



ISSN: 1987-6521; E-ISSN:2346-7541

DOI: 10.36962/GBSSJAR55042020

JUNE-SEPTEMBER 2020 VOLUME 55 ISSUE 04

**GULISTAN**

© SOUTHERN CAUCASUS SCIENTIFIC JOURNALS

# BLACK SEA

SCIENTIFIC JOURNAL OF ACADEMIC RESEARCH

APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES  
REFEREED & REVIEWED JOURNAL



**APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES**



**"An investment in knowledge always pays the best interest." Benjamin Franklin**

ISSN: 1987-6521; E-ISSN:2346-7541

JUNE-SEPTEMBER 2020 VOLUME 55 ISSUE 04

**GAUSTAN**

© SOUTHERN CAUCASUS SCIENTIFIC JOURNALS

# **BLACK SEA**

SCIENTIFIC JOURNAL OF ACADEMIC RESEARCH

APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES  
REFEREED & REVIEWED JOURNAL

## **JOURNAL INDEXING**

Crossref

Catalogue of Russian Journals Impact Factor (2016) – 0.171

Impact factor ПИИЦ 2017-0.041

UNITED KINGDOM, LONDON 2020

**Editors-in-chief:**

Lia Matchavariani

Full Professor, Faculty of Exact & Natural Sciences, Dep. of Geography (Tbilisi State University)

**Chiefs by parts:**

Badri Gechbaia

Varadaraj Aravamudhan

Mariam Kharaishvili

Aytakin Hasanova

Lia Eliava

EDITORIAL BOARD LIST SEE PAGE 79

ISSN: 1987-6521; E-ISSN: 2346 – 7541; UDC: 551.46 (051.4) / B-64

©**Publisher:** LTD Aspendos International Academy of Medical and Social Sciences. (UK, London).

**Director and shareholder:** Alexandra Cuco. Lawyer. Portugal.

**Deputy and shareholder:** Namig Isazade. PhD in Business Administration.

©**Editorial office:** 71-75 Shelton Street, Covent Garden, London, WC2H 9JQ, UK.

©**Typography:** LTD International Research, Education & Training Center. (UK, London).

**Registered address:** 71-75 Shelton Street, Covent Garden, London, WC2H 9JQ, UK.

**Telephones:** +994 55 241 70 12; +994 51 864 88 94

**Website:** <http://sc-media.org/>

**E-mail:** gulustanbssjar@gmail.com, sc.mediagroup2017@gmail.com

©**Publisher:** Society of Azerbaijanis living in Georgia. NGO. (Georgia, Tbilisi)

**Deputy of director of organization:** Seyfulla Isayev

©**Editorial office:** Tbilisi, Georgia, 0163

©**Typography:** NGO Representation of Azerbaijan International Diaspora Center in Georgia. SC Journals.

