидат економічних наук, доцент;
Р.М. Ключник, кандидат політичних наук, доцент;
Е.М. Лимонова, кандидат економічних наук, доцент;
А.С. Магдич, кандидат економічних наук, доцент;
О.К. Незгода, кандидат економічних наук, доцент;
Б. Шлюсарчик, доктор економічних наук, професор, Кросно, Польща.

Трансформація економічних систем та інститутів у нових геостратегічних реаліях:
Матеріали XXXIX Міжнародної науково-практичної конференції молодих вчених
та студентів, Дніпро, 24-25 листопада 2025 р. [Електронне видання]. – Дніпро:
Університет імені Альфреда Нобеля, 2025. – 662 с.

ISBN 978-966-434-621-1

Збірник містить матеріали доповідей учасників XXXIX Міжнародної науково-практичної конференції молодих вчених та студентів «Трансформація економічних систем та інститутів у нових геостратегічних реаліях». Молоді дослідники з України, Польщі, Молдови, Великобританії та В'єтнаму представляють свої оцінки сучасної глобалізації та світових інтеграційних перспектив. Аналізуються трансформаційні процеси в економічних системах та інститутах під впливом нових геостратегічних реалій. Особливу увагу приділено впливу російської агресії проти України на національні та глобальні економічні процеси. Автори висловлюють власні погляди, які не обов'язково відображають позицію організаційного комітету. Матеріали опубліковані в авторській редакції.

Відповідальний за випуск: С.О. Федулова, доктор економічних наук, професор,
зав. кафедри глобальної економіки.

© Університет імені Альфреда Нобеля,
оформлення, 2025

ISBN 978-966-434-621-1

ЗМІСТ

Доповіди

<i>Aleksieienko A.</i> Risk management of international projects.....	9
<i>Babych P.</i> Foreign direct investment in Ukraine: current trends, challenges, and development prospects.....	14
<i>Bidniak A.</i> General characteristics of methods for assessing the effectiveness of investment projects.....	19
<i>Bogdanovich V.</i> Features of socio-economic development of Belgium.....	25
<i>Broian A.</i> Globalization of sustainability: ESG financialization and institutional asymmetry.....	30
<i>Broian A.</i> Methods of quantitative analysis and forecasting of risk and uncertainty.....	37
<i>Bui Thi Nga</i> The impact of digital transformation on journalism and communication in building a digital culture in Vietnam: current situation, issues, and solutions.....	42
<i>Buriak A.</i> Protectionism and economic development: a comparative study of South Korea and Argentina.....	54
<i>Buriak A.</i> Social dimensions of trade wars: employment, inequality and public sentiment.....	61
<i>Dinh Thu Ha, Hoang Thuy Linh, Dong Huong Nhi, Vu Huyen Trang, Pham Thi Minh Trang</i> The development of digital banking services in Vietnam: a case study of Vietnam technological and commercial joint stock bank (Techcombank).....	69
<i>Dolnik L.</i> The property market in Ukraine.....	87
<i>Gribincea C., Heghea E., Ciobanu M., Ungur C.</i> New working models in evolving geostrategic contexts: preferences and productivity amid economic system transformation.....	93
<i>Ha Thi Thu Hang</i> Assessing the impact of digital transformation on the efficiency of public service delivery in Vietnam.....	110
<i>Kozłowska Z., Kosztowniak P.</i> The use of transport exchanges as an element of the sharing economy – implementation of Polish solutions' experience in the post-war economy of Ukraine.....	130
<i>Krzysztofik B., Krochmal-Marczak B.</i> Ekonomiczne aspekty wykorzystania gazów w przedłużaniu trwałości produktów żywnościowych jako innowacji zwiększającej opłacalność produkcji....	137
<i>Le Hai Yen</i> Brand security in the social media era: a literature review and non-traditional security approach in Vietnam.....	148
<i>Lytvynenko S.</i> Strategies for economic development of People's Republic of China.....	157

