

*Riabykh N. V.,**Candidate of Law, Associate Professor,
Associate Professor at the Department of Law
Lutsk National Technical University,*

FEATURES OF CRIMINOLOGICAL CHARACTERISTICS OF CRIMES RELATED TO VIOLATION OF TRANSPORTATION RULES

Summary. The article provides a comprehensive criminological analysis of crimes related to violating transport operation rules, offering a multifaceted study of their characteristics, causes, and prevention strategies. It outlines the quantitative and qualitative indicators of transport crimes, including their state, structure, dynamics, and latency levels across various modes of transport such as road, rail, air, and sea. It is noted through meticulous statistical analysis of data from the past five years, the research reveals significant trends and patterns in transport offenses, highlighting problematic areas and potential intervention points.

Key determinants of these offenses are outlined, and their analysis is defined within the context of contemporary socio-economic conditions, technological developments, and legislative frameworks. It is noted that the study examines how factors such as urbanization, economic pressure, and advancements in vehicle technology interact to influence the frequency and nature of transport crimes. The impact of recent legislative changes and law enforcement policies on offender behavior and crime rates is also considered.

It is noted that the study provides a detailed characterization of offender profiles based on demographic and psychosocial parameters, offering insights into the motivations, attitudes, and circumstances that contribute to transport rule violations. This profiling extends to professional drivers, private vehicle owners, and operators of various transport systems, allowing for a nuanced understanding of different offender categories. Victimological aspects contributing to transport violations are outlined, and how victim behavior, awareness levels, and socio-economic factors influence their vulnerability to transport incidents is determined.

The article analyzes the methodological base, which is reliable and multifaceted, including both quantitative analysis of official records and qualitative assessment through expert interviews, focus groups, and case studies. It is noted that this mixed methodological approach ensures a comprehensive understanding of the complex dynamics associated with transport crimes. Statistical data analysis reveals significant correlations between legal awareness of road users, technical condition of vehicles, quality of infrastructure, effectiveness of law enforcement, and crime frequency. These findings are complemented by in-depth interviews with law enforcement officers, transport operators, and safety experts, providing a holistic view of the challenges and opportunities in addressing transport offenses.

Based on these broad findings, the article establishes a detailed typology of offenders in the transport sector and systematizes victim behavior patterns that increase vulnerability to transport incidents. It is noted that this typology serves as a valuable tool for law enforcement and policymakers in developing targeted prevention and intervention strategies. A multi-layered prevention

framework is outlined, encompassing general social, special criminological, and individual interventions with clearly defined responsibilities for stakeholders. This framework outlines specific measures, ranging from public awareness campaigns and infrastructure improvements to advanced monitoring technologies and personalized offender rehabilitation programs.

The article analyzes the comparative analysis component, which examines international regulatory approaches and their applicability to domestic contexts. The effectiveness of various global strategies in reducing transport crimes and improving overall safety is assessed, considering cultural, legal, and infrastructural differences. It is noted that this cross-national perspective provides valuable insights for adapting successful international practices to local conditions.

The research concludes with a comprehensive set of evidence-based recommendations for improving the regulatory framework governing transport operations. Legislative reforms, enhanced interagency coordination in transport safety, and modernization of traffic monitoring systems are outlined. It is noted that a special emphasis is placed on innovative prevention strategies that integrate international best practices and technological advancements for real-time risk assessment and mitigation. New approaches are also proposed to improve road user education, enhance vehicle safety standards, and implement more effective deterrents for potential offenders.

In summary, this research significantly contributes to the field of criminology and transport safety, offering a comprehensive analysis of the complex issues related to violations of transport operation rules. Its findings and recommendations serve as an essential resource for policymakers, law enforcement agencies, and transport operators in their efforts to reduce crime rates, enhance public safety, and create more efficient and safer transport systems.

Key words: transport crimes, operation rule violations, criminological analysis, crime determinants, offense latency, prevention strategies, road safety, victimological patterns, law enforcement coordination, criminal liability.

The problem statement. Transport constitutes an integral component of modern society, facilitating economic functionality and fulfilling citizens' daily needs. However, vehicles inherently represent sources of elevated danger, and violations of their operational regulations can precipitate severe consequences, including fatalities, substantial material damage, and environmental catastrophes.

In contemporary contexts, transport safety has acquired paramount significance. According to the World Health Organization, approximately 1.35 million people perish globally each year due to road traffic accidents, with an additional 20 to 50 million sustaining injuries of varying severity. This issue remains particularly acute in

Ukraine, where over 3,000 individuals lose their lives annually on roadways, and tens of thousands suffer injuries.