**Registered address:** Marneuli municipality, v. Takalo, Georgia, 0165.

**Telephones:** +994 55 241 70 12; +994518648894

**Website:** <http://sc-media.org/>

**E-mail:** gulustanbssjar@gmail.com, sc.mediagroup2017@gmail.com; caucasusblacksea@gmail.com

## TABLE OF CONTENTS

<b>Mikhael Gorshkov, Nugzar Elizbarashvili, Lukhum Chanturia, Iamze Taboridze</b> ASSESSMENT OF MOVEMENT IN THE JOINT AFTER HIP REPLACEMENT WITH THE INCLUDING OF DEEP OSCILLATION IN POSTOPERATIVE REHABILITATION .....	04
<b>Olga Tkachuk, Anna Levchenko, Halyna Kuzmenko</b> THE KEY DETERMINANTS OF THE INNOVATIVE ORIENTED ECONOMIES FORMING IN THE CONTEXT OF THE WORLD'S COUNTRIES PROSPERITY ENSURING .....	10
<b>Nataliia Shalimova, Halyna Kuzmenko</b> TAXABLE CAPACITY OF BUSINESS ENTITY AND TAX PASSPORTS AS AN INSTRUMENT FOR ITS IDENTIFICATION AND ASSESSMENT .....	19
<b>Yurii Malakhovskiy, Oleksandr Levchenko, Hussain Nabulsi</b> INNOVATIVE ORIENTED DEVELOPMENT OF THE SOCIAL SPHERE OF THE REGIONAL ECOSYSTEM' SCIENTIFIC AND PRODUCTION CLUSTER .....	29
<b>Tatiana Melnyk, Volodymyr Shalimov</b> SPECIFIC ISSUES AND TENDENCY OF DEVELOPMENT AND FINANCING OF TRANSPORT SECTOR: REGION ASPECTS .....	37
<b>Khonsuluv Sohbnazarova, Muzaffar Muminov, Shakhlo Miralimova</b> ANTI-STAPHYLOCOCCAL AND ANTI-PSEUDOMONAS ACTIVITY OF LACTOBACILLUS PLANTARUM MAL .....	43
<b>Tamar Giorgadze, Sophio Giorgadze, Shalva Pharulava</b> EFFECT OF METAL-CERAMIC PROSTHESIS ON GINGIVAL MUCOSA .....	49
<b>Guliko Kilipari, Grigol Nemsadze, Miranda Kokhraidze</b> COVID-19 AND MASSIVE EMBOLISM .....	53
<b>Giorgi Gogishvili, Shalva Petriashvili, Nino Nanobashvili, Nino Megrelishvili, Iamze Taboridze</b> ASSOCIATION OF BLOOD GROUP ABO WITH CORONARY ARTERY DISEASE IN YOUNG ADULTS IN GEORGIAN POPULATION .....	60
<b>Sain Safarova</b> REPARATIVE OSTEOGENESIS IN DIABETES MELLITUS .....	64
<b>Aytakin Hasanova, Nargiz Yahyazada, Goychak Gurbanbayli</b> RECIPROCAL TRANSLOCATION t (6; 8) (q25-27; q23): CASE REPORT .....	67
<b>Mahira Ismayilova</b> PRE-IMPLANTATION GENETIC DIAGNOSIS IN THE PROGRAM OF ASSISTED REPRODUCTIVE TECHNOLOGY .....	69
<b>Loid Karchava, Ekaterine Lomia</b> GEOPOLITICAL SIGNIFICANCE OF THE ANAKLIA DEEP SEA PORT FOR GEORGIA: A NEW STRATEGIC HUB IN EURASIA .....	75

## SPECIFIC ISSUES AND TENDENCY OF DEVELOPMENT AND FINANCING OF TRANSPORT SECTOR: REGION ASPECTS

<sup>1</sup>Tatiana Melnyk <sup>2</sup>Volodymyr Shalimov

<sup>1,2</sup>Department of Finance, Banking and Insurance, <sup>1,2</sup>PhD of Economics, <sup>1,2</sup>Associate Professor.

<sup>1,2</sup>Central Ukrainian National Technical University. Kropyvnytskyi, Ukraine.

E-mail: <sup>1</sup>semenovichta@ukr.net; <sup>2</sup>v.shalimov@ukr.net

### ABSTRACT

The transport complex belongs to the strategically important element of regional development, which includes both providing expanded access to public services for the population of remote areas, realizing the tourist potential, and strengthening industrial ties. The purpose of this article is to identify problems and growth areas of the transport sector in the region through the example of the Kirovograd's one. The tendency of priority development of land transport in the Kirovograd region, specifically automobile, has been confirmed. The key factors which influence on the transport services market development in Ukraine are given, for instance the unsatisfactory technical condition of transport, reduction of traffic during the COVID-19 pandemic, etc. The main problematic aspects of development of the transport complex in the Kirovograd region are substantiated. The main priorities for the development of transport infrastructure in the Kirovograd region are presented. In order to reduce abusive activity in the transport service market the funds transfer network implementation has been suggested. The possibility of using finance lease as a source of funding automotive maintenance during economic crisis is substantiated.

**Keywords:** transport, automobile, land transport, finance lease, auto financing

**Introduction.** It is difficult to overestimate the role of the transport complex in the economic system of the region. Transport has a special place in the development of all sectors of the economy, ensuring the promotion of material flows in macro-logistics chains. Thus, the efficiency of the production sector, the development of the tourism industry and the social sphere depend on the state of the transport system.

