



## CONSEQUENCES OF INTEGRATION PROCESSES IN EUROPE: SECTOR OF LOGISTICS SERVICES

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**Abstract:** In the article the authors analyse the integration processes in the European Union and consequences of this processes, after the new EU Member States joined the EU in the year 2004 and 2007. The authors analyse the European market of logistics services and focus on the issue of the irregular effects that occur in the year 2004 and 2007. The authors wanted to examine if there are differences in the old EU-15 Member States and the new EU Member States in changed micro and macro environment in the European market of logistics services. The authors wanted to determine how the old EU-15 Member States and the new EU Member States adapt to the new business environment and other changes in the micro and macro environment in the European market of logistics services. The authors found that the development after the new EU Member States joined the EU in the year 2004 and 2007 in the EU-15 member states and in the new EU Member States is different. The EU has to adopt the harmonised economic policy which will solve the *North-South* problem and cross-state cultural consensus and find a way to operate systemically in global environment.

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### 1. Introduction

Each national economy is significantly affected by geopolitical constellation of each country, political, economic, social development and also the technical and

technological development, which is the basic force in the transformation of the national economy. Introduction of innovations changes in the structure of national economy are directly linked with the socioeconomic development, especially is this important in the sector of logistics services.

Expansion of markets caused by the interdependence of different economic activities has a strong impact on structural changes in the national economies. Functioning of the economic system without a successful logistics services and supply systems, cannot be imagined, as the development of the sector of logistics, (transport) has the feedback on the functioning of the economy (Huber, Klauenberg & Thaller, 2015, p. 1).

Logistics, a part of which is transportation, plays a key role in the global economy because it supports the production efforts of companies that are spread in diverse areas, locations, and with its activities meet the diversified and varied needs of different businesses and consumers (Borruso, 2005, p. 1-2). Meeting those social needs can only be possible by developing modern transport systems (Hoppe, Christ, Castro, Winter & Seppänen, 2014, p. 1). Arlbjørn and Mikkelsen (2014, p. 60-62) noted the need to consider the nature of the design of supply chains and improve their organizational capacity utilization.

In a global dynamic environment, when the demand of different logistics services is very important (Liang, C., Sethi, S. P., Shi, R. & Zhang, J. 2014, p. pp.1779-1794), the role of information and communication technologies to overcome distance and technologies for the provision of transport services with all logistic services is crucial. Today their role is probably more important and more decisive than in the past due to the globalisation of supply systems. Global supply chain must ensure continuous operation in the context of increased uncertainty (Jesper, Aseem, Madsen & Rasmus, 2016, p. 27). Understanding the vulnerability of supply systems enables us to reduce the negative consequences of disorders due to various factors arising from operating in the global market (Simchi-Left, Schmidt & Wei, 2014, pp. 96-101).

These changes have reflected as changes in the percentages of employees in various sectors of the national economies and changes in percentage shares of individual sectors in the gross domestic product (GDP). All this changes usually occur evolutionary as a process, gradually changing the structure of the national economy. The most important are the radical changes, which lead to such a major change that change the mode of production, unprecedented increase productivity, cause shift of cost functions, and change the governmental institutions and development of the whole national economy and society.

To study the operations of logistics services is particularly important because it directly affects the degree of rivalry in this market.

European market of logistics services in the European EU-15 countries and new EU Member States depends on the development of the world economy as a whole. Since economic growth is heavily dependent on import-export flows, respectively. International trade, which has a direct impact on the development of logistics services, is mutually related to the developed countries such as the USA and Russia, which is included in the global supply systems of raw materials and energy and play an important role on this global market. It should be noted also that they are already play an important role economies of China, India, and Brazil as they are all involved in international trade and therefore also impacted on the dynamics of the development of global markets.