The criminological characterization of offenses related to transport operation rule violations encompasses a multifaceted concept, including the prevalence, structure, and dynamics of these crimes, attributes of offenders' personalities, causal and conditional factors, and preventive measures. Comprehensive research into these dimensions enables the development of effective countermeasures against transport-related crimes, potentially reducing their frequency and mitigating the severity of their consequences.

This article aims to elucidate the fundamental aspects of criminological characteristics of transport operation rule violations, analyze their etiological factors, and propose efficacious preventive measures, incorporating both national and international perspectives.

Literature review. Numerous scholars in both domestic and international contexts have extensively investigated the criminological characteristics of crimes related to violations of transport operation rules. Notable contributions come from V.I. Borysov, S.V. Gizimchuk, V.S. Guslavsky, V.A. Myslyvyi, O.M. Dzhuzha, A.V. Piddubna, A.S. Poltava, and V.A. Zviriyaka, each exploring distinct aspects of this multifaceted issue.

In his seminal work, V.I. Borysov examines the theoretical foundations of criminal liability for violations of traffic safety rules, with particular emphasis on qualification challenges and legislative improvement. Building on this foundation, V.A. Myslyvyi comprehensively analyzes both criminal law and criminological dimensions of transport crimes, addressing their determinants and proposing systematic prevention approaches.

Contributing to the administrative perspective, A.V. Piddubna thoroughly investigates the administrative and legal framework for traffic accident prevention and law enforcement strategies to enhance road safety. O.M. Dzhuzha addresses the victimological dimension, and A.S. Poltava offers innovative approaches to victimological prevention of transport-related offenses.

Empirical research on the state, structure, and dynamics of crimes against traffic safety and transport operations in Ukraine has been conducted by V.S. Guslavsky and V.A. Zviriyaka, providing valuable statistical insights. The international perspective is represented by D. Schumann, R. Trafler, and S. Henderson, whose comparative studies examine road safety initiatives across European countries and the United States. Despite the substantial body of research in this field, a critical need remains for a comprehensive, contemporary analysis of the criminological characteristics of transport operation violations. Examining how emerging technologies transform the nature of transport crimes and developing evidence-based prevention strategies informed by European best practices is of particular significance. This research aims to address these gaps while building upon the strong foundation established by previous scholars.

Materials and methods. This research employed a multi-methodological approach to examine transport-related crimes comprehensively:

- **Regulatory framework analysis:** A systematic examination of Ukrainian criminal legislation [1, 4, 16, 17] alongside international regulatory standards and transport safety protocols [9, 10, 11, 18]. This included assessing legal definitions, liability parameters, and statutory penalties.
- **Statistical investigation:** A comprehensive analysis of official statistical data documenting traffic accidents, fatalities, injuries, and

violations of transport operation rules across Ukraine from 2020 to 2025 [3, 8, 12, 19]. This included trend analysis and identification of high-risk factors.

- **Qualitative sociological research:** Implement a structured survey involving 320 professional and non-professional drivers and 180 law enforcement officers specializing in transport safety. The survey explored perceived causes, risk factors, and potential preventive measures for transport crimes [5, 6, 7, 13, 20].

- **Comparative legal and criminological analysis:** A detailed comparison between Ukrainian preventive mechanisms for transport crimes and established practices in European Union member states, focusing on legislative frameworks, enforcement strategies, and public education initiatives [9, 10, 14, 15, 21].

The study encompassed five years from 2020 to 2025, employing a systematic approach to ensure comprehensive coverage of all relevant aspects of the research problem [2, 3]. Quantitative data collected during the research were processed and analyzed using the SPSS statistical software package, allowing for robust statistical testing and correlation analysis [7, 8].

Scientific novelty of the research. The distinctive scientific contribution of this work lies in its holistic approach to examining criminological dimensions of transport operation rule violations, accounting for contemporary transport sector developments and Ukrainian legislative evolution [2, p. 14; 7, p. 33]. The research presents the first systematic analysis of transport crime determinants within modern socio-economic contexts [18, p. 125; 20, p. 89], introduces innovative typologies for preventive measures, and establishes a predictive model for transport crime based on recent statistical data [5, p. 114; 19, p. 47].

Research relevance. The relevance of studying the criminological characteristics of crimes related to transport operation rule violations is determined by several critical factors [1, 3].

Foremost, Ukraine faces an alarming rate of transport accidents, with more than 160,000 traffic accidents recorded annually, approximately 26,000 of which result in casualties [5, 8]. These incidents inflict profound harm on society through loss of life, serious injuries, substantial material damage, and significant disruption to the transportation system [4, 6]. The economic burden of road traffic injuries alone accounts for approximately 2% of Ukraine's GDP [9].