The efficiency of transport use depends on the technical condition of rolling stock and the transport infrastructure of the region, which require significant investment in their renewal in order to ensure the competitiveness of transport services. Despite the acknowledgement of transport as a priority area of activity, which should be supported by the state and local authorities, funded and developed, there are several problems that act as a brake in the development of transport in the Kirovograd region.

Since transport is a key factor in the development of the region's economy, this determines the relevance to study the problems of the transport complex in the Kirovograd region and the substantiation of areas for improvement.

**Literature review.** Problematic aspects and directions of the transport complex development have become especially relevant under the conditions of the globalization progress. This issue was raised by many domestic scientists [1] who analyzed the market of transport services of Ukraine, identified the key issues of development and integration of the transport system of Ukraine into the world transport network. Directions for further reform of the transport sector at the stage of post-crisis recovery of Ukraine's economy were suggested.

In the article Logutiva T., Poltoratskiy M. [2] the main factors of falling of volumes of transportations and the elements of a transport process are defined. The economic indicators of activity of a transport industry, that represent the necessity of reformation and updating the approach to the management of the transport industry of Ukraine. In the article Nosovska O.B., Makarenko M.V. [3] the current modern problems of development of a transport infrastructure, a well-founded role and significances of all types of transport for state economy are considered. In the article Ivanov S.V. [4] the direct correlation of transport costs with costs in other sectors of the national economy and their correspondence with the level of well-being are justified. The feasibility of creating transport service cooperatives in the regions and allocating appropriate funds from the regional budgets for the purchase of trucks for this purpose has been proved. The need to improve the state regulation of the development of river transport is established. The possibility of forming a transport and logistics cluster in the Dnipro economic region is substantiated.

However, current trends of development in the transport system of Ukraine continue, so they need constant research. Special attention needs to be paid to the range of study about special aspects of the transport system of the region, considering the territory in which it is located.

**Objective.** The purpose of this article is to identify problems and growth areas of the transport sector in the region through the example of the Kirovograd's one.

**Results.** The effective activity of all enterprises in the Kirovograd region and normal life-sustaining activity of popularity depends on providing them with quality transportation services. Expanding the supply of transport services in terms of volume and range is an important source of economic growth in the region, as it provides a certain share of revenues to the local budget, increases amount of employment and improves living standards.

The Kirovograd region has a developed network of modes of transport: railway, automobile, airline, water transport. The data given in Tables 1 and 2 indicate that the main mode of transport in the Kirovograd region is road transport. It carries the largest share of passengers (46 to 92 percent over the analyzed period) and freight (from 77 to 89 percent over the analyzed period) each year.

**Table 1:** Number of transported passengers by types of transport in the Kirovograd region

Year	Total	Railway		Automobile		Air		Trolleybus	
		kt	part, %	kt	part, %	kt	part, %	kt	part, %
1995	120570,1	8968	7,44	97906	81,20	2,2	0,00	13693,9	11,36
1996	147975,2	9202	6,22	114042,3	77,07	2,9	0,00	24728	16,71
1997	102024,7	5090,3	4,99	59792,9	58,61	37	0,04	37104,5	36,37
1998	103053,2	4500	4,37	53939,7	52,34	11,2	0,01	44602,3	43,28
1999	91046,6	4500	4,94	42600,8	46,79	5,3	0,01	43940,5	48,26
2000	85778,4	5101,5	5,95	39147,4	45,64	22,9	0,03	41506,6	48,39
2001	65756,3	5460,7	8,30	51036,2	77,61	44,4	0,07	9215	14,01
2002	74240,9	4658,5	6,27	57350,6	77,25	65,8	0,09	12166	16,39
2003	78571,6	5686,1	7,24	56832,4	72,33	87,7	0,11	15965,4	20,32
2004	87012,2	3856,4	4,43	66424,3	76,34	84,1	0,10	16647,4	19,13
2005	107580,9	4531,9	4,21	81983,2	76,21	72,4	0,07	20993,4	19,51
2006	91382,7	4598,2	5,03	66866,6	73,17	81,1	0,09	19836,8	21,71
2007	101311,2	5060,9	5,00	77520,6	76,52	91	0,09	18638,7	18,40
2008	113198,9	5055,5	4,47	84530,5	74,67	96,8	0,09	23516,1	20,77
2009	101827,1	4477,5	4,40	74358,3	73,02	99,6	0,10	22891,7	22,48
2010	93250,1	4794,1	5,14	85572	91,77	87,4	0,09	2796,6	3,00



