Performance of European Industry of Logistics Services Before and AfterEconomic Crises in the Years 2008/2009

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Abstract:

Research question: The basic research question is: Were implications of economic crises in the years 2008/2009 in logistics industry in heterogenic states of European Union; old member states EU-15 and the new EU member states different?

Purpose: We wanted to determine how the logistics companys in old member States EU (15) and in the new EU member states adapt to the new circumstances caused by economic crises in the years 2008/2009.

Method: Economic crises are complex multifunctional phenomenon. Analysing complexity of the changes of the state of economic system need to supplement the pure scientific approach with other types of research work, more holistic approach, which is commonly used in Comparative economics. In this article we combine both. In empirical part we used appropriate parametric and non-parametric tests of differences between old and new member states of the European Union. We used Pearson's chi-squared test (Pearson, 1900, p. 157-175).

Results: In the article we studied changes ocured by economic crises in the years 2008/2009 in the European logistics industry. We found that the logistics companies in the old EU member states EU-15 and in the new EU member states differently adapt to the implications of economic crises in the years 2008/2009. EU hasn't adopted and implemented the harmonised economic policy, which will solve the »North-South« problem in logistics industry and find a way to operate systemically in global environment.

Organization: The findings can be used to support undestanding of changed bussines envirnment of the logistics companies and contribute for better strategic planning and design of the entire supply chain.

Society: The findings can contribute to better understanding of economic crises 2008/2009 in the European logistics industry and integrative processes in the European Union.

Originality: We examined the implications of crises in the years 2008/2009, relating to the determination of changed values of certain economic parameters in the segment of road freight transport in National Economies of EU Member States, from the perspective that so far nobody has yet addressed.

Limitations/Future research: The complexity of the problem as economic crises is complex multifunctional phenomenon and the dynamic changes in the functioning of the european logistics market requires in-depth studiying of changes in the micro and macro environment of logistics companies.

Keywords: economic crises, European Union, EU-15, Central and Southeastern Europe, logistics, transport, effectiveness, and efficiency.

1   Introduction

General social development is based on the economic and social characteristics and is not reflected as freedom of movement and change of various socio-economic systems, but is linked to the development of institutions, which function on the bases of developed needs and ways of meeting them. Institutions allow or prevent this or another structure of satisfying the needs and therefore are more general provisions in the way society functions. In modern societies where is socio-economic development linked to the progress, the institutions promptly adapt to changes, thereby enabling a smooth process of social reproduction.

In the period for the creation of a common European Federation of nation-states in the area of economic and social organization is characterized by economic policy of liberalism, which has been linked national European countries into a single European Union and the processes of unification within it. It had a single economic policy in agriculture, transport and competition with the goal of unifying the conditions of operation in the common market as much as possible, which is called process harmonization (European Union, 2016).

In the countries of Central and Southeastern Europe after 1990 the processes of transition and integration processes 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 bussines.

The creation of a single state organization (EU), which formed a single economic area, the single market and free movement of goods and factors of production is a fundamental objective of the EU, which has led to increased transport demand.

The market of logistics services of European Union after the new EU member states joined the EU has been significally 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. We examined the implications of crises in the years 2008/2009, relating to the determination of changed values of certain economic parameters in the segment of road freight transport in National Economies of EU Member States (Godnič, unpublish phD 2017; Godnič & Vodopivec, 2017, p. 1-10).

2   Teoretical framework

2.1   The size of country

The size of country influence on economic development. A small number of people and a small area of the country determined by a small internal market and therefore can not be economical to develop economic activities, which have significant savings from economies of

scale (eg. the aviation industry, automobile industry, various forms of mass production). Small countries also can not have such a diversified production structure as a big country, small country show pronounced economic shortcomings.This does not mean that the small countries can not successfully develop, but this economic disadvantage have to compensate by the benefits derived from social institutions. Small country has to be more flexible, agile and innovative in organization of social institutions, which is a prerequisite of successful economic development (Kuznets, 1960, p. 14-31).