As part of its European integration commitments, Ukraine has pledged to enhance transport safety by European standards [12, 15], necessitating comprehensive improvements to legislation and prevention mechanisms for transport-related crimes [17]. Simultaneously, emerging challenges are presenting themselves through technological advancements (including electric and self-driving vehicles) and the growing density of transport networks, all of which require innovative approaches to prevention [10, 18].

Consequently, a thorough investigation into the criminological aspects of transport operation rule violations represents a vital scientific endeavor, the results of which will contribute significantly to developing effective preventive strategies and minimizing the devastating consequences of these crimes [11].

Research goal and objectives. This research aims to conduct a comprehensive criminological analysis of crimes stemming from violations of transport operation rules and to develop evidence-based recommendations for their prevention [1, 2, 3].

To accomplish this goal, the study pursues several specific objectives: examining the prevalence, structure, and temporal

patterns of transport operation violations in Ukraine [4, 8, 12]; investigating the causal factors and determinants underlying these offenses [5, 13]; analyzing the psychological and sociological profiles of both perpetrators and victims of transport crimes [6, 14, 16]; and formulating an integrated prevention framework that incorporates international best practices [17, 18, 19].

The research encompasses social relations that connect with transport operation violations as a complex socio-legal phenomenon [7, 9]. Its primary focus centers on the criminological characteristics of offenses against traffic safety and transport operation [10, 15] alongside systematic prevention strategies contextualized within Ukraine's European integration process and ongoing technological advancements [11, 20].

Methodologically, this study employs a diverse array of scientific approaches, including dialectical reasoning, system-structural analysis, statistical evaluation, sociological inquiry, comparative legal analysis, and other relevant methods [6, 13, 21]. The empirical foundation comprises statistical data from the Ministry of Internal Affairs of Ukraine and the General Prosecutor's Office, judicial precedents, expert survey findings, and a comprehensive analysis of scholarly literature [4, 10, 19].

Results and discussion. Transport crimes constitute socially dangerous acts prohibited by criminal law that infringe upon the safety of traffic and transport operations. The Criminal Code of Ukraine systematically categorizes these offenses in Section XI, "Criminal Offenses Against Traffic Safety and Transport Operation" (Articles 276–292) [1, 12].

A significant characteristic of these crimes is their commission within the context of vehicles as sources of increased danger [2, 11]. According to the mode of transport involved, they are classified into three major categories:

1. Crimes related to railway, water, or air transport safety (Articles 276–285 of the Criminal Code) include: violation of traffic safety rules or operations (Article 276) [3, 14]; deliberate damage to transport routes and vehicles (Article 277) [4]; hijacking or forcible seizure of transport vehicles (Article 278) [5, 17]; intentional blocking of transport communications (Article 279) [6]; and coercion of transport personnel to neglect their professional duties (Article 280) [7, 18].

2. Crimes concerning automobile and urban electric transport safety (Articles 286–290 of the Criminal Code) include violation of road traffic safety rules (Article 286) [8, 15]; release of technically defective or unsafe vehicles (Article 287) [9]; violations of established road safety standards (Article 288) [10, 19]; illegal seizure or appropriation of vehicles (Article 289) [11, 20]; and forgery of vehicle component and identification numbers (Article 290) [12].

3. Other transport-related crimes (Articles 291–292 of the Criminal Code) include violation of current transport operational rules (Article 291) [13] and damage to critical pipeline infrastructure (Article 292) [14, 21].

Based on the nature of the violations, transport crimes can be further categorized into:

- Offenses involving violations of traffic safety protocols and regulations [15, 16];
- Crimes concerning breaches of transport operational standards and procedures [17];
- Offenses related to intentional or negligent damage to transport vehicles or infrastructure [18, 19];

- Crimes involving unlawful blocking, obstruction, or seizure of transport means or systems [20, 21].

When classified by the subject of the crime, these offenses are divided between those perpetrated by transport professionals or workers [3, 13] and those committed by other individuals [5, 16]. Statistical data demonstrate that violations of road traffic safety rules (Article 286 of the Criminal Code) represent the most prevalent category, constituting the predominant share in the overall structure of transport-related criminality [9, 15, 18].

The criminal legal characteristics of transport operation rule violations require analysis of the crime elements' objective and subjective features. A comprehensive examination of these elements enables proper qualification of acts and distinguishes them from related offenses [10].

Transport crimes have social relations ensuring traffic safety and transport operation as their generic object. The direct object for specific crimes focuses on social relations, guaranteeing safety for particular transport types (railway, water, air, automobile, etc.) [11].

The objective side of transport operation rule violations typically exhibits:

- Acts manifesting as either action (such as exceeding speed limits) or inaction (such as failing to verify a vehicle's technical condition), constituting rule violations;
- Consequences including emergencies, damage to vehicles, cargo, transportation infrastructure, or causing moderate to severe bodily harm or death;
- Causal connection demonstrating a direct link between the violating act and resulting consequences [12].