2011	107897,5	4843,9	4,49	98691,9	91,47	73,2	0,07	4288,5	3,97
2012	94915,3	4877,1	5,14	85972	90,58	40,6	0,04	4025,6	4,24
2013	76688,3	5117	6,67	66965,3	87,32	60,8	0,08	4545,2	5,93
2014	58028,3	4982,3	8,59	47672,4	82,15	74,9	0,13	5298,7	9,13
2015	62851,8	4824	7,68	48487,9	77,15	63,4	0,10	9476,5	15,08
2016	58523,6	4674,9	7,99	47041,7	80,38	83,4	0,14	6723,6	11,49
2017	59882,2	2338,3	3,90	41871,5	69,92	62	0,10	15610,4	26,07
2018	70493,2	2302,4	3,27	49565,9	70,31	33,4	0,05	18591,5	26,37
2019	75970,2	2223,3	2,93	47638,8	62,71	38,1	0,05	26070	34,32

Source: compiled by the authors based on the statistical information [5; 6]

Today, all modes of transport operate in difficult economic conditions, which are associated with a decline in industrial and agricultural production, declining living standards, falling growth rates of freight and passenger traffic, deteriorating technical condition of transport.

**Table 2:** Number of transported freight by types of transport in the Kirovograd region

Year	Total	Railway		Automobile		Aviation	
		kt	part, %	kt	part, %	kt	part, %
1995	47340,5	5463,3	11,54	41877,2	88,46	-	-
1996	33547,7	3430,8	10,23	30116,9	89,77	-	-
1997	27127,5	2764,2	10,19	24363	89,81	0,3	0,00
1998	25937,5	3362,5	12,96	22574,6	87,03	0,4	0,00
1999	21548,4	3242,5	15,05	18305,7	84,95	0,2	0,00
2000	18871	2533,2	13,42	16334,3	86,56	3,5	0,02
2001	22237,9	3453	15,53	18779	84,45	5,9	0,03
2002	19476,3	3877	19,91	15592	80,06	7,3	0,04
2003	19467,6	4161,2	21,38	15301	78,60	5,4	0,03
2004	25139,7	5118,6	20,36	20010,3	79,60	10,8	0,04
2005	30651,2	5572,7	18,18	25068,5	81,79	10	0,03
2006	35288,9	7156,1	20,28	28125,7	79,70	7,1	0,02

2007	36953,8	8345,2	22,58	28602,6	77,40	6	0,02
2008	40197,4	8883,1	22,10	31308,4	77,89	5,9	0,01
2009	33076,1	5773,4	17,45	27297	82,53	5,7	0,02
2010	34478,7	6390,9	18,54	28081	81,44	6,8	0,02
2011	41185,6	7872,4	19,11	33308,7	80,87	4,5	0,01
2012	38537,7	7820,9	20,29	30713,8	79,70	3	0,01
2013	41906,1	7706	18,39	34196,8	81,60	3,3	0,01
2014	52103,5	6368,8	12,22	45730,4	87,77	4,3	0,01
2015	50385,5	6546,2	12,99	43835	87,00	4,3	0,01
2016	46551,4	7697	16,53	38849,9	83,46	4,5	0,01
2017	53627,6	7822,7	14,59	45802,7	85,41	2,2	0,00
2018	56380,8	7136,9	12,66	49241,8	87,34	2,1	0,00
2019	44734,6	6253,6	13,98	38479,3	86,02	1,7	0,00

Source: compiled by the authors based on the statistical information [5; 6].

