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PROSPECTS FOR UKRAINE'S INTEGRATION INTO INTERNATIONAL LOGISTICS CHAINS AND EFFECTIVE MANAGEMENT OF LOGISTICS FLOWS

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Introduction. The current stage of development of the global economy is characterized by the deepening of globalization processes, the transformation of international supply chains, and the growing role of logistics as a key factor in the competitiveness of national economies. Effective management of logistics flows is becoming a strategic prerequisite for countries' integration into global markets for goods and services, the creation of added value, and the resilience of economic systems under conditions of instability [26; 34]. Global trends in the development of transport and logistics services indicate active digitalization, the implementation of integrated management models (3PL–5PL), the expansion of network interaction, and a focus on flexible logistics solutions [21; 31; 32].

For Ukraine, the issue of integration into international logistics chains has become particularly relevant in the context of wartime challenges, the destruction of transport infrastructure, and the need to redirect export and import flows. According to assessments by analytical and governmental institutions, the war has caused significant structural changes in the functioning of the transport and logistics system, requiring comprehensive modernization and adaptation to new conditions [2; 23; 25]. At the same time, Ukraine possesses considerable transit and logistics potential which, under effective management, can become the foundation for its deeper integration into the European and global economic space [11; 14].

The inclusion of Ukrainian transport routes in the Trans-European Transport Network (TEN-T) creates new opportunities for infrastructure development, harmonization of standards, and improvement of logistics service levels in line with EU requirements [7; 28; 30]. An important direction is also the enhancement of customs administration, the introduction of electronic services and risk management systems, which contributes to reducing border crossing time and increasing the transparency of foreign economic operations [4; 5; 19].

Despite the significant number of scientific studies devoted to the functioning of international logistics systems [3; 22], the development of the logistics services market in Ukraine [10; 16], as well as the assessment of the war's impact on the logistics sector [14; 23], the issue of forming a comprehensive model for Ukraine's

integration into international logistics chains in combination with the improvement of logistics flow management mechanisms remains insufficiently systematized. Further scientific substantiation is required regarding route optimization, the development of transport and logistics centers [17], the digital transformation of logistics [21], and the implementation of strategic policy documents in the field of transport and logistics [24].

Thus, the problem statement lies in the need to develop theoretical and methodological foundations and practical recommendations aimed at increasing the efficiency of logistics flow management in order to ensure the full integration of Ukraine into international logistics chains. Solving this task is of significant scientific importance for the development of the theory of international logistics and of practical importance for shaping a strategy for the recovery and modernization of Ukraine's transport and logistics system in the context of European integration and post-war economic reconstruction.

Analysis of recent research and publications. In recent years, increasing attention in academic literature has been devoted to the issues of Ukraine's integration into international logistics chains and the improvement of logistics flow management. Such studies cover both theoretical and methodological aspects of the functioning of logistics systems and applied issues of transport infrastructure modernization, digital transformation, and the harmonization of standards with international requirements [27].

Hryniuk and Spiridonov (2021) provide a theoretical interpretation of the functioning of international logistics systems, identifying key components and interconnections, which makes it possible to develop basic approaches to assessing the competitiveness of national logistics networks in a global context [3]. In the same context, the study by Nehoda (2020) highlights the impact of digitalization on international supply chains, emphasizing the importance of innovative technologies for increasing the efficiency and transparency of logistics processes [21]. Textbooks and study guides on logistics (Nehoda, Rusak, 2023) provide fundamental theoretical foundations used for analyzing modern logistics models and management tools [22].

Ivanov and Razumova (2022) examine issues of Ukraine's transport and logistics integration into the global transport system, focusing on the factors that determine the ability of national infrastructure to meet international requirements, particularly in the post-war period [11]. The prospects for establishing a network of transport and logistics centers were analyzed by Kovtun and co-authors (2020), who emphasize the importance of developing critical infrastructure to ensure the efficiency of logistics flows along transit routes [17].

A number of recent publications address the challenges of managing logistics processes under martial law conditions. Kuziak (2023) analyzes the main barriers to the functioning of Ukraine's logistics sector and proposes ways to overcome them, emphasizing the need to modernize management practices [16]. Korin, Sysoiev, and Zhuchenko (2024) assess Ukraine's logistics potential and outline directions for its post-war recovery, which is an important step toward developing practical recommendations for integration into global supply chains [14]. Kuts (2025) focuses on the prospects for Ukraine's international transport and logistics development in the post-war period, taking into account current challenges and opportunities, which makes it possible to combine strategic and operational approaches to logistics flow management [15].