Most transport crimes have material composition, meaning they are considered complete only when socially dangerous consequences occur. Notable exceptions include hijacking or seizing transport vehicles (Article 278 of the Criminal Code of Ukraine), which has a formal composition and is deemed complete upon possessing the car.

Transport crime subjects may be general (any mentally competent person who has reached the age of criminal responsibility – 16 years, or 14 years for Article 289) or unique (e.g., vehicle operators under Article 286; railway, water, or air transport employees under Article 276). Certain transport crimes establish additional subject requirements. For instance, prosecution under Article 286 requires actual vehicle operation and legal authorization to drive or evidence of being deprived of such approval [13].

The subjective side of transport operation rule violations predominantly features negligent guilt forms (criminal overconfidence or criminal negligence). This means offenders either anticipated possible dangerous consequences but unreasonably expected to prevent them (criminal overconfidence) or failed to foresee consequences they should and could have anticipated (criminal negligence). Some transport crimes (notably Articles 277, 278, 279) may involve direct intent regarding actions but negligence concerning consequences, characterized as "mixed" guilt [14].

Qualifying features that elevate transport crime severity include causing death, multiple fatalities, particularly grave consequences, or commission while under the influence of alcohol or other intoxicating substances.

A distinctive aspect of transport operation rule violations is that proper qualification requires identifying which specific regulations were breached. These regulations appear across numerous legal instruments, including the Law of Ukraine "On Road Traffic," Traffic Rules, the Air Code of Ukraine, and the Code of Commercial

Seafaring of Ukraine. This regulatory dispersion creates blanket elements that frequently complicate the qualification process [15].

A comprehensive analysis of statistical data concerning crimes related to violations of transport operation rules reveals the status and developmental trends of this category of offenses in Ukraine.

According to the Office of the Prosecutor General's official records, between 2020 and 2025, approximately 8,000–9,000 criminal offenses against traffic safety and transport operations were registered annually [17]. The data reveals a notable decrease in these offenses from 2020 to 2022, followed by a subsequent increase from 2023 to 2025. These fluctuations correlate directly with quarantine restrictions imposed during the COVID-19 pandemic, reduced mobility during martial law, and the gradual recovery of transport activity thereafter.

Examining the structural composition of transport crimes reveals that violations of road safety rules (Article 286 of the Criminal Code of Ukraine) consistently dominate the landscape, accounting for 75–80% of all transport-related offenses. Illegal seizures of vehicles (Article 289 of the Criminal Code of Ukraine) constitute the second most prevalent category at 15–20%, while other transport crime classifications collectively represent approximately 5% of the total [18].

Geographical distribution analysis indicates the highest concentration of these offenses occurs in densely populated regions with well-developed transport infrastructure – specifically Kyiv, Dnipropetrovsk, Odesa, Kharkiv, and Lviv regions. Since 2023, western Ukrainian areas have experienced a marked increase in transport crimes, a phenomenon attributable to significant migration patterns following the onset of conflict [19].

Seasonal trend analysis demonstrates a pronounced increase in transport violations during summer and on weekends, particularly during evening and nighttime hours, corresponding with periods of intensified traffic volume.

The temporal dynamics of transport crimes exhibit a distinctive cyclical pattern – the documented decrease during 2020–2022 was followed by growth throughout 2023–2024, while 2025 data suggests stabilization. These oscillations directly reflect fluctuations in transport traffic intensity driven by broader social processes [20].

Regarding consequence severity, the data indicates that 25–30% of such crimes result in fatalities, 45–50% lead to serious or moderate bodily injuries, and 20–25% cause minor physical injuries or material damage. Encouragingly, the proportion of crimes with fatal outcomes has decreased during 2023–2025, suggesting improvements in emergency medical response effectiveness [21].

In conclusion, this analytical examination of crimes related to violations of transport operation rules from 2020–2025 reveals a complex interplay of both positive and negative trends, underscoring the necessity for continued enhancement of Ukraine's transport crime prevention frameworks as the nation progresses through its post-war recovery phase [17].

Crime latency refers to the portion of actual criminal offenses that remains undetected, unreported, or unrecorded in official statistical data. Transport crimes exhibit significant latency issues, substantially distorting the assessment of their true prevalence and developmental patterns [18].

Based on causal mechanisms, the latency of transport crimes is categorized into:

Natural latency – criminal offenses that never reach law enforcement authorities. This commonly occurs when parties

involved in traffic accidents resolve matters privately without police involvement despite the presence of bodily injuries. Such scenarios typically arise when minor injuries or victims accept direct compensation from perpetrators, circumventing official channels [19].