The market of logistics services of the European Union after the new EU Member States joined the EU in the year 2004 and 2007 has been significantly enlarged and impacted on the development of national markets of logistics services and its performances in the European EU-15 countries and new EU Member States. The authors examined the consequences of this irregular impact relating to the determination of changes in the value of certain economic parameters in the segment of road freight transport in European national economies. The authors examined changes in the countries of the European countries EU-15 and the new EU Member States after the new EU Member States joined the EU in 2004 and 2007.

The research goal was to examine the implications, which were caused by the basic irregular impact on the operation of the industry of road freight transport in European countries. The irregular impact was entry of states of the Central and Southeast Europe into the European Union after the year 2004.

External borders of the European Union changed into internal borders and the consequences were larger internal market of logistic services of the European Union. The authors examined the implications of irregular impact, relating to the determination of changed values of certain economic parameters in the segment of road freight transport in National Economies of the EU Member States. The authors examined changes in the countries of the old EU-15 Member States and the new EU Member States that joined the EU in 2004 (Godnič, 2017, pp. 3-5).

For the purpose of testing the starting hypotheses, quantitative methodology was applied in the paper. The paper has two structural parts. The first part provides an overview of theoretical and empirical considerations of the effects of FDI inflow and measuring of company's performance. The second part elaborates the results of the conducted research.

## **2. Methodologies**

Studying national economies and economic system brings tendency to find simple explanations and show numerous exceptions. The growing specialisation of scientific disciplines, which put traditional boundaries between scientific disciplines and their fields, has only reinforced such an approach. Analysing complexity of the changes of the state of economic system, in complex fundamental global processes, which occurred in a long period of time, need a combined research approach, which is commonly used in comparative economics. In this article the authors used appropriate parametric and non-parametric tests of differences between old and new member states of the European Union. The authors used Pearson's chi-squared test (Pearson, 1900, pp. 157-175).

The authors analyse the data obtained from data warehouses, publicly accessible databases EUROSTAT, SURS, WTO. For the purposes of our analysis the authors have information that is presented in a standard format by individual European countries for the entire period studied, divided into two groups. The first group was the criterion time of entry into the EU ranked European countries that joined the EU before 2004, we named it the old Member States of the EU-15. The second group includes the EU Member States that joined the EU in 2004 and 2007, the authors named it the new Member States of the EU. On this basis, the authors studied the data of economic indicators.

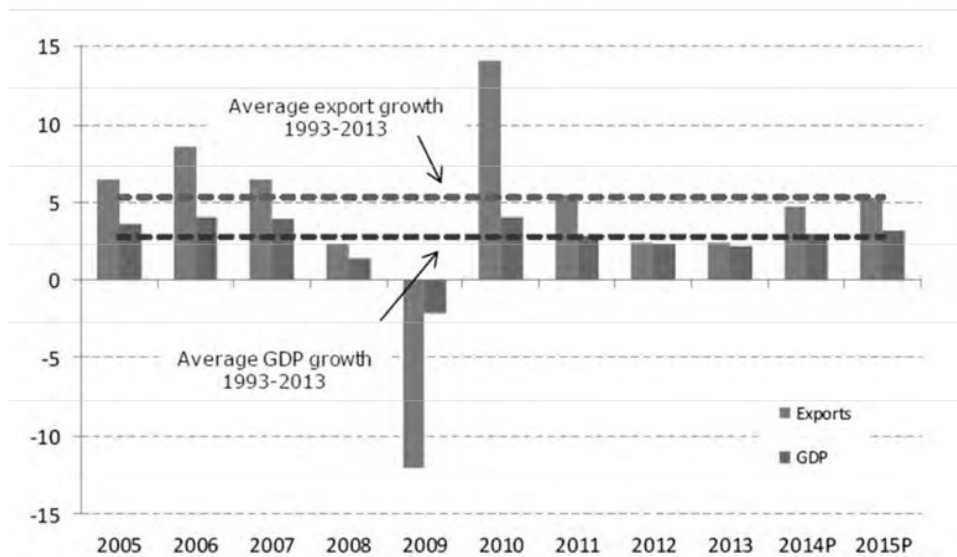
## **3. Dynamics of Economic Development of the World Economy**

