

permanent conflict with Palestine, did not encounter resistance from the side own citizens, for whom this language was foreign at that time.

The Israelis were not going to think of themselves as bearers of values that they had learned under the pressure of foreign cultures, or the continuation of a way of thinking, imposed on them under foreign rule, and therefore by speakers of a language that is not reflects their uniqueness. This would indicate the second nature of the nation.

So through a system of thought-out cultural and educational and quite the government of the newly created state took tough political and legal measures a language that has long since ceased to be spoken and which supposedly has ceased to exist «native» for Jews, the language of daily communication among millions. And this is for half a century of the existence of the state.

Measures and methods of introducing Hebrew to young people at that time the state of Israel should not even be compared with the language politics of Ukraine, they are not equal [2, p. 54].

Therefore, the state politics in the language sphere should contribute spread of the Ukrainian language to all spheres of broadcasting and promotion the prestige of everything Ukrainian.

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THE PROBLEM OF PUNISHMENT IN THE FORM OF PENAL POINTS FOR ROAD TRAFFIC VIOLATION AND ITS PREVENTION

Due to the reforming of the Ukrainian society in all spheres of legal relationship, it was decided to go way of liberalization and humanity, availability and clarity.

Reforms concern also road safety. In this regard some changes were made to the Code of Ukraine on Administrative Offenses, namely now according to Article 24 part one of Paragraph 21 of the Code of Ukraine on Administrative Offenses for commission of offenses it can be applied collecting in the form of penalty points.

The problem of our work consists in expediency and validity of a newly introduced system of penal points and its ensuring with means automatic video fixing.

In addition, Article 27 informs that penal points are the collecting imposed on citizens for offenses in the sphere of road traffic, recorded in the automatic mode, established by the present Code [1].

Each citizen, who has the right to drive the vehicle annually since the beginning of year (from the date of obtaining the right of driving) and until the end of the year, receive 150 points.

In case of fixing of offense in the sphere of safety of traffic in the automatic mode the number of the penal points provided by the relevant article of the Special part of the present Code calculates from total number of points of the citizen who committed offense.

In case if the amount of collecting in the form of penal points exceeds the rest of points of the citizen, penal points are imposed according to the rest irrespective of the size of the penal points specified in the relevant article of the Special part of this Code.

In addition, it is necessary get to know Article 122 of Code of Ukraine on Administrative Offenses excess of the set restrictions of speed of the movement, thoroughfare on the forbidding signal of regulation of traffic and violation of other traffic regulations [2].

Excess of the set restrictions of speed of the movement of vehicles more than on twenty kilometers per hour, violation of requirements of road signs and marking of the carriageway of roads, rules of transportation of freight, towage of vehicles, stops, parking place, thoroughfare of pedestrian crossing, not giving preference to pedestrians on unregulated pedestrian crossings and also violation established for vehicles, the ban to move on sidewalks or foot-paths, involve to imposing of a penalty of fifteen thousand non-taxable minimum incomes of citizens or 50 penal points.

In our opinion, the use of a system of penal points is expedient for several reasons.

At first, it is a type of collecting which is precautionary and allows the driver to analyze the behavior on the road, to follow the number of penal points. Also this action is fair and equal for all participants of traffic, annually the counting of penalty points begin from fixed grade - 150 penalty points. It makes impossible the "congestion" of penalty points for next year. Consequently, principle of equality of all citizens before the law is providing.

Secondly, penal points discharge the disciplining function; drivers will keep their points every year. If to adapt the theory of "the broken windows" for realities of road traffic safety, so that less offenders in the sphere of traffic safety will be careless to operate on roads, and other participants of the movement will not accept an illegal example from them and consequently the movement on roads will be safer.

Thirdly, penal points are the least retaliatory by all types of responsibility. Therefore it confirms the ideas of humanity which modern Ukrainian society adheres and the policy of the state in the sphere of regulation of legal relationship is carried out.

Fourthly, fixings of the movement of a stream of motor transport means of automatic video fixing with demonstration of the corresponding road signs is a preventive measure, possible violators will behave less aggressively if they know that for traffic offenses the corresponding collecting not only in the form of penal points, but also itself a penalty will be applied to them (after use of 150 penal points).

In such a way, the use of a system of penal points is expedient collecting which is based on the principles of prevention of offense, but not punishment for its commission and consequently is in the motivational and disciplining way of safety of traffic by drivers.

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**CURRENT CHALLENGES FACING THE EFFECTIVE
ENFORCEMENT OF INTERNATIONAL HUMANITARIAN LAW**

The changing nature of warfare in the 21st century poses a multitude of challenges to the perceived applicability of International Humanitarian Law for both State and non-State actors in contemporary conflicts. These issues, including but not limited to: ambiguity in the distinction of violent conflict, the changing type of actors involved, issues of asymmetric warfare, challenges of negative reciprocity, and an inhibited ability to engage with all parties to conflict, are detrimental to the overriding purpose of IHL. Still, the oftentimes inefficient nature of the international system, as well as lack of consensus regarding new legislation means that formal changes in IHL to more flexibly reflect the reality of situations will not be developed anytime in the near future. Therefore, it is in the best interest of all parties to non-international conflicts to aspire to better respect the existing norms of IHL, which can only be attained if States recognize the dire need for inclusive engagement with all types of non-State actors. In addition, practices of positive reciprocity must be carried out by all parties, in order to better serve the ultimate goal of International Humanitarian Law: the reduction of human suffering, and the preservation of human dignity in times of violent armed conflict.

Most articulately stated, International Humanitarian Law (IHL), also known as the Law of Armed Conflict or the Law of War, «is the body of rules that, in wartime, protects persons who are not or are no longer participating in the hostilities»; and seeks to limit the methods and means of