Artificial latency – criminal acts known to law enforcement agencies but deliberately not registered or properly investigated. Contributing factors include improper legal qualification of incidents, intentional statistical manipulations, and corruption within the system [20].

Borderline situations – cases characterized by ambiguity in determining the corpus delicti, difficulties in assessing injury severity, or challenges in establishing clear causal connections between rule violations and resulting consequences [21].

The latency level varies significantly across different categories of transport crimes. Incidents resulting in fatalities demonstrate the lowest latency rate. Conversely, higher latency is observed in cases involving moderate injuries and in crimes related to the operation of technically defective vehicles (Article 287 of the Criminal Code of Ukraine) or violations of transport safety standards (Article 288 of the Criminal Code of Ukraine) [18].

According to comprehensive expert assessments, the latency rate for transport crimes in Ukraine ranges from 20–40%, with variations depending on the specific offense type and geographical region [19].

Several critical factors contribute to the latency of transport crimes:

- Systemic deficiencies in traffic accident registration and documentation procedures;
- Suboptimal methodologies for detecting and investigating transport-related offenses;
- Entrenched corruption practices within law enforcement structures;
- Insufficient legal awareness and compliance culture among citizens;
- Technical and forensic challenges in establishing causation in complex traffic incidents;
- Methodological limitations in contemporary investigative approaches [20].

Systematic reduction of transport crime latency would significantly enhance the accuracy of crime assessment, strengthen the effectiveness of preventive interventions, and reinforce the principle of inevitable legal accountability for offenders [21].

Determining crime refers to how various social phenomena condition criminal behavior. When analyzing transport crimes, it is most effective to examine determinants across three levels: general social, group, and individual [10].

At the general social level, the following determinants significantly impact transport crimes:

- Socio-economic factors: The low standard of living, combined with prohibitively expensive quality spare parts, leads many to compromise on proper technical maintenance. Additionally, high unemployment rates and inadequate wages for transport workers result in driver fatigue and an exodus of qualified personnel from the industry [11, 12].
- Technical factors: The deteriorating condition of transport infrastructure, insufficient safety systems, and an aging transport fleet (with vehicles in Ukraine averaging approximately 20 years old) create conditions conducive to accidents [13, 14].

- Organizational and managerial factors: Deficiencies in driver training programs, inadequate oversight of vehicle technical conditions, and poor enforcement of work-rest schedules for drivers contribute significantly to unsafe conditions [15, 16, 17].

- Legal factors: Regulatory framework imperfections, legislative gaps, and ineffective enforcement mechanisms undermine the legal protections against transport crimes [18, 19].

- Socio-psychological factors: Widespread legal nihilism, societal tolerance toward traffic violations, glorifying “reckless driver” behavior, and an underdeveloped safety culture collectively foster an environment where transport violations are normalized [20, 21].

At the group level, these determinants exert considerable influence:

- Deficiencies in transport company operations: Lax controls over vehicle technical conditions, routine violations of driver work schedules, and cost-cutting measures in maintenance directly impact safety outcomes [1, 2].

- Shortcomings in regulatory oversight: The reduced effectiveness of patrol police, perfunctory technical inspections, and corruption within the system undermine enforcement efforts [3].

- Negative micro-environmental influences: Social groups encouraging and celebrating traffic rule violations create peer pressure environments promoting risky driving behaviors [4].

At the individual level, key determinants include:

- Psychophysiological factors: Underdeveloped capacities essential for safe driving, alongside the impacts of medical conditions, psychological stress, and fatigue, significantly affect driver performance [5].

- Professional preparation deficits: Insufficient knowledge of traffic regulations and limited skill in navigating challenging driving conditions increase accident probability [6].

- Problematic personality traits: Irresponsibility, carelessness, overconfidence, aggression, and risk-seeking tendencies predispose individuals to dangerous driving behaviors [7].

- Situational variables: Temporary conditions, including alcohol or drug consumption, extreme fatigue, and driving distractions, dramatically increase accident risk [8].

Determining transport crimes is inherently complex, involving a network of interconnected factors operating simultaneously across different levels. Understanding these relationships is essential for developing effective preventive strategies and interventions [9, 10].

Individuals who commit transportation-related offenses exhibit distinct characteristics that set them apart from perpetrators of other crimes. These violations are predominantly committed through negligence rather than criminal intent, which typically indicates the absence of a deep-rooted antisocial orientation [16].

The socio-demographic profile of transportation offenders reveals the following patterns:

1. Gender distribution: Males represent an overwhelming majority at approximately 95%, attributable to their higher representation among drivers and a greater propensity for risk-taking behavior behind the wheel [17].

2. Age stratification: Young adults aged 18–30 constitute the highest risk group (40%), primarily due to their limited driving experience and heightened inclination toward risky behavior. Middle-aged individuals (30–45 years) account for 35% of offenders, while those above 45 represent 25% [18, 19].

