



Thus, there are many negative factors that damage the soils of our region, and we have to work a lot to embody all programs and activities that have a purpose to protect the lands of the Poltava region.

REFERENCES

1. Докучаев В. В. Наши степи прежде и теперь / В. В. Докучаев. – М. : Сельхозгиз, 1953. – 152 с.

Tetyana Lymar

BRANCH STRUCTURE OF TRANSPORT SYSTEM OF THE POLTAVA REGION

The study of transport systems is not widespread aspect of research nowadays. However, it plays an important role in understanding the features of territorial organization of the population and regional economy, because transport communications are on the one hand depend on the resettlement of the population and its economic activities, and on the other hand they actively influence to further distribution of population and production.

Transport system of the Poltava region (its sectoral composition) is characterized in the references only in the context of general review of the region and also in periodicals, that is why it requires detailed studying (generalization and systematization) and scientific basis [1].

Highway, railway, pipe-line, air and water (river) transport form a single transport complex of the Poltava region.

Surface transport is the most common form of transport in the region. The length of highways is 8.9 thousand km (including a paved road – 8.9 km) and 571 bridges with the length of 20.0 km. They subordinate to the Service Road in the Poltava Region of State Road Service of Ukraine. The system of roads of national importance is 890.9 km. There are 7984.6 km of less important roads of general use, among them, the territorial roads – 611.6 km, regional roads – 4401.5 km and the district roads 2971.5 km. Within rural settlements there are 2345.6 km of public roads [2; 3]. The area takes the 4th place in Ukraine under the length of local roads.



The automobile park of the area consists of 2701000 cars, where about 91.0% of the territory is for passenger cars, the rest of the territory is for trucks, buses and special cars.

In 2010 (January-April) with a help of transport enterprises of all kinds were carried over more than 1.3 million tons of cargo, that is in 7,3% more than during the period of 2009; passengers – is about 26.1 million that 24% less than during the same period in 2009. Trucking is carried over 45% passengers and 62% of all passenger transportation is carried out by all kinds of transport [3].

Railway transport is one of the most important means of transport in the region. It is the second in the carrying out of transport cargo and the third in carrying out the passengers. The operating length of railways is 852 km (of electrified railways – is 321.7 km). The density of railways on a 1 thousand km² is 29,6 km (in Ukraine 30.8 km). Railways are served by diesel and electric traction. The operational length of electrified railroad tracks of general use is 321.7 km (37.7% of the total length). The rest 530.3 km (62.3%) – is diesel fuel [3].

The number of passenger traffic on the railroad in January-April in 2010 is about 4.9 million people, the passenger turnover – is 476.4 million km that is in 1% and 10% less than in the same period in 2009. The annual freight traffic is – 21.9 million tons, which is in 13% less than it was last year. The rail transportation is 7% of passenger traffic and 14.4% of all freight traffic [3].

The specific weight of pipe-line transport is 63.2% of cargo of area, so it takes the leading place in goods turnover [3].

The leading role in organization of river transport plays Kremenchug river port. The mobile depot of Poltava River Transport region is 41 river boats. With a help of the river port it was carried out about 1 million tons of cargo in 2008.

According to the Department of Aviation Transport of Ministry of Transport of Ukraine, the mobile depot of air transport in 2008 consisted of 72 aircraft and helicopters. There is the



«APSP» Meridian» in the region. There is also located and operates Poltava Regional public utility company «Airport-Poltava», which provides the receiving and sending aircraft, its commercial, land and mechanical services, passenger service, baggage service, mail service and cargo service .

Nowadays, it is necessary to involve and implement the national programs, to improve all areas of industry of Poltava region, because there is a great need in modernization of all kinds of transport. Besides, under the current conditions of the development of market relations that progressively increase, it must be paid attention to the effective functioning of transport systems that can be solved by improving their territorial organization.

REFERENCES

1. Головне управління статистики у Полтавській області. Транспорт і зв'язок // Статистичний щорічник Полтавської області за 2008 рік. – С. 162–172.
2. Економічне і соціальне становище Полтавської області : Статистичний бюлетень / Державний комітет статистики України, Головне управління статистики у Полтавській області. – Полтава: січень-жовтень 2009 року. – 2009. – С. 45–49.
3. Економічне і соціальне становище Полтавської області : Статистичний бюлетень / Державний комітет статистики України, Головне управління статистики у Полтавській області. – Полтава: січень-квітень 2010 року. – 2010. – С. 39–43.

Volodymyr Medyanyk

FORMS AND METHODS OF PROFESSIONAL GUIDANCE TO ENSURE THE ENROLLMENT OF ENTRANTS

The current labor market becomes more demanding to the growing industry and professional training, graduate mobility. These requirements varies depending on how the accelerated pace of renewal processes, equipment, according to the products.

The deterioration of the demographic situation on the one side, and development of educational services, on the another side, led to the decreased number of school students. Prediction of social and demographic development indicates worsening competitive situation in the education market.