Penalties for extortion vary widely in different states and depend on the severity of the threats involved, but sentences generally range between 2 to 4 years. However, many states allow for sentences of 5, 10, or even 20 years. If any instrument of interstate commerce (such as the mail, a phone, or a computer) is used in commission of the crime, it also becomes a federal crime with a fine or sentence of up to 20 years.

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SUSTAINABLE DEVELOPMENT OF UKRAINE: EURO INTEGRATION ASPECT

As we know, European integration is our key to better life, and a way to improve our political association and economic integration.

In 2014 European Neighborhood Policy (ENP) reforms were carried out in a very difficult political, economic, social and military/security context of armed conflict in Ukraine. The illegal annexation of Crimea and Sevastopol by the Russian Federation and the subsequent destabilization of eastern Ukraine have been major challenges for the state and the country's sovereignty and territorial integrity. In parallel to the armed conflict, Ukraine sought a sustainable political solution to the crisis in 2014, in particular through diplomatic contacts and the National Dialogue on Reforms.

An effective platform for cooperation at the regional level was established within the Transport Panel of the Eastern Partnership, which aims to facilitate the improvement of transport links between the EU and its immediate neighbors.

Transport networks and services play a key role in improving the quality of life of citizens and building capacities of industrial development. Therefore, transport is one of the key areas of cooperation between the EU and Ukraine, and in accordance with Article 368 of the Association Agreement primary purpose of this cooperation is to facilitate the restructure and renewal of the transport sector of Ukraine and the gradual harmonization of existing standards and policies with those in the EU.

"Eastern Partnership" is a European Union foreign policy initiative, which applies to 28 EU Member States and six Eastern European neighbors – Azerbaijan, Armenia, Georgia, Moldova and Ukraine.

European Neighborhood`s Policy Review (Eastern Partnership).

In early March 2015, the European Commission announced joint consultations on a broad review of the European Neighborhoods Policy. In the context of review the European Commission expects to get the vision, including from partner countries, of the future of this policy.

Government Office for European Integration together with Ukrainian non-governmental experts and some executive bodies prepared working proposals for updating the content of mentioned policy.

The Strategic priority of economic reforms and implementation of the FTA - entry of Ukrainian companies into the market of the EU with the simultaneous development of investment opportunities in the domestic market of Ukraine for European business.

- Ensure adequate basic business conditions, protection of property, regulatory climate.

- Efficient use of instruments of economic regulation (stimulation) under the Agreement.

- Small and medium business development.

- The policy of attracting strategic investors considering the interests of regional development and structural transformation of the economy of Ukraine.

- Ensure the development of competition, especially in strategic sectors - energy, transport, and communications.

- Integration of the Ukrainian transport system into European and world transport systems.

- Modernization of monitoring and supervision in the financial sector. Strengthening of transparency, corporate governance and protection of the rights of creditors and investors and further integration of the domestic financial sector into the international system of rules and coordination.

Progress of Implementation of the European Neighborhoods Policy in Ukraine in 2014 and recommendations for actions

There was little progress on implementing Ukraine's 2020 national transport strategy. Some progress was made towards the approximation of transport legislation and the implementation of international transport conventions, with Ukraine assessing the gaps relating to existing legislation and standards and starting to draft amendments to laws, in particular on the road and maritime transport sectors.

The State Aviation Administration revoked the certificates issued to Donetsk, Luhansk and Mariupol airports, in view of concerns about passenger safety and its lack of control over aviation activity in the regions. The EU-Ukraine common aviation area agreement, which had been initialed in the margins of the Vilnius summit in 2013, remained unsigned due to a pending decision by the Council of the European Union. Ukraine remained ready to sign the agreement as soon as possible.

Some progress was made on rail transport reform. In June, the Cabinet of Ministers of Ukraine approved plans to privatize Ukrainian Railways. This was scheduled for January 2015, pending the completion of an inventory of its assets. Safety, in particular of road transport, remained a significant problem and required far more work.

Ukraine suffered major damage to its transport infrastructure in its eastern regions, in particular to rail tracks. In September, parliament ratified the guarantee agreement with the European Investment Bank to construct the 1.8 km Beskid railway tunnel, which was a precondition for the entry into force of the financial agreement between Ukrainian Railways and the European Investment Bank.

As conclusion, we can said the European Integration is important for us. Owing to her our country will have higher standard of living, progress in all areas of life.

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