At the same time, it should be noted that Ukrainian transport to a greater extent becoming uncompetitive compared to foreign ones, both as in economic terms and in terms of operation, environmental and technical safety. The situation has been compounded by deterioration of demand in passenger and freight transportation due to the COVID-19 pandemic, meaning fall of living standards, low levels of investment activity, and the disruption of many domestic and foreign economic ties.

Conducted by scientists [2, p. 13-14; 3] analysis of the dynamics of the Ukrainian transport industry shows a steady decrease in traffic. The performance indicators of the transport sector of Ukraine have ambiguous dynamics, which is related to the general economic processes in the country. These include: loss of performance of the end-production in industrial manufacture in Ukraine, decrease of domestic demand due to declining purchasing power.

The sharp decline in traffic during the COVID-19 pandemic has negatively affected the revenues of various modes of transport and the ability of replacement of fixed assets, even at the level of simple reproduction.

The main reasons for the negative trends identified in the analysis of the state and performance of the transport complex of the Kirovograd region, should be recognized as:

- high degree of obsolescence and depreciation of active part of fixed assets for all modes of transport;
- low competitiveness of Ukrainian inspections and low attractiveness of freight transfers;
- unsatisfactory environmental performance of vehicles;
- significant lag in the development of transport infrastructure, for instance, between territorial communications and facilities for the development of road, rail and mixed transport;
- unresolved problems of investment and coordination of management in the transport complex of the region;
- significant backlog of existing level of transport equipment and service from the world level, which complicates the entry of the Ukrainian transport complex into the world transport network;
- discrepancy of standards, regulations, efficiency and safety criteria, insurance principles which applies on Ukrainian transport to similar indicators used in other countries;
- irrationality of tax and customs legislation, lengthy inspection and document circulation procedures for export-import cargo transportation;
- underdeveloped of information and telecommunication infrastructure for freight transportation in the region.

The key problems of effective development of road transport, according to Logutiva T., Poltoratskiy M. (2015), are the following:

- formation of a competitive environment in the designated transportation markets;



- maintaining the stability of work in crisis conditions;
- implantation of the newest economic approaches of tariff formation for transportation;
- attracting foreign investors to state development programs on attractive terms;
- introduction of effective models of public-private partnership;
- increasing the quality of transport services provided [2, p. 12].

Solving these problems is important not only for the transport industry, but also for the whole region, for the efficient functioning of its industrial and social spheres, which is largely ensured by stable and reliable operation of transport.

To ensure the economic development of the Kirovograd region, the strategic directions of development of the transport complex should be:

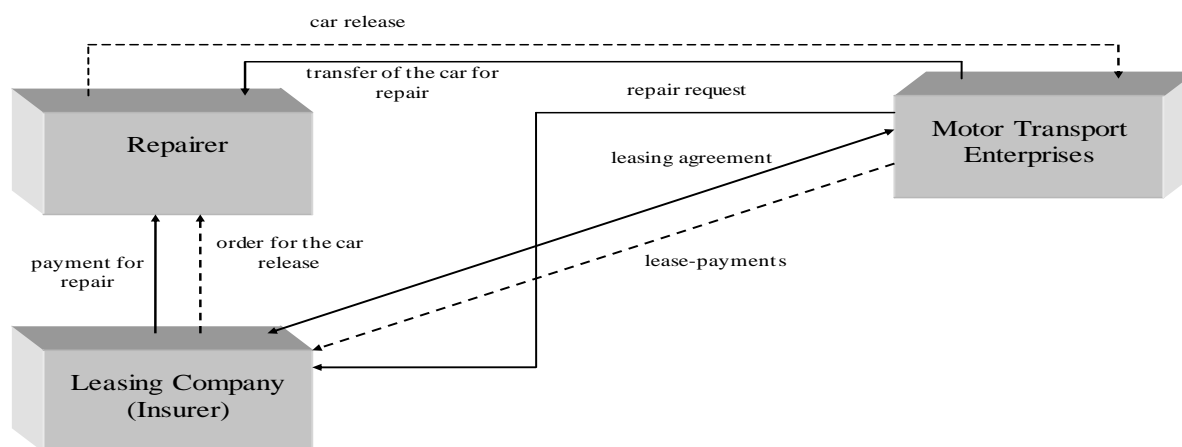
- reconstruction of roads (equipment of speed change lanes, road markings, pavement repairs, barrier fencing repairs, etc.) in the directions Lviv - Kropyvnytskyi - Znamyanka, Boryspil - Dnipro - Zaporizhia, Sumy - Poltava - Oleksandriya;
- formation and expansion of the regional market of transport services;
- introduction of new equipment and modern technologies of transportation organization;
- introduction of resource-saving and energy-saving technologies, reduction of the share of fuel and energy costs;
- comprehensive solution of the problem of environmental protection;
- replacement of obsolete vehicles, purchase of new trucks, replacement of minibuses with new large-capacity buses;
- construction of new highways with preference for new high-speed highways within transport corridors;
- increasing the number of access roads to rural areas;
- improving the transport, operational and technical condition of existing roads, increasing the level of their arrangement, safety and efficiency of transportation, bringing them into compliance with modern requirements;
- increasing the capacity of nodal structures (junctions, interchanges, bridges);
- reconstruction and modernization of the infrastructure of the main railway line, renewal of their rolling stock;
- optimization of the location of the overhaul and reconstruction park of rolling stock with a concentration of repairs at enterprises with the lowest cost;
- development and introduction on the main transport routes the inspector system of freight transportation which provides increase of safety of highways and decrease in ecological pollution.

Almost all transport companies in the Kirovograd region need reconstruction, modernization, technical and technological re-equipment, but funding of the transport sector remains low. Today, the most realistic source of financing is the own resources of transport companies, but the financial situation of most of them does not allow to complete modernization of the technical park. Further development of transport depends on the improvement of tax legislation, strengthening the material and technical base of enterprises, increasing their competitiveness, improving the financial and economic condition of enterprises of all sectors of the economy and others.

Therefore, to improve the financial support of the transport complex of Kirovograd region, it can be offered:

1. introduction of an electronic ticket (e-ticket WG (E-ticket working group)) (introduction of an automated payment system for passenger transportation based on the use of electronic plastic cards, which will increase the revenues of transport companies, improve the quality of passenger service and will help address the issue of de-shadowing of financial flows in the transport-related field of the region);
2. maintaining the efficiency of the existing car and trolleybus fleet based on a system of complete overhauls performed by car repair companies, but this is not promising due to low quality of repairs, significant reduction in reliability and a sharp increase in operating costs of poorly repaired cars (trolleybuses);
3. the motor transport enterprise forms the list of equipment which must be repaired;
4. an application for repair of this equipment using leasing and a package of all necessary documents confirming the lessee's creditworthiness are sent to the leasing company (investor, bank);
5. consent to leasing is given;
6. the relevant loan agreement is drawn up;
7. the investor (bank) transfers the necessary funds to pay for the services of the repair organization.

Leasing can be used to implement the system of "branded maintenance" and technical support service of cars (branded service) at special enterprises of the automotive industry. When considering financing the repair of equipment using the leasing mechanism (figure 1) should indicate the following points of signing the lease agreement. The equipment is pledged under the lease agreement throughout the repair period, ie the leasing company is its owner until the full amount of the leasing contract is paid.



**Figure 1:** The scheme of leasing for the repairing of fixed assets of transport enterprises  
 Source: [7, p. 303].

## CONCLUSIONS

Thus, we can conclude that urgent measures are needed for the transport complex of Kirovograd region, specifically for its stabilization, regulation, structural improvement and implementation of state support for priority areas of its development. The implementation of such measures involves improving the transport, operational and technical condition of existing roads, increasing the level of their equipment, safety and efficiency of transportation, bringing them into line with modern requirements, increasing the capacity of hubs, repairing pavement, repairing barriers, construction of new highways within transport corridors, which will make it possible to make effective use of the geographical location of the region.