Certain statistical and analytical sources are also of significant importance for studying this issue. The Analytical Center under the Cabinet of Ministers of Ukraine (2023) provides an overview of the problems and opportunities of Ukrainian foreign economic logistics, allowing for the identification of the actual situation and key trends [1]. The World Bank Group report (2023) "Connecting to Compete" presents international comparisons of logistics performance indicators that may be useful for a comparative analysis of Ukraine's position in the global arena [12]. The analytical report of the Ministry of Infrastructure of Ukraine (2023) highlights the state of transport infrastructure under wartime conditions, which constitutes an important component in assessing the country's logistics capabilities [2].

Thus, the above-mentioned sources form a contemporary scientific framework within which the problems of Ukraine's integration into international logistics chains and effective logistics flow management are addressed. They encompass both fundamental theoretical principles and applied approaches, making it possible to conduct a comprehensive study of the stated problem.

Objectives of the article. Contemporary transformations of global logistics systems, the deepening of integration processes within the European economic space, and structural changes in Ukraine's national transport and logistics system under martial law necessitate the development of new approaches to the country's integration into international logistics chains. In this context, particular relevance is attached to the elaboration of theoretical, methodological, and applied foundations for effective logistics flow management, taking into account current challenges, institutional changes, and the digital transformation of the economy.

The purpose of the article is to substantiate the prospects for Ukraine's integration into international logistics chains and to develop practical recommendations for improving the efficiency of logistics flow management in the context of European integration and post-war economic recovery.

To achieve this goal, the following research objectives are envisaged:

– to analyze current trends in the development of international logistics systems and global supply chains;

– to assess the state and problems of the functioning of Ukraine's transport and logistics system;

– to identify the main factors of Ukraine's integration into international logistics networks, particularly in the context of cooperation with the EU;

– to examine the specific features of logistics flow management under conditions of wartime risks and digital transformation;

– to formulate directions for improving the efficiency of logistics process management and the development of logistics infrastructure.

In the course of the research, a set of general scientific and special methods was applied, in particular:

– the method of theoretical generalization and systems analysis – to determine the essence of international logistics chains and the principles of logistics flow management;

– comparative analysis – to assess Ukraine's position in international logistics rankings and to compare it with European standards;

– statistical analysis – to study the dynamics of development indicators in the transport and logistics sector;

– the structural and functional method – to identify interconnections between the elements of the logistics system;

– the method of expert evaluation and forecasting – to determine integration prospects and to formulate strategic directions for development.

The application of these methods makes it possible to comprehensively examine the issue of Ukraine's integration into international logistics chains and to substantiate practical recommendations for improving logistics flow management mechanisms, taking into account current economic, institutional, and geopolitical conditions.

The main material of the study. The current stage of development of Ukraine's transport system is characterized by the active integration of digital technologies, the introduction of intelligent flow management systems, and the application of mass service principles that strengthen the sector's infrastructural capacity [20]. The combination of digital transformation with the modernization of international transport corridors creates a foundation for enhancing the performance of the national logistics system and its gradual integration into the European transport area. Global trends in the innovative development of logistics are directly linked to the formation of an effective model of international transport corridors as a component of global transport infrastructure. An international transport corridor is interpreted as an element of a national or transnational transport system that ensures the movement of significant volumes of freight and passengers between different regions of the world, including rolling stock, infrastructure facilities, as well as organizational, legal, and technical conditions for transportation.

The integration of Ukraine's transport and logistics system into the network of international corridors opens additional opportunities for stimulating regional economic development, promotes the introduction of innovations in the management of foreign trade and transit flows, facilitates the optimization of logistics processes, and enhances the overall efficiency of the transport system. The development of international transport corridors serves as a strategic instrument for Ukraine's integration into global supply chains, forming stable transport links with key economic centers in Europe and the world and strengthening the country's transit potential.

An important stage is the inclusion of Ukrainian routes in the Trans-European Transport Network (TEN-T), which is considered a fundamental infrastructure initiative of the EU. Integration into TEN-T ensures the harmonization of technical standards, modernization of infrastructure facilities, improvement of transport safety, and expansion of cross-border cooperation. Ukrainian routes are integrated into four key TEN-T corridors, thereby reinforcing the state's transit function. In particular, the North Sea–Baltic Corridor covers the Lviv–Kyiv–Mariupol direction; the Baltic–Black Sea–Aegean Corridor provides connections through Lviv and Chernivtsi with access to Odesa; and the Baltic Sea–Adriatic Sea and Rhine–Danube corridors pass through Lviv, expanding opportunities for route diversification and integration into the European logistics space [26].