Larger market provides a higher demand, which in reproduction proces allows greater production. For small countries the expansion of existing markets and conquer new international markets is important precondition for increasing production and thereby achieve stable economic growth. Market development is one of the main factors of economic development and the overall development of society. It has great importance in both developed and less developed countries, although the objectives and the instruments used to underpin national economic policies are different.

2.2   Emerged new supply markets, new markets for the finished products and development of new production techniques.

Socio-economic development is seen as a continuous development of the productive power of the people, social entities in the form of development of productive forces and is the resultant of activities of social subjects. In this continuous progress of developing the productive forces, people are forced, in order to create the material conditions of life in a community. Consequently, these changes affect the change in the development of social forms of production in the new organized form of socio-economic relations. In the context of globalization, economic, social and personal development increasingly depend on interaction with others and different. This requires tolerance (Berggren & Nilsson, 2015, str. 371).

If socio-economic relations lag behind the development of productive forces, it is developing a growing contradiction between them and this triggers changing the entire social order. The contrast between human needs and the limited resources available to meet those needs are reflected in the reproductive process at different levels of development of the society.

Social development is based on certain social laws, which has already been stated by Adam Smith. In his fundamental work »The Wealth of Nations« was quotated various factors of economic development. The greatest importance is attributed to the division of labor and the expansion of the market (Smith, 1952, p. 50). Expansion of markets caused by the interdependence of different economic activities have strong impact on structural changes in the national economies. Functioning of the economic system without a successful logistics services and supply systems, we can't imagine, as the development of the industry of logistics, (transport) has the feedback on the functioning of the economy (Huber, Klauenberg & Thaller, 2015, p. 1).

Analysis of the spatial dispersion and cohesion of human activities in our complex society is only very recent, exceptions can be found in the comparative advantages theory (Ricardo 1817) or the international trade theory of Heckscher (1919) and Ohlin (1933). The post-war theoretical fundament of the processes of regional integration can be found in economic and political theory of integration.

Historicaly emergence and connection of two fundamental socio-economic factors allow existence of socio-economic development on the higher level. The discovery of America in 1492 and the discovery of a new sea route to India in 1498 allowed European countries to have access to new supply markets and new markets for the finished products.

On the economy significantly affects also the technical and technological development, which is the basic force in the transformation of the economy. Inventions in the period of the industrial revolution enabled the development of new production techniques, which allowed producing biger output, which had been placed in new markets. To study the operation of logistics service engineering development is particularly important because it directly affects the degree of rivalry in global market.

2.3   Logistics industry

Logistics industry, 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). Transportation infrastructure can contribute to economic growth. This has been shown in literature e.g., (Michaels, 2008, p. 683-701); (Atack et al., 2010, p. 171-197; Banerjee, Dufl & Qian, 2012), showing that well-developed transport networks may lead to better market accessibility, lower logistics costs, promoting economic growth and meet those social needs that can only be possible by developing modern transport systems (Hoppe, Christ, Castro, Winter & Seppänen, 2014, p. 1).

Global economy requires the ability of the country to participate in international trade by developing such a system of regulated supply chains, with the important role of transport, which has a significant share in the cost structure of industrial production. If there are favorable international political conditions, which support international political cooperation and free international trade, small countries can successfully develop.

Global supply chains should ensure continuous operation in the context of increased uncertainty (Jesper, Aseem, Mads, & Rasmus, 2016, p. 27).

2.4 Fundamental systematic research of economic development

The capitalist economy operates under changing conditions, and dynamically adapts to the new conditions by changing the economic mechanisms and institutions, and also successfully maintains its operation. Nevertheless, it is one of the fundamental features of the market coordination mechanism, the phenomenon of cyclical changes in the economy, which is seen as the growth and decline of economic activity.