A serious problem in the development of transport enterprises in the region is the impact of the black economy. To neutralize this negative impact, it is necessary to establish clear control in the provision of transport services by introducing a system of non-cash electronic payments, which is based on the use of electronic plastic cards. Targeted actions are also needed to increase the efficiency of the transport business, encourage the consolidation of operators and the creation of multidisciplinary transport companies that have a developed production infrastructure.

## REFERENCES

1. The realization of the potential of transport infrastructure of Ukraine in the strategy of post-crisis economic development (2012). Analytical report. Kyiv: National Institute for strategic studies, 2012. 112 p. Access mode: <http://old2.niss.gov.ua/content/articles/files/Transport-9eadb.pdf> [In Ukrainian]
2. Logutiva T., Poltoratskiy M. (2015) Modern state of a transport infrastructure of Ukraine. *Theoretical and Practical Aspects of Economics and Intellectual Property*. 2015. Volume 2. Issue 2 (12). P. 8-14. [In Ukrainian]
3. Nosovska O.B., Makarenko M.V. (2014) The problems and prospects of development of transport infrastructure of Ukraine. *Reporter of the Priazovskyi state technical university* section: Economic sciences. 2014. Issue 27. P. 5-14. Access mode: <http://eir.pstu.edu/bitstream/handle/123456789/6775/1.pdf?sequence=1> [In Ukrainian]
4. Ivanov S.V. (2018) Transport and logistic clusters in the context of the transport system development of Ukraine and special economic region. *Economic Herald of the Donbas*. 2018. Issue 1(51). P. 15-22. Access mode: <https://pgasa.dp.ua/wp-content/uploads/2017/10/11.pdf> [In Ukrainian]
5. State Statistics Service of Ukraine. Access mode: <http://ukrstat.gov.ua/>
6. Main Department of Statistics in Kirovohrad region. Access mode: [http://www.kr.ukrstat.gov.ua/?r=stat/2020/05/poslug/stat\\_inf\\_rik\\_transp2](http://www.kr.ukrstat.gov.ua/?r=stat/2020/05/poslug/stat_inf_rik_transp2)
7. Semenov T. (2007) Use of leasing by transport enterprises *Actual problems of economic development of the region. Collection of scholarly articles (eds Tkachuk I.). Ivano-Frankivsk: Vasyl Stefanyk Precarpathian National University, 2007. Pub. III .Part 1. P.300-305. [In Ukrainian]*

NGO International Center for Research, Education & Training (Estonia, Tallinn), NGO Society of Azerbaijanis living in Georgia (Georgia, Tbilisi) and LTD. Aspendos International Academy of Medical and Social Sciences (United Kingdom, London) are publishing scientific papers of scientists on Website and in Referred Journals with subjects which are mentioned below:

### © SOUTHERN CAUCASUS SCIENTIFIC JOURNALS

Gülüstān Black Sea Scientific Journal of Academic Research has ISSN, E-ISSN and UDC numbering: ISSN: 1987-6521 (Print), E-ISSN: 2346-7541 (Online), UDC: 551.46 / (051.4)/B-64; DOI prefix: 10.36962

## **APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES**

### **AGRICULTURAL, ENVIRONMENTAL & NATURAL SCIENCES**

Agriculture, Agronomy & Forestry Sciences  
History of Agricultural Sciences  
Plant Breeding and Seed Production  
Environmental Engineering Science  
Earth Sciences & Organic Farming  
Environmental Technology  
Botany, Zoology & Biology

### **SOCIAL, PEDAGOGY SCIENCES & HUMANITIES**

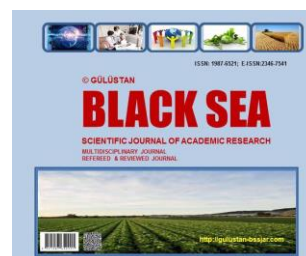
Historical Sciences and Humanities  
Psychology and Sociology Sciences  
Philosophy and Philology Sciences  
History of Science and Technology  
Social Science  
Pedagogy Science  
Politology  
Geography  
Linguistics