Under conditions of the full-scale aggression of the Russian Federation, rail and road transport have become the primary channels for import and export operations. The decision of the European Commission to expand Ukraine's integration into TEN-T is of strategic importance for strengthening transport infrastructure [26]. To ensure high-quality servicing of growing transport volumes, it is necessary to eliminate sectoral development imbalances, modernize the material and technical base, and introduce modern logistics management technologies.

A new element is the development of an alternative European route with a length of 450 km through the territory of Romania (Buzău – Focșani – Bacău – Roman – Pașcani – Suceava), known as the A7 "Autostrada Moldovei," which is expected to be commissioned in 2026. The implementation of this project will provide direct access to Romanian ports and allow for the diversification of export routes.

The state of the infrastructural potential of Ukraine's transport system is being shaped under conditions of large-scale destruction. In 2024, the share of rail transport in the structure of freight transportation increased to 49.4%, road transport decreased to 36.4%, water transport accounted for 0.6%, and other modes represented 13.6%. Prior to 2022, Ukraine's transport system included approximately 170 thousand km of roads, 22 thousand km of railway tracks, 13 seaports with a throughput capacity exceeding 135 million tons, 21 airports, and a developed network of logistics centers [2; 8; 26]. As a result of hostilities, more than 25 thousand km of roads and 300 bridges were damaged, 17 airports ceased operations, and the functioning of seaports was significantly restricted, leading to the reconfiguration of logistics flows and their reorientation toward the western borders.

The aviation sector remains in a state of suspension; however, the presence of modernized airports creates preconditions for rapid recovery after the end of the war. The development of logistics infrastructure includes dry ports, customs terminals, warehouses, and multimodal hubs. The number of border terminals increased from 40 in 2021 to 52 in 2023, facilitating integration into European corridors [9].

The labor shortage in the sector increased by 40%, which stimulated the development of educa,tional programs.

A primary factor of resilience has been digital transformation: the implementation of NCTS, electronic document management, GPS monitoring, and automated route management platforms ensured supply continuity even under threat conditions.

Despite significant destruction, the support of international partners creates preconditions for the modernization of the transport system in accordance with EU standards. Among the systemic problems remain infrastructure deterioration, limited capacity of border crossings, insufficient investment, and a low level of automation. At the same time, post-war reconstruction envisages the development of intelligent transport infrastructure, the greening of routes, and the harmonization of technical requirements with EU legislation.

Thus, as of 2025, Ukraine's logistics system demonstrates signs of stabilization and structural transformation. A new logistics model has been formed, oriented toward western corridors, the development of border hubs, process digitalization, import diversification, international support, and multimodal transport. This confirms the preservation of key transport functions and the formation of a foundation for further modernization of the system based on security, sustainability, and European integration.

The functioning of Ukraine's transport and logistics sector is determined both by specific internal development prerequisites and by the influence of global trends in international trade, changes in cargo flow structures, digitalization of logistics processes, and geopolitical transformations. In our view, particularly significant shifts occurred after the beginning of the full-scale aggression of the Russian Federation in 2022, which transformed logistics networks, limited infrastructure capacity, and led to changes in trade routes.

Ukraine has traditionally been regarded by the international community as one of the most promising logistics hubs in Eastern Europe, due to its advantageous geographical location, extensive transport infrastructure, and participation in major interregional transport initiatives.

The country's location at the intersection of major trade flows between the European Union, the Black Sea region, the Caucasus, and Asia created significant transit potential and preconditions for Ukraine's integration into global logistics chains.

An important role in this process was played by the inclusion of Ukraine's transport system in the TEN-T network, as well as the passage through its territory of Pan-European Transport Corridors No. 3, No. 5, No. 7, and No. 9, which ensured multi-vector transport connections and diversification of transportation routes.

An important complement to the Pan-European initiatives was the TRACECA route (Transport Corridor Europe–Caucasus–Asia), aimed at developing transport connections between Europe, the Black Sea region, the Caucasus, and Central Asia. Ukraine's participation in TRACECA provided access to alternative eastern

markets, reduced dependence on traditional northern and eastern directions, and strengthened the role of Black Sea ports in international trade.

The combination of maritime, rail, and road transport within this corridor created preconditions for the development of multimodal logistics and increased the competitiveness of Ukraine's transport system.