These changes occur periodically as cyclical fluctuations in economic activity and different durations. There are a variety of lengths of economic cycles. Theorists have long studied different periods of economic cycles, to name just classic economic cycles, lasting from seven to eleven years, discovered by Clement Juglar in year 1862. Long-term economic cycles lasting 60 years, has studied Kondratiev in year 1925, all of whom are characterized by cyclical fluctuations in economic development (Economics Lexicon, 1995, p. 695; Schumpeter, 1975, p. 612-622).

Fundamental systematic research of economic development began in the thirties of the last century as a result of the "Great Depression" in the years 1929-1933. Researchers have focused on the study of the cyclical nature of the functioning of the economy, in order to clarify the causes of the occurrence of economic crises, discovered the principles of the development of national economies and set the "general theory of economic crises" (Schumpeter, 1975, p. 612-622).

The cyclicality of the functioning of the economy and the emergence of the economic crisis theorists failed to unambiguously clarify, because the economic crises are multifunctional phenomenon. Every crisis has specific characteristics and is caused by numerous factors and complex processes taking place in the national economy and mutual interactions with the national economy as a whole.

Theories of economic development study integration and operation of the various factors of production as well as their behavior in the reproductive process. Effects of other sectors of the national economy on the development of logistics and transportation services for a large shows in various forms. Demand for logistics and transport services depends on aggregate demand, so these services are one of the important factors of integration of social reproduction, market logistics and transport services is because of this connection also subject to cyclical changes in the functioning of the economy (Schumpeter, 1975, p. 612-622).

3 Method

Economic crises are complex multifunctional phenomenon. Analysing complexity of the changes of the state of economic system need to supplement the pure scientific approach with other types of research work, more holistic approach, which is commonly used in Comparative economics. In this article we combine both. In empirical part we used

appropriate parametric and non-parametric tests of differences between old and new member states of the European Union. We used Pearson's chi-squared test (Pearson, 1900, p. 157-175).

We analyze the data we have obtained from data warehouses, publicly accessible databases EUROSTAT, SURS, WTO. For the purposes of our analysis we 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; we named it the new Member States of the EU. On this basis, we studied the data of economic indicators.

4   Results

Functioning of the market of transport services in land transport in EU dependens on many factors. We will examined only the impact of the economic crises in years 2008/2009 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.   We examined 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 (States wich joined the EU in 2004 and 2007).

We will try to prove on the basis of the observation of some key economic indicators of logistics companies, the hypothesis, which says that, some economic parameters of the road freight transport in the EU were exposed to strong impact of the economic crises in years 2008/2009. Change in economic parameters will be evaluated according to the following indicators: the transport work performed the number of enterprises, the volume of sales. We studied the behavior of representative companies that is those who behave like the average compay in the country.

During the period of the crises in the years 2008/2009 the business companies had been forced to operate in a constantly changing conditions and dynamically adapt to the new situation by changing the volume of business and thus maintain their operation and existence on the global market. Therefore, we studied how the effects of the crisis impacted the functioning of the European logistics companies in the business of road freight transport in the countries of the old EU-15 and the new EU member states.

First, we studied economic indicator transport work done in road freight carriers in the EU. We wanted to know whether it is in a period of crisis in years 2008 and 2009 the dynamics of the movement performed work in road freight transport in the logistics industry in European new EU member states different from the dynamics of the movement performed work in road freight transport in the European countries of the old EU-15 countries. How did the crisis

affected the countries of the old EU-15 and how the effects of the crisis were showed in the operations of logistics companies in the new EU member states.

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.

It shows the difference in the dynamics of the transport work done in road freight carriers as a typical representative of the countries of the old EU-15 and the new EU member states in crisis in late 2008 and in 2009 was not significant. Although analysing Eurostat data we have found that the implication of the crises in the years 2008/2009 decrease transport work measured in net-kilometres in road freight carriers in the European countries of old EU-15 and have a similar impact on the logistic industry in a new EU member states.

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 in the period of economic crises (2008-2009).