<i>Dao Tuan Duc</i> Leveraging housing stability and marriage timings to enhance Gen Z workforce mobility and organizational performance in the logistics sector: a study in Hanoi, Vietnam.....	473
<i>Deryabina A.</i> Analysis of Ukraine's foreign economic specialisation: advantages and limitations.....	475
<i>Dmytriiev V.</i> The World Bank's credit policy as a factor of the formation of the borrower's economic strategy.....	479
<i>Dmytriiev V.</i> Project environment: internal and external.....	483
<i>Farkhutdinova D.</i> Effectiveness of the US-China trade war (2018-2025).....	486
<i>Farkhutdinova D.</i> The impact of the "solidarity lanes" on the structural resilience of the EU internal market.....	490
<i>Farkhutdinova D.</i> The phenomenon of Ukrainian cuisine ("gastrodiplomacy") as a tool of national brand promotion and economic cooperation on a global scale.....	493
<i>Kovalchuk A.</i> Gambling in Ukraine: economic, social, and psychological impacts.....	496
<i>Kovalchuk A.</i> Green and social economy in Austria: trends and development projects.....	498
<i>Lytvynenko S.</i> Innovative approaches to tender organization: promoting transparency, compliance, and efficiency in contemporary procurement.....	503
<i>Mahdich A., Lykhatska A.</i> International experience of hotel business development and its significance for Ukraine.....	506
<i>Manziuk S.</i> Modern Australian economy: factors of development.....	510
<i>Mazan T.</i> Image correction in international public relations: tools and risks.....	513
<i>Mazurenko Ya.</i> Geopolitical risks and adaptive strategies in international project management.....	515
<i>Mazurenko Ya.</i> The concept of "developmental state" and globalization processes.....	518
<i>Nechyporenko T.</i> Resilience of supply Chains: EU experience for risk management.....	522
<i>Reva V.</i> Initial (pre-investment) phase of the project.....	525
<i>Reznichenko P.</i> The economic impact of healthcare worker emigration on Nigeria's medical system.....	528
<i>Synia D.</i> Assessment of the economy of Japan.....	531
<i>Tomihina S.</i> Foreign economic turnover of Ukraine: structural changes and dynamics in recent years.....	533
<i>Turchaninov R.</i> Challenges in the implementation of the CLIL methodology in the new Ukrainian school.....	537

Developmental-State-in-the-Globalizing-World-
Cai/224a10b3f75bc42e07dff6a5fbde722be047410

3. Ning Li. Globalization and capital disembedding: the decline of the developmental state in South Korea. *Asian Review of Political Economy*. Volume 4, article number 13, (2025). URL: <https://link.springer.com/article/10.1007/s44216-025-00056-6>

4. Pui Yi Wong. State–market–society alliance: The evolving nature of the “21st-century developmental state.” *UNU-WIDER Working Paper* 2020/103, August 2020. URL: <https://www.wider.unu.edu/sites/default/files/Publications/Working-paper/PDF/wp2020-103.pdf>

5. Judit Ricz. Developmental States in the Twenty-First Century: New Wine into Old Bottles? *Istanbul Üniversitesi Sosyoloji Dergisi*, 2020, Vol. 40(2): 649-676. URL: <https://dergipark.org.tr/tr/download/article-file/1528842>

Scientific supervision by S.Kuzminov, Doctor of Science, Full Professor

T. Nechyporenko,
Vinnitsia National Technical University, Vinnitsia (Ukraine)

RESILIENCE OF SUPPLY CHAINS: EU EXPERIENCE FOR RISK MANAGEMENT

The resilience of logistics chains in the new economic architecture shaped by the EU's strategic autonomy is an ambivalent phenomenon. On the one hand, Ukraine's integration into the European Transport Networks (TEN-T) opens up access to innovative technologies, ensures market diversification, and increases operational efficiency through the unification of standards. On the other hand, increasing geopolitical fragmentation and the EU's desire for self-sufficiency in critical sectors (raw materials, technology) increases regulatory barriers, creates risks of trade protectionism, and requires significant investments in the adaptation of Ukraine's logistics infrastructure. In this context, studying the European experience of risk management is of particular importance to ensure the sustainability and efficiency of the national logistics system.

The resilience of supply chains is the ability of the system to predict, withstand, adapt and quickly recover from external shocks (natural disasters, political conflicts, economic crises), accompanied by the integration of digital tools and strategic planning [3; 4].

The main characteristics of the European approach to ensuring the resilience of supply chains include:

- strategic diversification of supply: reducing dependence on a single region (in particular, Asia) by promoting reshoring (return of production) and friendsharing (cooperation with reliable partners) [2];
- digital integration and transparency: using IoT, Big Data and blockchain technologies to provide end-to-end visibility of supply chains and rapid response to disruptions;
- harmonization of regulatory norms: unification of customs, environmental and transport standards (including Green Deal requirements), which reduces operational risks in cross-border transportation;
- creation of reserve capacities: accumulation of strategic stocks of raw materials and medical products to avoid shortages in the event of external shocks;
- investments in cross-border infrastructure: priority financing of key TEN-T transport corridors, which is critical for Ukraine's integration and increasing the overall resilience of the European space [1].

In an era of deepening interdependence of logistics systems and heightened geopolitical volatility, it is extremely important to carefully analyze the benefits and risks of European integration for Ukraine's logistics. Despite the potential threats, integration into the EU logistics space opens up significant opportunities for Ukrainian companies, including:

- inflow of investments in infrastructure modernization: integration creates favorable conditions for the inflow of capital (in particular, from EU funds) and the capital necessary for the development of cross-border transport networks (TEN-T), which stimulates economic growth;
- access to innovative technologies (Smart Logistics): Ukrainian logistics operators are able to implement the latest solutions, such as AI forecasting, warehouse automation and digital cargo tracking, which increases operational efficiency;
- diversification of risks and routes: participation in the common European system allows to distribute risks between different transport corridors, reducing vulnerability to blockages, political or military shocks [3];
- increased competitiveness: harmonization of standards and legislation stimulates the improvement of service quality and reduces transaction costs required to operate in international markets.