Thus, the combination of Ukraine's advantageous geographical location with its participation in the TEN-T network, the Pan-European transport corridors, and the TRACECA route formed a powerful foundation for its transit potential. At the same time, the limitations associated with the implementation of Corridor No. 9 clearly demonstrate the dependence of the country's logistics capabilities on geopolitical factors and highlight the need for strategic reorientation toward western and south-western directions of international transport cooperation [6]. Until 2022, the average transit volume amounted to 40–45 million tons per year, ensuring a significant share of revenues from transport services (Table 1).

Table 1

Dynamics of Transit Transportation through the Territory of Ukraine in 2019–2023, million tons

Years	Transit volumes, million tons	Change compared to previous year, %
2019	41.5	–
2020	40.1	-3.4
2021	45.0	+12.2
2022	22.0	-51.1
2023	18.0	-18.2

Source: compiled by the authors based on [18]

The Black Sea ports played a particularly important role in Ukraine's logistics system, acting as critical gateways for the country's foreign trade. These ports handled over 60% of Ukraine's total international cargo turnover and were the primary hubs for exporting agricultural products, metallurgical goods, and containerized shipments [18].

Their strategic location along the Black Sea facilitated access to global shipping routes and enabled the integration of Ukraine's trade flows with both European and international markets. The operations of these ports not only supported economic activity in the port cities themselves but also stimulated regional development, creating employment opportunities, encouraging investment in transport and storage infrastructure, and fostering the growth of ancillary services such as logistics, customs clearance, and freight forwarding. Moreover, the efficiency, modernization, and capacity of these ports directly influenced Ukraine's competitiveness in the global logistics arena, shaping trade patterns and determining the attractiveness of the country as a transit hub for international cargo.

Complementing the maritime potential, Ukraine's railway network – one of the largest in Europe – served as a backbone for domestic and international freight movement, linking the inland regions with seaports and facilitating seamless integration with EU markets, Asian countries, and the wider Black Sea region. The railway system enabled multimodal transport solutions, supporting the efficient transfer of goods between rail and maritime transport, which was crucial for the movement of bulk commodities, containerized cargo, and high-value exports. Investments in electrification, modernization of rolling stock, and implementation of digital management systems further strengthened the ability of the railway network to handle increasing volumes and respond to fluctuations in demand, especially under conditions of geopolitical instability and disruption of traditional trade routes.

Ukraine's position in the global logistics services market is largely determined by its performance in international rankings and indices, which assess efficiency, competitiveness, and integration with global supply chains. Among the most recognized of these are the Logistics Performance Index (LPI), the Global Competitiveness Index (GCI), and indicators developed by UNCTAD. These metrics provide a comprehensive evaluation of the country's logistics capabilities, including infrastructure quality, customs efficiency, timeliness of shipments, and the competence of logistics service providers.

The subsequent analysis in this study focuses on one of these indices, the LPI, covering the period 2018–2023 (see Table 2), which offers detailed insight into Ukraine's strengths and weaknesses in global logistics performance, highlights areas for improvement, and serves as a benchmark for measuring the effectiveness of policy interventions and infrastructural development programs.

Table 2

Ukraine's Positions in the LPI Index in 2018–2023

Years	Rank (out of 160 countries)	Overall Score	Primary Influencing Factors
2018	66	2.83	medium level of customs procedures and infrastructure
2021	61	3.01	improvements in customs and logistics services
2022	92	2.45	port blockade, infrastructure destruction
2023	88	2.56	digitalization, development of Danube ports

Source: compiled by the authors based on [8; 25]

By examining LPI trends over several years, it is possible to track the evolution of Ukraine's logistics system, identify factors influencing its performance, and develop strategic recommendations for enhancing connectivity, efficiency, and competitiveness in international trade and transport networks.

The analysis indicates an unstable dynamic in Ukraine's positions in the Logistics Performance Index (LPI) during 2018–2023, directly reflecting the impact of both internal reforms and external shocks, most notably those associated with the full-scale war. In 2018, Ukraine ranked 66th out of 160 countries with an overall score of 2.83, corresponding to an average level of development in its logistics system. During this period, the main limiting factors were the insufficient quality of transport infrastructure and the complexity of customs procedures, which reduced the speed, predictability, and reliability of international shipments.