Observed frequencies:

	Below Me	Me and more	
01	7	8	15
02	6	5	11
	13	13	26

Expected frequencies:

	Below Me	Me and more
01	7,500	7,500
02	5,500	5,500

N = 26
N = 2m
m = N/2 = 13

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

H^2 = calculated

	Below Me	Me and more
01	0,033	0,033
02	0,045	0,045
		0,158

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

On the basis of observation and study of the the economic parameter number of active registered companies in the road freight transport services we will try to prove also the hypothesis that the changes in certain economic parameters of the road freight transport in the EU were exposed to strong impact of the economic crises in years 2008/2009. We analyzed how the economic crises in years 2008/2009 affected the logistics industry in the road freight transport in the European countries.

On this basis of Eurostat data, we analyse growth rates of the number of active registered companies in the road freight transport in the European countries and we calculated statistical assessment of the Pearson chi-squared test, which is given in Table 2.

Based on the analysis of Eurostat data for the indicator studied and statistical evaluation of the Pearson chi-square test we also prove the hypothesis, that changes in economic parameters were also shown at the period of the economic crisis of 2008/2009 and impacted on the state of logistics companies in the European Union. We found that the number of active registered companies in the road freight transport in the European countries EU was exposed to strong impact of the economic crises in both countries; in the old EU-15 as well as in the new EU member states. The relative decline of the number of active registered transport companies in the new EU member states was higer, but was not significantly more frequently than in the countries of the old EU-15 countries.

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 in the period of economic crises (2008-2009).

Observed frequencies:

	Below Me	Me and more	
01	7	5	12
02	4	6	10
	11	11	22

Expected frequencies:

	Below Me	Me and more
01	6,000	6,000
02	5,000	5,000

N = 22
N = 2m
m = N/2 = 11

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

H^2 = calculated

	Below Me	Me and more
01	0,167	0,167
02	0,200	0,200
		0,733

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

We wanted to know whether the dynamics of revenues of transport companies from the sales of road freight transport in the European new EU member states differ from the dynamics of revenues from the sale of road freight transport in the European countries of old EU-15. Analyzing Eurostat data for the indicator revenues from the sales of road freight transport services in the period of the economic crisis in late 2008 and in 2009 it is seen a fall in revenues from the sales of road freight transport in the old EU-15 as well as in the new EU member states. Statistical evaluation of the Pearson chi-square test showed in Table 3 also

prove that the relative decline of the revenues from the sale of road freight transport in the new EU member states was not significantly more frequently than in the countries of the old EU-15 countries

Table 3: Studying the association between the revenues of transport companies from the sales of road freight transport, representative of each country and the type of membership in the EU in the period of economic crises (2008-2009).

Observed frequencies:

	Below Me	Me and more	
01	4	7	11
02	6	4	10
	10	11	21

Expected frequencies:

	Below Me	Me and more
01	5,238	5,762
02	4,762	5,238

N = 21

Median = m+1

N = 2m +1

m = (N-1)/2 = 10

Median = m+1 = 11

Legend:

01: old EU member states (EU-15)

02: new EU member states

H^2 = calculated

	Below Me	Me and more	
01	0,293	0,266	
02	0,322	0,293	
			1,173

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

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

$H^2_{tab(df = 1 ; \alpha =0,01)} = \textbf{6,635}$

$H^2_{tab(df = 1 ; \alpha =0,1)} = \textbf{2,706}$

5   Conclusion

We analysed some of the indicators, which are important economic and social factors of the concept of a national economy. Functioning of the market of transport services in land transport in EU dependents on many factors. We examined only the impact of the economic crises in years 2008/2009 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.

First, we studied the dynamics of economic indicator transport work in road freight carriers in the European Union measured in ton-kilometers. We have found that economic crises in years 2008/2009 decrease transport work measured in net-kilometres in road freight carriers in the European countries of old EU-15 member states and have a similar impact on the new EU member states. The differences between the representative companies in the European countries of old EU-15 member states and the new EU member states are not significantly diferent. We 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 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 new EU member states, but the characteristics of the differences is weak. 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. We also analyzed how was 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. Revenue from the sales of road freight transport decline relatively average in both in the new EU member states and in the old member states EU-15. The relative decrease in performance in revenue from the sales of road freight transport in the new EU member states is not significaly more ofen than the performance in revenues from the sales of road freight transport in the countries of the old member states EU-15. From our analysis of the growth rates of selected economic parameters in the road freight transport in the new EU member states and old member states EU-15 is seen the impact of the economic crises in years 2008/2009.