Based on the data published by the WTO, the authors have analysed the dynamics of economic development of the world economy, measured by the annual rate of growth of the GDP and the annual growth rate of goods exports in the global economy in world markets. Figure 1 also shows annual deviations from the average annual GDP growth rate of the world economy and the average annual growth rate of goods exports in the world economy in world markets, which are calculated for the period 1993-2013. Growth of the GDP in the world economy was in 2005-2007 higher than the average annual growth rate of the GDP in the period 1993-2013. In the year 2008, the growth rate of the GDP, compared with an average growth rate of the GDP in 2007 halved. An even larger decline this year is evident in the growth rate of goods exports in world markets, which fell by more than the half of the growth rate from 2007.

Comparison of annual GDP growth in 2008 with an average annual GDP growth rate calculated for the period 1993 to 2013 shows, that the growth rate of GDP was in 2008 half of the average annual GDP growth rate calculated for the period 1993-2013. The growth rate of world merchandise exports followed the trend of GDP growth in the world economy, but the decline in the rate of growth of

world merchandise exports in 2008 is increased and the greater is also the decline in comparison with the average annual growth rate of world merchandise exports, which is calculated for the period 1993-2013. These indicators support the claim that the world economy in 2008 was slipping into a recession.

**Figure 1. The dynamics of growth rates of gross domestic product and world merchandise exports**



*Source:* Collected and summarized by the WTO, 2014.

In 2009, there was the negative annual GDP growth rate of the world economy, which was -2.5% of the GDP. The drastic drop in the annual growth rates of merchandise exports in the world economy was -12%. Comparison of the annual GDP growth in 2009 with an average annual GDP growth rate calculated for the period 1993 to 2013 shows that the annual GDP growth rate of the world economy in 2009 decreased by 5 percentage points compared to the average annual GDP growth rate of the world economy in the period 1993-2013.

Growth rate of goods exports in the world economy in 2009, compared with an average annual growth rate of world merchandise exports, calculated for the period from 1993 to 2013, declined by 17 percentage points. It can be seen that dynamics of the annual growth of the GDP impact to the dynamics of growth in merchandise exports in the world economy and to the dynamics of annual growth of the other macroeconomic aggregates of the world economy and also to the national economies of the European Union.

#### **4. Integration Processes in Europe**

The beginnings of the integration processes in Europe date back to the fifties of the last century, when the idea of economic cooperation between France and West Germany was born. In the beginning it meant only unification of political and economic cooperation between the two countries, but already in 1950 the French Minister for foreign affairs, introduced the idea of the fundamental rules, which would later founded the European Community (European Union, 2016).

Thus the European Coal and Steel Community was formed. Good economic results of operation of this community have encouraged further negotiations with other countries of Western Europe in the field of trade. In 1957, six Western European countries (Belgium, France, Italy, Luxembourg, Netherlands, and West Germany) decided to sign a binding agreement - Rome Agreement (Treaty of Rome) which was established by the European Economic Community - EEC (European Economic Community) (Economics lexicon, 1995, p. 217).

The Agreement provides the abolition of internal borders, allowing free movement: of goods, persons, services and capital. It was necessary to eliminate customs checks at frontiers of signatory states and introduce uniform customs duties to non-Community countries. EEC has acted as economic integration. States EEC would with these measures as soon as possible create a single common internal market. EEC had a single economic policy in agriculture, transport and competition with the aim to standardize the conditions of operation of the common market; this is called harmonization process (European Union, 2016).

The approaches of individual countries have continued in 1973, when they joined the European Community, Denmark, Ireland and the United Kingdom, in 1981 it joined Greece, in 1986 the State became Spain and Portugal. (Godnič, Vodopivec, 2017, pp. 1-15).