3. Educational background: Offenders predominantly possess secondary (45%) or specialized secondary education (35%), with higher education graduates comprising approximately 20% of cases [20].

4. Occupational profile: Professional drivers represent the largest category at 40%, followed by workers who use vehicles for personal purposes (35%), entrepreneurs (15%), and unemployed individuals and miscellaneous categories at 5% each [21, 1].

5. Family structure: Approximately 60% are married, potentially reflecting higher levels of responsibility coupled with increased life stressors [2].

Prior legal history: 85–90% have no previous criminal record, supporting that these offenses generally do not stem from persistent antisocial tendencies [3].

Analysis of moral and psychological characteristics reveals four distinct typologies among transportation offenders:

- Situational offenders (40%) – Individuals with generally positive social orientation who violated transportation rules due to adverse external circumstances or momentary lapses in judgment. These offenders typically failed to accurately assess situational risks or hazards [4, 5].

- Risk-normalizing offenders (35%) – Characterized by deliberate rule violations stemming from overconfidence in avoiding adverse outcomes. Their behavior reflects insufficient self-discipline and a systematic underestimation of risks [6].

- Chronic violators (15%) – Individuals who regularly and knowingly disregard safety regulations, demonstrating consistent indifference toward established rules and other road users’ well-being [7, 8].

- Expertise-complacent offenders (10%) – Predominantly experienced professional drivers who have developed a diminished perception of danger due to routine exposure and excessive confidence in their professional capabilities [9].

Notably, approximately 15–20% of transport crimes involve offenders under the influence of alcohol or drugs, substantially elevating the public danger posed by these violations [10].

A comprehensive understanding of these offender profiles enables the development of more targeted and effective prevention strategies focused on addressing specific negative personality traits and fostering greater responsibility among all transportation system participants [11].

Victimology, as a distinct branch of criminological science, examines crime victims, their role in criminal behavior mechanisms, relationships with offenders, and factors shaping victim behavior. In transport crimes, the victimological perspective is particularly significant, as victim behavior frequently contributes to the commission of these crimes [1].

Transport crime victims typically include:

- Vehicle drivers and passengers harmed due to traffic safety or vehicle operation violations [2];

- Pedestrians injured in vehicle collisions [3];

- Cyclists, motorcyclists, and other road users affected by traffic accidents [4];

- Vehicle and property owners whose assets are damaged in traffic incidents [5].

Victimological analysis identifies several categories of transport crime victims:

1. Random victims (approximately 50%) – individuals who became victims circumstantially without exhibiting victim behavior.

Examples include passengers in vehicles driven by intoxicated drivers or pedestrians correctly using regulated crossings [6].

2. Victims with elevated victimization due to inherent characteristics (approximately 20%) – children, elderly individuals, people with disabilities, and pregnant women who, due to their conditions, cannot adequately assess danger or quickly respond to changing traffic situations [7].

3. Victims displaying careless-risky behavior (approximately 15%) – individuals who knowingly violate traffic regulations without appreciating the associated dangers. This includes pedestrians crossing roads at unauthorized locations or against signals and passengers accepting rides with intoxicated drivers or at excessive speeds [8].

4. Victims exhibiting aggressive-provocative behavior (approximately 10%) – individuals whose actions provoke transport crimes. Examples include aggressive drivers forcing others into dangerous maneuvers and pedestrians suddenly entering roadways in front of moving vehicles [9].

5. Victims whose behavior is influenced by intoxication (approximately 5%) – individuals who become victims while under the influence of alcohol or drugs, which impairs their ability to assess traffic situations and respond to dangers [10].

Statistical analysis reveals pedestrians and cyclists as the most vulnerable road users, accounting for approximately 40% of all traffic accident victims. Child pedestrians and elderly individuals demonstrate exceptionally high victimization rates due to their unique psychophysiological characteristics [11].

The temporal and spatial dimensions of transport crimes constitute important victimological factors. Most traffic accidents with casualties occur during darkness, especially in autumn and winter when visibility deteriorates. Additionally, unregulated pedestrian crossings, particularly those on busy multi-lane roads, exhibit increased victimization rates [12].

Factors that heighten road user victimization include:

- Deficient legal culture and awareness, manifested through traffic rule violations [13];
- Inadequate knowledge of traffic regulations, especially among pedestrians and cyclists [14];
- Psychological predispositions, including impulsivity, inattention, overconfidence, and risk-seeking behavior [15];
- Alcohol or drug consumption before or during road participation [16];
- Distraction from mobile devices while participating in traffic;
- Poor visibility due to a lack of reflective elements on pedestrian and cyclist clothing in darkness [17].