Overall, the analysis of Table 2 allows the conclusion that Ukraine's LPI positions are highly sensitive to macroeconomic and geopolitical factors. The period 2018–2021 was characterized by gradual growth in logistics efficiency, while 2022–2023 saw a sharp decline followed by slow recovery. This highlights the necessity for systematic restoration of transport infrastructure, further digitalization of customs procedures, and the development of alternative logistics corridors as essential conditions for enhancing Ukraine's competitiveness in the global logistics system. The LPI dynamics confirm that the decline was severe, yet the logistics system demonstrated notable adaptability.

According to the World Economic Forum, Ukraine lost positions in the components of infrastructure, market size, and institutional stability, which directly affected the competitiveness of its logistics [25].

This had a direct impact on the competitiveness of the country's transport and logistics system.

After the start of Russia's aggression, Ukraine's transport and logistics sector experienced the greatest losses in its history since independence. The main negative consequences included:

1. The blockade of the Mariupol, Berdyansk, and Kherson seaports, resulting in the loss of up to 30% of the export capacity of the maritime fleet.

2. A reduction of transit volumes by more than half – from 45 million tons in 2021 to 18 million tons in 2023.

3. Reorientation of logistics toward western borders, increasing dependence on the infrastructure of Poland, Romania, Slovakia, and Hungary.

4. A 2–4 times increase in transportation costs due to longer routes, border congestion, and elevated risks.

5. A change in the structure of cargo flows – a sharp decline in maritime transport and a corresponding increase in rail and road transport volumes.

This extended analysis illustrates that Ukraine's logistics system, while heavily affected by external shocks, is gradually adapting through digitalization, diversification of routes, and international cooperation, forming the basis for post-war recovery and future integration into global supply chains [29; 33].

As a result, Ukraine temporarily lost its status as one of the largest transit hubs in the region. Regarding regional integration and the development of new logistics corridors after 2022, it is worth noting that Ukraine has actively strengthened its transport integration with the European Union:

– The inclusion of Ukrainian corridors in the updated TEN-T network since 2023;

– Participation in the Solidarity Lanes initiative, launched by the European Commission, currently implemented as the EU–Ukraine Solidarity Lanes project, which provides alternative export routes;

– Development of multimodal corridors toward Poland, Romania, Slovakia, and Hungary.

In our view, the most promising transport corridors are: The Baltic Corridor (Gdańsk – Warsaw – Lviv); The Southeastern Corridor (Constanța – Galați – Reni / Izmail); The Carpathian Corridor (Slovakia – Uzhhorod – Stryi). Thus, it can be argued that the development of the Danube cluster has become one of the most successful directions for diversifying export routes.

Conclusions.

1. The conducted research confirmed that Ukraine's integration into international logistics chains and the effective management of logistics flows represent a strategic factor for enhancing the competitiveness of the national transport system and its gradual integration into the European and global transport space. The active implementation of digital technologies, intelligent flow management systems, and mass-service principles provides a solid foundation for modernizing logistics infrastructure and optimizing transportation processes.

2. The analysis of international transport corridors, including TEN-T, Pan-European routes, and TRACECA, demonstrated that their effective utilization stimulates regional economic development, diversifies export routes, and ensures the resilience of logistics processes even under conditions of military and geopolitical risks. Integration into these networks facilitates the harmonization of standards, modernization of infrastructure, and improvement of transport safety.

3. The study of Ukraine's transport system revealed significant challenges associated with infrastructure destruction, restrictions on the operation of seaports, and the redirection of cargo flows to western borders. At the same time, railway and road transport remain the primary channels for freight movement, highlighting the necessity for rolling stock modernization, process digitalization, and the development of border hubs to ensure efficient logistics flow management.

4. The analysis of statistical data, including transit traffic dynamics and Logistics Performance Index (LPI) indicators, showed that Ukraine's logistics system is highly sensitive to macroeconomic and geopolitical factors. The sharp decline in 2022 was gradually offset by recovery driven by digitalization, the development of alternative routes, and international support, confirming the logistics system's capacity to adapt to changing conditions.

5. The integration of Ukrainian corridors into the updated TEN-T network and participation in the EU–Ukraine Solidarity Lanes project promotes the development of multimodal transportation, optimization of logistics flows, and diversification of export routes. The most promising directions remain the Baltic, Southeastern, and Carpathian transport corridors, as well as the Danube cluster, which provides alternative access to EU ports.

6. A key factor in effective logistics flow management is the digitalization of processes, including the use of NCTS, electronic document management, GPS monitoring, and automated route management platforms. These measures ensure supply continuity, increase transparency, and reduce risks even under wartime threats, forming the prerequisites for the sustainable integration of Ukraine into international logistics chains.