After the collapse of communism in Central and Southeastern Europe, integration processes overlap with the processes of transition and after 1990 led to the restructuring of economic systems in these countries, which resulted in the revitalization of the economies in these countries, the elimination of barriers to entry to the markets of these countries and the internationalization of business.

In 2004, an entirely new geopolitical situation in Europe was created, with the accession of ten central and Eastern Europe and the Mediterranean countries, some of which have previously served in the so-called socialist bloc. The EU on 1 May 2004 was enlarged with the Czech Republic, Estonia, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Slovakia and Slovenia. In January 2007, Romania and Bulgaria became Member States. On 1 July 2013 Croatia became the 28th Member State (European Union, 2016).

## **5. The Consequences on the Logistics Services**

Functioning of the market of transport services in land transport in the EU depends on many factors, which the authors divided into more homogeneous groups. Globalisation, transition and integration processes and technological development - the development of infrastructure and mobile assets. The authors will focus on the part of integration processes, actually the authors will examine only the consequences of irregular impact caused in the year 2004 and 2007 when ten new countries in Central and Southeastern Europe joined the EU. The authors examined the changes relating to the determination of changes in the value of certain economic parameters in the segment of road freight transport in European national economies of the European countries EU-15 and the new EU Member States after the new EU Member States joined the EU in 2004 and 2007.

Based on the analysis of time series for some selected factors the authors studied the consequences of the irregular impact on the logistics services and market performance of road freight transport services in the countries of the old EU-15 and the new EU Member States. The authors carried out an analysis of time series and subjected to irregular effect, which occurred on entry of new members into the European Union with revised internal borders of the European Union.

The authors will try to prove on the basis of the observation of the time series of some key economic indicators of logistics companies, the hypothesis, which says that after the accession of new Member States to the EU in 2004, some economic parameters of the road freight transport in the EU are exposed to strong irregular impact. Change in economic parameters will be evaluated according to the following indicators: the transport work performed the number of enterprises, the volume of sales. The authors studied the behaviour of representative companies, which are those who behave like the average company in the country.

First, the authors studied economic indicator transport work in road freight carriers in the European Union measured in ton-kilometres. The dynamics of the performed transport work in road freight transport in the European Union for the period from 2001 to 2010. Data are analysed for individual European countries for the entire period studied. Specifically, the authors show data for the European countries of the old EU-15, and separately for the new EU Member States.

In the period 2001-2003 carried out transport work in road freight transport in the old EU-15 Member States was increased moderately, while the average annual growth rate was 1.20%. After the entry of new members into the EU in 2004 was created phase shift of functions carried out transport work in road freight transport in the countries of the old EU-15 this year, on average, increased by 12.90% in the new EU Member States is the rise averaged 9.29%. See Figure 2. The Pearson chi-square test (Pearson, 1900, p. 157-175) was calculated for the first economic indicator the transport work in freight transport operators. Statistical calculation of

the economic indicator transport work in freight transport operators in European countries are given in Table 1.

The authors have found that the enlargement of the EU in 2004 increase transport work measured in net-kilometres in road freight carriers in the European countries of old EU-15 have a similar impact as on the new EU Member States. Although it shows slightly better performance on these results, expansion in the new EU Member States, but the authors believe that the difference between the representative companies in the European countries of old EU-15 Member States and the new EU Member States are not significantly different.

**Table 1. Studying the association between the completion of the transport work part of the representative of each country and the type of membership in the EU (2003-2004)**

| Observed frequencies: |          |          |    |
|-----------------------|----------|----------|----|
|                       | Below Me | Above Me |    |
| 01                    | 9        | 6        | 15 |
| 02                    | 2        | 6        | 8  |
|                       | 11       | 12       | 23 |

N = 23  
 Median = m+1  
 N = 2m + 1  
 m = (N-1)/2 = 11  
 Median = m+1 = 12

| Expected frequencies: |          |          |
|-----------------------|----------|----------|
|                       | Below Me | Above Me |
| 01                    | 7,174    | 7,826    |
| 02                    | 3,826    | 4,174    |