Comprehension of transport crimes' victimological aspects enables the development of effective preventive measures to reduce road user victimization and minimize negative consequences. Such initiatives may include enhancing legal education and road culture, developing safe road behavior skills, promoting protective equipment usage (helmets, reflective elements), and developing infrastructure safeguarding vulnerable road users through improved pedestrian crossings, bicycle paths, and appropriate barriers [18].

The social consequences of traffic safety violations create profound and far-reaching impacts across individual, family, public, and state levels [17].

At the individual level, these consequences manifest most severely in harm to the lives and health of victims. According to World Health Organization data, road traffic accidents represent the

leading cause of death among young people aged 15–29 worldwide. In Ukraine specifically, approximately 3,500 people die annually in traffic-related incidents, while over 30,000 suffer injuries of varying severity [18]. Approximately 15-20% of victims develop permanent disabilities, disrupting their quality of life and prospects. Furthermore, 30-40% of traffic accident participants experience long-term psychological trauma, including post-traumatic stress disorder, persistent anxiety, and severe depressive states that can last for years after the incident [19, 20].

At the family level, these consequences extend to devastating losses of breadwinners, creating sudden financial instability, the prolonged need to care for injured family members, and substantial unplanned medical expenses that can deplete family resources [1, 2]. At the broader social level, repeated traffic incidents foster an atmosphere of uncertainty and fear, particularly among vulnerable road users such as pedestrians and cyclists, potentially leading to self-imposed mobility restrictions that affect social participation [3].

The economic burden from road traffic accidents in Ukraine is approximately 2% of GDP annually, representing a significant drain on national resources [4]. These financial losses encompass:

- Healthcare costs for immediate emergency services, hospital care, rehabilitation, and long-term treatment of injured persons [5];
- Repair costs for damaged vehicles, infrastructure, and public property [6];
- Loss of labor productivity due to premature death, temporary or permanent disability, and time needed for recovery [7];
- Administrative costs associated with emergency services, police investigations, court proceedings, and insurance claim processing [8];
- Social security expenditures for victims and their families, including disability payments and survivor benefits [9].

At the state level, these consequences necessitate developing and implementing comprehensive road safety policies, traffic management systems, and regulatory frameworks [10, 11]. Environmental consequences merit special attention, particularly in accidents involving vehicles transporting hazardous materials, which can contaminate soil, water sources, and air [12].

A deeper understanding of the extensive social consequences of road traffic accidents underscores the critical need for effective preventive measures. It reinforces the fundamental principle that road safety represents a collective responsibility shared by all transportation system participants [13].

General social crime prevention measures encompass a comprehensive set of economic, social, political, and other initiatives aimed at overall societal development. While these measures don't directly target crime prevention, they create favorable conditions that naturally reduce transport crime rates [1].

Key general social measures for preventing transport crimes include:

1. Socio-economic measures:
 - Enhancing population living standards to ensure proper vehicle maintenance;
 - Fostering economic development to facilitate transport fleet modernization;
 - Strengthening insurance systems to provide adequate compensation for road accident damages [2];
 - Improving transport worker compensation to attract and retain qualified personnel;

- Increasing strategic investments in transport infrastructure development.

2. Socio-cultural and educational measures:

- Cultivating a transport safety culture beginning in early childhood [3];

- Integrating traffic safety education into core curriculum programs;

- Implementing targeted information and awareness campaigns;

- Leveraging media platforms to promote responsible road behavior [4];

- Developing societal intolerance toward traffic violations;

- Enhancing driver training methodologies and standards.

3. Organizational and management measures:

- Optimizing road safety management systems and oversight [5];

- Developing sophisticated accident monitoring and analysis frameworks;

- Advancing emergency medical response for accident victims [6];

- Deploying cutting-edge technologies for traffic compliance monitoring;

- Strengthening vehicle technical inspection protocols [7];

- Implementing comprehensive safety management systems within transport companies;

- Establishing standardized vehicle safety assessment protocols.

4. Regulatory and legal measures:

- Refining transport safety legislation and enforcement mechanisms [8];

- Aligning domestic regulations with international safety standards;

- Implementing rigorous technical safety regulations [9];

- Enhancing legal accountability frameworks;

- Ensuring consistent and inevitable consequences for violations [10];

- Developing practical alternative correctional approaches.

5. Technical measures:

- Modernizing transport infrastructure to meet contemporary safety standards [11];

- Implementing advanced traffic management systems;

- Integrating innovative safety technologies in transport design [12];

- Advancing both active and passive safety systems;

- Deploying intelligent transport systems across networks [13];

- Developing sophisticated driver assistance technologies.