### **MEDICINE AND BIOLOGY SCIENCES**

Clinical Medicine  
Prophylactic Medicine  
Theoretical Medicine  
Stomatology & Dentistry  
Innovations in Medicine  
Biophysics and Biochemistry  
Radiology and Microbiology  
Molecular Biology and Genetics  
Botany and Virology  
Microbiology and Hydrobiology  
Physiology of Plants, Animals and Humans  
Ecology, Immunology and Biotechnology  
Virology and Immunology  
History of Biology  
Entomology

### **COMPUTING AND APPLIED SCIENCES**

History of Science and Technics  
Information, Computing and Automation  
Innovative Technologies  
Mathematics & Applied Mathematics



### **ECONOMIC, MANAGEMENT & MARKETING SCIENCES**

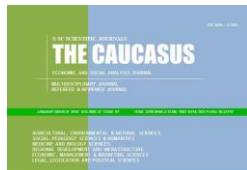
Economics and Management of Enterprises  
Economy and Management of a National Economy  
Mathematical Methods, Models and Information Technologies in Economics  
Accounting, Analysis and Auditing  
Money, Finance and Credit  
Demography, Labor Economics  
Management and Marketing  
Economic Science

### **LEGAL, LEGISLATION AND POLITICAL SCIENCE**

Theory and History of State and Law  
International Law  
Branches of Law  
Judicial System and Philosophy of Law  
Theory and History of Political Science  
Political Institutions and Processes  
Political Culture and Ideology  
Political Problems of International Systems and Global Development

The Caucasus Economic and Social Analysis Journal has ISSN, E-ISSN and UDC numbering: ISSN: 2298-0946 (Print), E-ISSN: 1987-6114 (Online), DOI prefix: 10.36962, UDC: 3/K-144

### **SOCIAL & BEHAVIORAL SCIENCES**



## JOURNAL INDEXING



## World Catalogue of Scientific Journals



**ISSN: 1987-6521; E-ISSN:2346-7541; DOI:10.36962/GBSSJAR**

©**Publisher:** LTD Aspendos International Academy of Medical and Social Sciences. (UK, London).

**Director and shareholder:** Alexandra Cuco. Lawyer. Portugal.

**Deputy and shareholder:** Namig Isazade. PhD in Business Administration.

**Direktorun müavini və Payçı:** Namig Isazade. PhD in Business Administration.

©**Editorial office:** 71-75 Shelton Street, Covent Garden, London, WC2H 9JQ, UK.

©**Typography:** LTD International Research, Education & Training Center. (UK, London).

**Registered address:** 71-75 Shelton Street, Covent Garden, London, WC2H 9JQ, UK.

**Telephones:** +994 55 241 70 12; +994 51 864 88 94

**Website:** <http://sc-media.org/>

**E-mail:** gulustanbssjar@gmail.com, sc.mediagroup2017@gmail.com

©**Publisher:** Society of Azerbaijanis living in Georgia. NGO. (Georgia, Tbilisi)

**Deputy of director of organization:** Seyfulla Isayev.

©**Editorial office:** Tbilisi, Georgia, 0163.

©**Typography:** NGO Representation of Azerbaijan International Diaspora Center in Georgia. SC Journals.

**Registered address:** Marneuli municipality, v. Takalo, Georgia, 0165.

**Telephones:** +994 55 241 70 12; +994518648894; +994 55 241 70 09

**Website:** <http://sc-media.org/>

**E-mail:** gulustanbssjar@gmail.com, sc.mediagroup2017@gmail.com



ISSN: 1987-6521; E-ISSN:2346-7541

DOI: 10.36962/GBSSJAR54032020

JUNE-SEPTEMBER 2020 VOLUME 55 ISSUE 04

**GÜLÜSTAN**

© SOUTHERN CAUCASUS SCIENTIFIC JOURNALS

# BLACK SEA

SCIENTIFIC JOURNAL OF ACADEMIC RESEARCH

APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES  
REFEREED & REVIEWED JOURNAL



**APPLIED SOCIAL RESEARCH & BEHAVIORAL SCIENCES**



<http://sc-media.org/gulustan-bssjar/>

**GÜLÜSTAN BSSJAR**