It is obvious that integration into the European logistics space, while opening up great opportunities, also creates a complex system of interdependencies that requires close attention to potential risks that could have a destabilizing impact on national logistics systems.

Despite its many benefits, the EU's desire for strategic autonomy and the integration of Ukraine's logistics could lead to a number of significant challenges that could undermine its stability and sustainability. These risks include:

- regulatory and fiscal vulnerability: adaptation to the Green Deal and high environmental standards of the EU requires significant investments in rolling stock and infrastructure, which creates a financial barrier for small and medium-sized Ukrainian carriers;
- risk of losing some transit sovereignty: globalization may limit the ability of national governments to control transport and infrastructure priorities determined by the pan-European strategy;
- increased competition: market liberalization leads to direct competition with large transnational logistics corporations, which can lead to capital concentration and the displacement of local players;
- technological arbitrage: differences in the pace of digitalization can lead to significant advantages for innovative firms, deepening technological inequality in the sector [4].

These risks require Ukrainian strategic management to develop effective risk management strategies aimed at minimizing the negative effects of integration and ensuring the sustainable development of the logistics system.

Thus, it can be stated that the analysis of the integration of Ukrainian logistics into the European space in the context of the EU's strategic autonomy reveals its dual nature, which requires an adaptive strategy from Ukraine. Given the identified benefits, such as access to investment and innovation (Smart Logistics), as well as potential risks, such as high regulatory barriers and increased competition, it becomes clear that successful integration depends on the ability of companies to effectively manage risk. This implies not only modernization of the logistics infrastructure and harmonization of national standards, but also active participation in the formation of a sustainable European architecture, in particular through the implementation of EU resilience mechanisms. Thus, the future of Ukrainian logistics will be determined by its ability to balance between using integration opportunities and minimizing the threats of geopolitical fragmentation, which requires constant strategic monitoring and adaptation to dynamic changes in the global landscape.

List of sources used

1. Lebedeva L., & Shkuropadska D. (2024). Resilience of transport logistics in EU and Ukraine. *Foreign trade: economics, finance, law*, (135), 32–46. [https://doi.org/10.31617/3.2024\(135\)07](https://doi.org/10.31617/3.2024(135)07). <https://journals.knute.edu.ua/foreign-trade/article/view/2142?utm>
2. OECD. (2025). *OECD Supply Chain Resilience Review: Navigating Risks*. OECD Publishing, Paris. <https://doi.org/10.1787/94e3a8ea-en>. https://www.oecd-ilibrary.org/en/publications/oecd-supply-chain-resilience-review_94e3a8ea-en.html?utm

3. Krykavskyy Y., Chornopyska N., Dovhun O., Hayvanovych N., & Leonova S. (2023). Defining supply chain resilience during wartime. *Eastern-European Journal of Enterprise Technologies*, 1(13 (121)), 32-46. <https://doi.org/10.15587/1729-4061.2023.272877>. <https://journals.uran.ua/eejet/article/view/272877?>

4. Lücker F., Timonina-Farkas A., & Seifert R. W. (2024). Balancing Resilience and Efficiency: A Literature Review on Overcoming Supply Chain Disruptions. *Production and Operations Management*, 34(6), 1495-1511. <https://doi.org/10.1177/10591478241302735>. <https://openaccess.city.ac.uk/id/eprint/33699/8/lucker-et-al-2024>

V. Reva,

Alfred Nobel University, Dnipro (Ukraine)

INITIAL (PRE-INVESTMENT) PHASE OF THE PROJECT

This paper examines the key role of the pre-investment stage in the project life cycle. It notes that the quality of preparation at this stage largely determines the success of subsequent implementation. The pre-investment phase includes the identification, preparation and evaluation of the project idea, transforming it into a sound concept for a decision on the feasibility of implementation. According to data from the IMF and Global Infrastructure Hub, poor preparation can reduce investment efficiency by up to 30%, while a combination of technical and financial support increases the success of projects. Key elements of the stage are also considered, such as stakeholder engagement, risk assessment and preliminary financial analysis. The conclusion is that a well-developed pre-project stage increases the likelihood of achieving objectives and ensures an effective transition to the implementation stage.

Every study, work, analysis or project has its own clear structure. Usually, it is divided into several parts, such as the analysis phase, information gathering and implementation. When it comes to a topic such as an international project or any other project, several such phases can be clearly identified. To begin with, we have the pre-investment phase, the preparation phase and the implementation phase. Undoubtedly, no project can exist without one of these stages, but we believe that the initial, pre-investment phase is the most important in this cycle. Statistics from the International Monetary Fund emphasise that poor preparation at this stage leads to losses in efficiency. On average, countries lose about 30% of their potential return on investment due to inefficient management of public investment (Public Investment Management Assessment (PIMA) strengthening infrastructure, 2019). At the same time, according to the Global Infrastructure Hub, an analysis of more than 130 project preparation funds showed that 59% of