European commission recognized the limitations of the various »universal models of development« and strategies based on the »appropriate strategic development«. They have from over the last decade 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. Although there is much scope for advancing social and economic goals through economic policy, there are because of heterogenity of the old member states EU-15 and new EU member states also important limitations. EU is stil institionaly and from economic point of wieu the entity of separate national economies. Development practically depends of the national economies. The institutional economic processes and relations to the federal EU administration are impossible to keep within manmade boundaries, so only institutional borrowing will not solve the problems of the less developed regions.

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Povzetek:

Uspešnost panoge logističnih storitev v EU pred in po gospodarski krizi 2008/2009

Raziskovalno vprašanje(RV): Temeljno raziskovalno vprašanje je: Ali so posledice gospodarske krize v letih 2008/2009 v logistični industriji v heterogenih državah Evropske unije; v državah starih članicah EU-15 in državah novih članicah EU različne?

Namen: Želeli smo ugotoviti, kako se logistična podjetja v državah starih članicah EU-15 in v državah novih članicah EU prilagajajo novim razmeram, ki jih je povzročila gospodarska kriza v letih2008/2009.

Metoda: Ekonomske krize so kompleksni multikavzalen pojav. Analiziranje kompleksnih sprememb stanja gospodarskega sistema, zahteva dopolnitev čistih znanstvenih pristopov z drugimi vrstami raziskovalnega dela, holističen pristop, ki se običajno uporablja v primerjalni ekonomiki. V tem članku smo uporabili obe metodi. V empiričnem delu smo uporabili parametrične in ne-parametrične teste razlik med državami starimi in novimi članicami Evropske unije. Uporabili smo preizkuse Pearsonovega-hi kvadrat testa (Pearson, 1900, str. 157-175).

Rezultati: V članku smo raziskovali spremembe, ki jih je povzročila gospodarska kriza v letih 2008/2009 v evropski logistični panogi. Ugotovili smo, da so se logistična podjetja v državah starih članicah EU-15 in v državah novih članicah EU različno prilagajala na posledice gospodarske krize v letih 2008/2009. EU ni sprejela in uvedla usklajene, harmonizirane gospodarske politike, ki bi rešila »Sever-Jug« problem v panogi logistike v Evropski Uniji in ni našla načina za sistemsko delovanje v razmerah globalnega poslovnega okolja.

Organizacija: Ugotovitve se lahko uporablja za razumevanje spremenjenega poslovnega okolja logističnih podjetij in prispevajo tudi k boljšemu strateškemu načrtovanju in oblikovanju dobavne verige.

Družba: Ugotovitve lahko prispevajo k boljšemu razumevanju ekonomske krize v letih 2008/2009 v evropski panogi logistike in integracijskih procesov v Evropski Uniji.

Originalnost: Preučili smo posledice krize v letih 2008/2009, ki se nanaša na spremenjene vrednosti nekaterih ekonomskih parametrov v segmentu cestnega tovornega transporta v nacijonalnih gospodarstvih držav članic EU z vidika, ki ga doslej še nihče ni obravnaval.

Omejitve / Nadaljnje raziskovanje: Zaradi kompleksnosti problema, ker je gospodarska kriza multikavzalen pojav in dinamičnih sprememb v delovanju evropskega logističnega trga, zahteva poglobljeno raziskovanje sprememb v mikro in makro okolju logističnih podjetij.

Ključne besede: gospodarska kriza, Evropska unija, EU-15, srednje in jugovzhodne Evrope, logistika, transport, učinkovitost in uspešnost.