Legend:  
 01: old EU member states (EU-15)  
 02: new EU member states

| H <sup>2</sup> = calculated |          |          |              |
|-----------------------------|----------|----------|--------------|
|                             | Below Me | Above Me |              |
| 01                          | 0,465    | 0,426    |              |
| 02                          | 0,872    | 0,799    |              |
|                             |          |          | <b>2,561</b> |

$$df = (v-1)*(s-1) = 1$$

$$H^2_{tab}(df=1; \alpha=0,05) = 3,841$$

Hypothesis that the changes in certain economic parameters were exposed to the strong irregular impact by entry of certain new members to the European Union in 2004, the authors try to prove also on the basis of observation and study of the time series in the number of active registered companies in the industry. The authors analysed how the entry of new members into the EU in 2004 affected the logistics industry in the road freight transport in the European countries with economic indicator the number of active registered companies in the road freight transport in the countries of the old EU-15 Member States and the new EU Member States.



The following are calculations of growth rates in the number of active registered companies in the road freight transport in the European countries of the old EU-15 countries. Data are broken down by individual European countries for the European countries of the new EU Member States. The dynamics of the number of active registered companies in the business of road freight transport in the European countries (EU) for the period from 2001 to 2010 is shown in Figure 2. Data are shown for individual European countries (EU) for the entire period studied. On this basis, the authors calculated statistical assessment of the Pearson chi-squared test, which is given in Table 2.

**Table 2. Studying the association between the number of active registered transport companies representative of each country and the type of membership in the EU (2003-2004)**

| Observed frequencies: |          |          |    |
|-----------------------|----------|----------|----|
|                       | Below Me | Above Me |    |
| 01                    | 7        | 7        | 14 |
| 02                    | 5        | 5        | 10 |
|                       | 12       | 12       | 24 |

N = 24  
N = 2m  
m = N/2 = 12

| Expected frequencies: |          |          |  |
|-----------------------|----------|----------|--|
|                       | Below Me | Above Me |  |
| 01                    | 7,000    | 7,000    |  |
| 02                    | 5,000    | 5,000    |  |

Legend:  
01: old EU member states (EU-15)  
02: new EU member states

| H <sup>2</sup> = calculated |          |          |             |
|-----------------------------|----------|----------|-------------|
|                             | Below Me | Above Me |             |
| 01                          | 0,000    | 0,000    |             |
| 02                          | 0,000    | 0,000    |             |
|                             |          |          | <b>0,00</b> |