7. Further research should focus on optimizing multimodal corridors, enhancing the intelligence of transport infrastructure, developing alternative routes, and harmonizing technical standards with EU requirements. Special attention should be given to improving the efficiency of logistics flow management, digital transformation of processes, and integrating Ukraine into global supply chains as a key factor in ensuring the country's competitiveness and sustainable economic development.

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Iryna Amelina, Candidate of Economic Sciences, Associate Professor, Associate Professor of the Department of International Economic Relations and Tourism, National University "Yuri Kondratyuk Poltava Polytechnic". **Viktor Gryshko,** Candidate of Economic Sciences, Associate Professor, Associate Professor of the Department of Management and Logistics, National University "Yuri Kondratyuk Poltava Polytechnic". **Prospects for Ukraine's integration into international logistics chains and efficient management of logistics flows.**

Ukraine's integration into international logistics chains and the efficient management of logistics flows are becoming increasingly important under conditions of global economic transformation, digitalization, and growing competition in international markets. The article analyzes current trends and challenges in the development of Ukraine's logistics system, particularly the impact of digital technologies, innovative information platforms, and intelligent management systems on the optimization of logistics processes. Special attention is paid to the role of multimodal transport corridors, digital monitoring tools, and modern analytical approaches in improving the efficiency, transparency, and sustainability of logistics operations. The study also identifies key barriers related to infrastructure damage, limited digital integration, and geopolitical instability. Strategic directions for enhancing Ukraine's integration into global supply chains and strengthening the resilience and competitiveness of the national logistics system are proposed.

Key words: international logistics chains; integration; logistics flow management; multimodal transport corridors; logistics digitalization; transport system efficiency; transport infrastructure development; international competitiveness.

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Амеліна Ірина Володимирівна, кандидат економічних наук, доцент, доцент кафедри міжнародних економічних відносин та туризму, Національний університет «Полтавська політехніка імені Юрія Кондратюка». **Гришко Віктор Володимирович,** кандидат економічних наук, доцент, доцент кафедри менеджменту і логістики, Національний університет «Полтавська політехніка імені Юрія Кондратюка». **Перспективи інтеграції України у міжнародні логістичні ланцюги та ефективне управління логістичними потоками.**

Інтеграція України у міжнародні логістичні ланцюги та ефективне управління логістичними потоками набувають стратегічного значення в умовах глобалізації економіки, прискореної цифрової трансформації та посилення конкуренції на світових ринках. Розвиток міжнародної торгівлі, формування мультимодальних транспортних систем і впровадження інноваційних технологій зумовлюють необхідність модернізації логістичної інфраструктури та удосконалення механізмів управління потоками товарів і інформації. Ефективне управління логістичними процесами виступає важливим фактором підвищення конкурентоспроможності українських підприємств і зміцнення позицій України у глобальній економічній системі. У статті здійснено комплексний аналіз сучасних тенденцій, проблем і перспектив інтеграції України до міжнародних логістичних мереж. Особливу увагу приділено цифровізації логістики, використанню сучасних інформаційних платформ для управління потоками, впровадженню інтелектуальних систем моніторингу та прогнозування транспортних операцій, а також застосуванню передових технологій, зокрема Інтернету речей (IoT), штучного інтелекту (AI), аналітики великих даних та блокчейну. Використання таких інструментів сприяє підвищенню прозорості логістичних процесів, оптимізації ресурсів, скороченню витрат та покращенню управлінських рішень. У дослідженні також розглянуто основні проблеми розвитку логістичного сектору України, серед яких пошкодження транспортної інфраструктури внаслідок військових дій, зростання витрат на перевезення, нестабільність енергетичних ринків та недостатній рівень цифровізації логістичних процесів. Проаналізовано роль державної політики та міжнародних стандартів у розвитку транспортної інфраструктури, модернізації міжнародних транспортних коридорів і підвищенні ефективності логістичних послуг. Обґрунтовано перспективи розвитку мультимодальних транспортних коридорів та запропоновано напрями підвищення ефективності управління логістичними потоками з метою зміцнення інтеграції України до глобальних ланцюгів постачання та забезпечення сталого розвитку національної економіки.

Ключові слова: міжнародні логістичні ланцюги; інтеграція, управління логістичними потоками, мультимодальні транспортні коридори; цифровізація логістики; ефективність транспортних систем; розвиток транспортної інфраструктури; міжнародна конкурентоспроможність.