

**МІНІСТЕРСТВО ОСВІТИ І НАУКИ УКРАЇНИ
СУМСЬКИЙ ДЕРЖАВНИЙ УНІВЕРСИТЕТ
ФАКУЛЬТЕТ ІНОЗЕМНОЇ ФІЛОЛОГІЇ
ТА СОЦІАЛЬНИХ КОМУНІКАЦІЙ**



СОЦІАЛЬНО-ГУМАНІТАРНІ АСПЕКТИ РОЗВИТКУ СУЧАСНОГО СУСПІЛЬСТВА

**МАТЕРІАЛИ ВСЕУКРАЇНСЬКОЇ НАУКОВОЇ КОНФЕРЕНЦІЇ ВИКЛАДАЧІВ,
АСПІРАНТІВ, СПІВРОБІТНИКІВ ТА СТУДЕНТІВ**

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The most closely Ukraine as a rightful member in solving of this problem cooperates with the United Nations by joining the UN Convention against Corruption [3], which is the most universal international act, that unifies norms and standards in fighting against corruption, and is a reference point of all UN member states, including Ukraine.

The public must fight with the corruption, monitoring the activities of public officials authorities, controlling the implementation of anti-corruption laws. For its part, the state must ensure the widest possible public access to public information about the activities of state authorities, thus contributing to public awareness and the ability to control government activities that will provide the principles of publicity, openness, transparency of activities of the state apparatus.

1. On Grounds of Corruption Prevention and Counteraction: Law of Ukraine dated 07.04.2011 № 3206-VI // [Electronic source]. – Access: <http://zakon2.rada.gov.ua/laws/show/3206-17>.
2. Association Agreement between the European Union and the European Atomic Energy Community and their member states, of the one part, and Ukraine, of the other part // [Electronic source]. – Access: [http://www.kmu.gov.ua/kmu/docs/EA/00_Ukraine EU_Association_Agreement_\(body\).pdf](http://www.kmu.gov.ua/kmu/docs/EA/00_Ukraine_EU_Association_Agreement_(body).pdf).

COMPARATIVE CHARACTERISTICS OF VEHICLES TECHNICAL CONTROL UNDERTAKING IN DIFFERENT COUNTRIES

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Relevance of the research of vehicles technical inspection procedure is determined by constant change and reorganization of the State Automobile Inspectorate, amendments to the Law of Ukraine "Traffic On", the Law of Ukraine "On Amendments to Certain Legislative Acts of Ukraine on elimination of excessive government regulation of road transport". So, the aim of the *mandatory* technical inspection is to simplify the life of citizens, but under discussion is the problem of choice: to use the present general technical control of vehicles, or to reform it to a harder form of control.

Compulsory technical control (CTC) means that transport has to provide traffic. This implies checking a vehicle, taking into account currently used legislation about serviceability requirements. The technical condition of used vehicles, concerning road safety and environmental protection, must comply with the adopted rules, regulations and standards. CTC in Ukraine is not applied to all vehicles. Own vehicles of individuals cannot be controlled, all other vehicles are subjects to CTC in accordance with the law. Actually, the life and health of their family in their own vehicles motorists should provide themselves.

Undertaking of CTC takes place at service stations. It is registered in the vehicle inspection reports at the stations. The report specifies a period of the next mandatory technical control for the vehicle, taking into consideration the frequency of this procedure. Terms of CTC undertaking are following: for passenger cars, used for transportation of passengers or goods for profit, for vehicles of more than two years exploitation - every two years; for trucks carrying up to 3.5 tones - every two years; for trucks with carrying capacity of over 3.5 tones, trailers and taxis - every year; for buses and special vehicles carrying dangerous goods - twice a year.

Compared to Ukraine, in Germany the required mandatory technical control is conducted by private companies that have received state accreditation. Certificate of mandatory technical control undertaking is a sticker attached to the registration mark. Any attempt to tear off the sticker leads to damage of the registration mark, which virtually eliminates the possibility of illegal actions. The CTC procedure of cars in Ukraine and Germany coincides, so only the availability of documents confirming maintenance is checked. As for organizing process, CTC in Germany is carried out by TUV Rheinland Group. The procedure is performed only by means of CTC undertaking by public or private organizations. They must necessarily obtain a license from TUV Rheinland Group to conduct CTC. Mandatory technical inspection in Germany is valid for two years. New cars get three-year delay in the CTC undertaking. Every year mandatory technical control is conducted only to vehicles with a mileage of over 250,000 kilometers.

In Japan, there is also vehicles mandatory technical control ("Syaken"). The Japanese are quite demanding to the procedure of vehicles maintenance. If it is necessary to check any detail, Japanese can take control of maintenance tools even disassembling the vehicle. New vehicle takes technical control in three years, and then every two years. The vehicle is tested according to 100 parameters. Certificate of the compulsory technical inspection undertaking is a sticker in the middle of the windshield

top. The Ministry of Land, Infrastructure and Transport considers that the condition of the vehicle must correspond to the inspection issued by Japanese laws. If at least one of a hundred does not meet safety standards, ecology sticker will not be issued. Use of a vehicle without sticker in Japan is impossible. The mandatory technical control costs very expensive, and for vehicles with over 5 years exploitation CTC price increases. That is why it is more profitable for Japanese motorists to sell their vehicles before the expiration of CTC term and to buy new ones.

So, the analysis of comparative characteristics of mandatory technical inspection undertaking of vehicles turned out that the procedures of CTC undertaking in Ukraine, Germany and Japan are different. The stages, cost and parameters of the compulsory technical control also distinguish.

THE ROLE OF ENTREPRENEURSHIP IN ECONOMIC DEVELOPMENT

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The functioning of a market economy is inextricably linked to its main actors. It is economic man (*homo economicus*), which is characterized by rational behavior, their own interests, actively striving for the realization of personality, willingness to take risks and assume responsibility. The implementation of these individual interests takes place in conditions of economic and business activities. In modern conditions this activity got its name as a entrepreneurship or a business that is the potential for economic growth of the country with a market economy type.

Entrepreneurship is a necessary defining feature of the market, it is a mandatory feature. The market cannot exist without entrepreneurs, and on the contrary, the market mechanism creates favorable conditions for the activities of resourceful business people, develops different forms of entrepreneurship and so it becomes the foundation of economic development.

The basis of developed economies are primarily small and medium-sized enterprises, which immediately react to the slightest market changes, adjusting its own economic behavior and thus ensuring a steady state of the economic system as a whole.