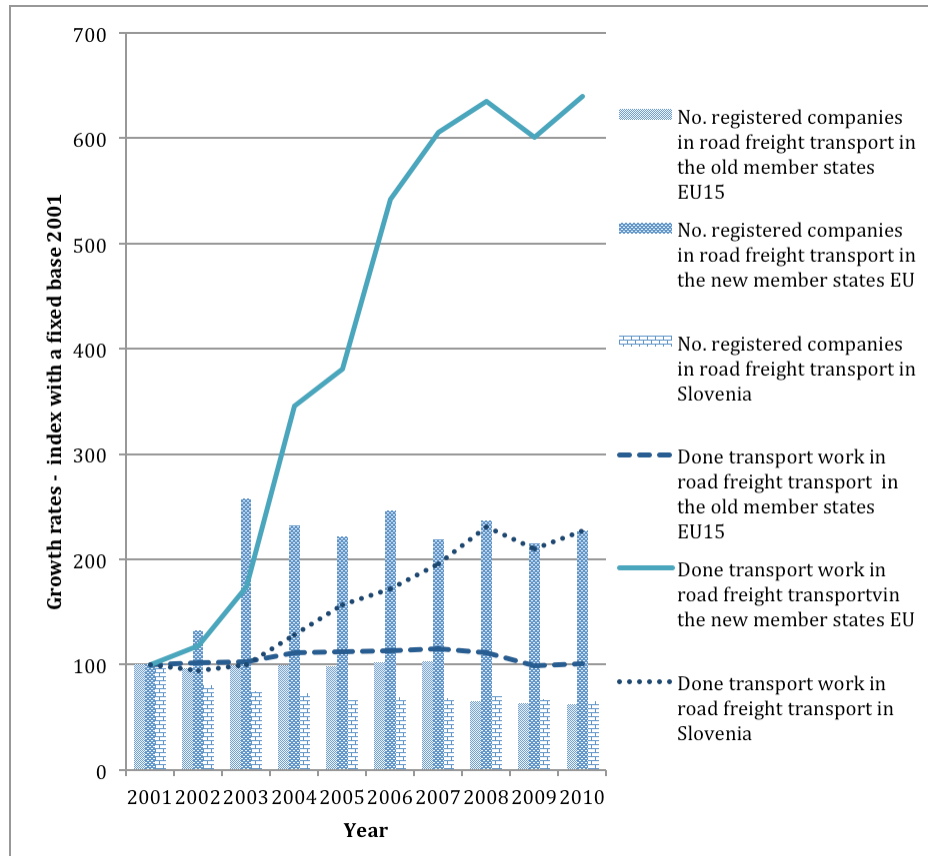
$$df = (v-1) * (s-1) = 1$$

$$H^2_{tab(df=1; \alpha=0,05)} = 3,841$$

From the results it is clear that the countries of the old EU-15 is a drop in the number of active registered companies operating in the sector on average -1.10 percentage points, in the European countries of the new EU Member States is an increase in the average 3.43 percentage points. Based on those trends and statistical evaluation of the Pearson chi-squared test was also by this indicator the authors conclude that the enlargement of the EU in 2004 the number of active registered

transport companies in the sector of road freight carriers have a similar impact in the countries of the old EU-15 than in the new EU member states.

**Figure 2: The dynamics of growth rates of registered companies in road freight transport in EU and done transport work in road freight transport in EU.**



The drop in the number of registered transport companies in the sector of road freight carriers in the countries of the old EU-15 appears larger than in the new EU Member States, but it is characteristic of the differences is weak. Although it shows better performance of these results in the enlargement of the new EU Member States, the authors believe that the differences between the companies in the countries of the old EU-15 and the new EU Member States are not typical. Entrepreneurial activity has been in the old and new member states equally intense.

These results can be explained by the then politically dominant belief in the New EU Member States that the entry into the larger market of logistics services in road freight transport of the European Union can allow greater development opportunities and stable economic growth, as they previously had to compete at the

regulated markets of logistics of road freight transport in the New EU Member States and therefore the new European EU Member States on the basis of such expectations invested in logistics activities.

The authors will also analyse how the entry of new members into the EU in 2004 affected the performance of transport in road freight transport in the countries of the old EU-15 and the new EU Member States in terms of economic indicator revenues from the sales of transport services for freight transport in EU countries.

On the bases of data of European countries (EU) for the entire period studied a statistical assessment of the Pearson chi-squared test the authors calculated, which is given in Table 3.

**Table 3. Studying the association between revenues from the sales of logistics services of each representative companies of the country and the type of membership in the EU (2003-2004)**

| Observed frequencies: |          |          |    |
|-----------------------|----------|----------|----|
|                       | Below Me | Above Me |    |
| 01                    | 9        | 4        | 12 |
| 02                    | 2        | 8        | 11 |
|                       | 11       | 12       | 23 |

N = 23  
Median = m+1  
N = 2m + 1  
m = (N-1)/2 = 11  
Median = m+1 = 12

| Expected frequencies: |          |          |
|-----------------------|----------|----------|
|                       | Below Me | Above Me |
| 01                    | 6,217    | 6,783    |
| 02                    | 4,783    | 5,217    |

| H <sup>2</sup> = calculated |          |          |              |
|-----------------------------|----------|----------|--------------|
|                             | Below Me | Above Me |              |
| 01                          | 1,245    | 1,142    |              |
| 02                          | 1,619    | 1,484    |              |
|                             |          |          | <b>5,490</b> |

$$df = (v-1)*(s-1) = 1$$

$$H^2_{\text{tab}}(df = 1; \alpha = 0,05) = \mathbf{3,841}$$

The growth rates of sales revenue in the road freight transport in the old EU Member States (EU-15) and calculations of growth rates in the new EU Member states are calculated as previously analysed economic indicators. Data are shown for individual European countries in the new EU Member States and the old EU Member States of EU-15.

After the entry of new members into the EU in 2004, the revenue from the sale of road freight transport grew relatively average in both the new EU Member States than in the old Member States of the EU15. However, the relative increase in performance in revenue from the sale of road freight transport in the new EU Member States in most of the major new EU countries is significant more often than the performance in revenue from the sale of road freight transport in the countries of the old EU-15 countries.

With the accession of new member states in 2004, revenues from the sale of road freight transport in the countries of the old EU-15 increased by an average 4.65 percentage points. (See EUROSTAT 2015). From statistical results in the growth rate of sales revenue in the road freight transport in the new EU Member States in irregular influences it is evident that the revenues from the sale of road freight transport in 2004 after joining new member states in the EU also in these countries, the EU sharply increased on average by 16.36 percentage points.

## **6. Conclusion**

The important factor for development of any economy is its role, place and position in the international division of labour. As the resources are geographically dispersed in global markets the logistics as a facilitator factor of production is essential. Development of modern transport technologies, adequate logistical infrastructure, information and communication technology, financial instruments of the global banking and global insurance system enable a dramatic socio-economic development increasing demand for mobility and impact on its structure. Satisfaction of social needs in the current dynamic global environment is possible only through the development of the modern transport systems and by exploring ways and the nature of the design of supply chain and improved their organisational capacities to exploit the supply chain and economically and efficiently organise the global production.

The European market of logistics services in the old European EU-15 Member States and the new EU Member States depends on the development of the world economy as a whole. Since economic growth is heavily dependent on import-export flows respectively. International trade, which has a direct impact on the development of logistics services, is mutually related to the developed countries such as the USA and Russia, which is included in the global supply systems of raw materials and energy and play an important role in this global market. It should be noted also that they already play an important role in economies of China, India, and Brazil as they are all involved in international trade and therefore also impacted on the dynamics of the development of global markets. Integration processes in Europe related to the transition process in Central and Southeastern

Europe additionally changes business environment and performance of logistics companies in Europe.

The authors were focused on the part of integration processes. Actually, the authors examined only the consequences of irregular impact caused in the year 2004 and 2007 when ten new countries in Central and Southeastern Europe joined the EU. The authors examined changes in the value of certain economic parameters in the segment of road freight transport in European national economies of the European countries EU-15 and the new EU Member States after the new EU Member States joined the EU in 2004 and 2007, were exposed to strong irregular impact. Changes in economic parameters were evaluated according to the following indicators: the transport work performed the number of enterprises, the revenues from the sales of logistics services.

First, the authors studied the dynamics of economic indicator transport work in road freight carriers in the European Union measured in ton-kilometres. The authors have found that the enlargement of the EU in 2004 increase transport work measured in net-kilometres in road freight carriers in the European countries of the old EU-15 Member States and have a similar impact as on the new EU Member States. Although it shows slightly better performance on these results, expansion in the new EU Member States, but the authors believe that the difference between the representative companies in the European countries of the old EU-15 Member States and the new EU Member States are not significantly different. The authors analysed the dynamics of growth rates of the number of active registered companies in the road freight transport in the European countries of the old EU-15 Member States and the new EU Member States. The drop in the number of registered transport companies in the sector of road freight carriers in the countries of the old EU-15 member states appears larger than in the new EU Member States, but the characteristic of the differences is weak. Although the analysis shows that the enlargement impacted better performance of these results in the new EU Member States, the authors believe that the differences between the companies in the countries of the old EU-15 Member States and the new EU Member States are not typical. Entrepreneurial activity has been in the old and new member states equally intense.

These results can be explained by that time politically dominant belief in the new EU Member States. At that time political elites think, that the entry into the larger market of logistics services in road freight transport of the European Union can allow greater development opportunities and stable economic growth, as they previously had to compete at the regulated markets of logistics of road freight transport in the new EU Member States. Therefore, the logistics companies in the new EU Member States on the basis of such expectations invested in logistics activities.

The authors have also analysed how the entry of the new EU Member States into the EU in 2004 affected the performance of transport in road freight transport analysing the economic indicator revenues from the sales of transport services for freight transport in EU member states. After the entry of new members into the EU in 2004, revenue from the sale of road freight transport grew relatively average in both new EU Member States and in the old EU-15 Member States. However, the relative increase in performance in revenue from the sale of road freight transport in the new EU member states in most of the major new EU member states is significant more often than the performance in revenue from the sale of road freight transport in the countries of the old EU-15 Member States. With the accession of new member states in 2004, revenues from the sale of road freight transport in the old EU-15 Member States increased by an average 4.65 percentage points and the in new member states for 16.36 percentage points. From our analysis of the growth rate of sales revenue in the road freight transport in the new EU Member States and old EU-15 Member States is seen that the result of irregular influences are evident. The revenues from the sale of road freight transport in 2004 after the accession of new member states in the EU the revenues of sales in the road freight transport sharply increased.

This were short term results of selected economic indicators, shown that the enlarged market of logistics services of European Union, after the new EU Member States joined the EU in the year 2004 and 2007, has significantly impacted on the development of logistics companies and its performances in the European EU-15 countries and new EU Member States. The authors found out that the logistics companies in old EU Member States (EU-15) and in the new EU Member States adapted to the new circumstances and other changes in the micro and macro environment (European market of logistics services) in the same way. But the development after the new EU Member States joined the EU in the year 2004 and 2007 in the old EU Member States (EU-15) and in the new EU Member States was different. European commission recognised the limitations of the various *universal models of development* and strategies based on the *appropriate strategic development*. Over the last decade they have developed their own *international development strategy* and formulated it in the context of a new international economic order, but they still haven't implemented the harmonised economic policy, which will solve the *North-South* problem and cross-state cultural consensus and find a way to operate systemically and efficiently in global environment.

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## POSLEDICE INTEGRACIONIH PROCESA U EVROPI: SEKTOR LOGISTIČKIH USLUGA

Apstrakt: U članku autori analiziraju procese integracije u Evropsku uniju i posledice ovog procesa, nakon što su nove države članice EU ušle u EU 2004. i 2007. godine. Autori analiziraju evropsko tržište logističkih usluga i stavljaju fokus na pitanje nepravilnih efekata koji se javljaju 2004. i 2007. godine. Autori su želeli da ispituju da li postoje razlike u starim zemaljama članicama EU-15 i novim članicama EU u izmenjenom mikro i makro okruženju na evropskom tržištu logističkih usluga. Autori su želeli da utvrde kako su se stare članice EU 15 i nove članice EU prilagodile novom poslovnom okruženju i



ostalim promenama u mikro i makro okruženju na evropskom tržištu logističkih usluga. Autori su otkrili da je razvoj nakon što su nove zemalje članice pridružile EU 2004. i 2007. godine u članicama EU-15 i u novim članicama EU različit. EU mora da usvoji usklađenu privrednu politiku koja će rešiti problem Sever-Jug i međdržavni kulturni konsenzus i naći način da sistemski radi u globalnom okruženju.

Ključne reči: globalizacija, integracioni procesi u Evropi, proces tranzicije u srednjoj i jugoistočnoj Evropi, logistika, transport, efektivnost i efikasnost.

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