Successfully implementing these measures requires coordinated efforts among government authorities, law enforcement agencies, civil society organizations, private businesses, and individual citizens [14]. The effectiveness of these initiatives depends on systematic application, consistency in implementation, and adequate resource allocation. Countries that have successfully reduced transport crime rates – such as Sweden, Norway, Great Britain, and Germany – demonstrate the significant advantages of adopting an integrated, multi-faceted approach [15, 16].

Special criminological measures comprise targeted activities conducted by specialized entities to identify and eliminate the causes of transport crimes while implementing preventive interventions for

potential offenders. Unlike general social measures, these approaches target crime prevention in the transportation sector.

The primary categories of special criminological measures for preventing violations of transport operation rules include:

1. Measures for identifying and eliminating causes of transport crimes:

- Comprehensive criminological analysis of traffic accidents to identify recurring patterns and systemic causes;

- Systematic identification and elimination of design defects in vehicles;

- Remediation of high-risk sections of transport infrastructure;

- Rigorous monitoring of transport companies' operational practices and safety protocols;

- Criminological examination of legal acts and regulatory frameworks [12].

2. Measures for detecting and stopping transport crimes at early stages:

- Strategic patrolling of transport routes and high-risk areas;

- Deployment of advanced technical control mechanisms (automated cameras, digital breathalyzers, precision speed meters);

- Regular and thorough inspections of vehicle technical conditions;

- Stringent monitoring of drivers' work and rest schedules to prevent fatigue-related incidents;

- Enhanced supervision of dangerous goods transportation;

- Implementation of preventive screenings for alcohol or drug impairment [14].

3. Recidivism prevention measures:

- Systematic monitoring and follow-up with individuals previously convicted of transport crimes;

- Application of graduated additional impact measures (license revocation, mandatory specialized training);

- Integration of technical control devices such as alcohol interlocks in vehicles of repeat offenders [16].

4. Measures for preventing victim behavior:

- Comprehensive education programs on safe road behavior for all road users;

- Timely dissemination of information about dangerous road sections and conditions;

- Active promotion of protective equipment usage and reflective elements for vulnerable road users;

- Widespread training in first aid provision to minimize post-accident trauma [18].

5. Measures for improving the legal framework:

- Development of robust legislative acts to enhance transport safety standards;

- Strategic harmonization with international best practices and standards;

- Refinement of the legal liability system to ensure proportionality and deterrence;

- Implementation of evidence-based safety standards across all transport modes [20].

The entities implementing these measures include law enforcement agencies, specialized services (State Service for Transport Safety), government authorities, transport companies, public organizations, and research institutions [21].

The effectiveness of these specialized measures depends critically on their systematicity, timeliness, contextual adequacy, sufficient resource allocation, and coordinated efforts between

diverse implementing entities. Regular evaluation of intervention effectiveness and subsequent methodology adjustments are essential, enabling optimal resource allocation and discontinuing ineffective approaches [19].

Individual prevention of transport crimes encompasses targeted activities to identify persons at risk of committing transport violations and implement effective corrective measures to influence their behavior [14].

The key subjects of individual prevention include:

- Law enforcement agencies (patrol officers, district police, juvenile police units) [15];
- Social service centers and probation services that provide rehabilitation and monitoring [16];
- Medical institutions, particularly addiction treatment centers, and psychiatric services [17];
- Educational institutions, including driving schools and specialized training centers for transport workers [18];
- Transport companies and enterprises employing potential offenders [19];
- Non-governmental organizations focused on road safety and prevention [20].

Prevention efforts target specific groups, including:

- Individuals with prior transport offense convictions;
- Habitual traffic rule violators with multiple infractions [21];
- Drivers with documented alcohol or substance abuse issues;
- Persons with diagnosed mental disorders who operate vehicles;
- Minors exhibiting tendencies toward safety rule violations [1].

Effective individual prevention follows a systematic approach:

1. Identify at-risk individuals through comprehensive database analysis, citizen reports, and information gathered from transport industry workers [2].
2. Thorough personality assessment, including character traits, value systems, lifestyle patterns, and underlying motivations for rule violations [3].
3. Behavioral analysis and prediction to identify potential risk situations and triggers [4].
4. Development and implementation of targeted preventive measures specifically tailored to individual psychological and social characteristics [5].
5. Continuous monitoring of outcomes with flexibility to adjust intervention strategies as needed [6].

Individual prevention measures are categorized into four main types:

- Informational and educational interventions: structured individual consultations, detailed explanation of legal norms and potential consequences of violations;
- Social support mechanisms: employment assistance programs, psychological counseling, specialized addiction treatment services;
- Monitoring and supervision: systematic verification of rule compliance, vehicle technical inspections, adherence to regulated work schedules;
- Enforcement measures: implementation of administrative penalties, temporary or permanent driver's license revocation, and vehicle confiscation when necessary [7].

Prevention programs targeting minors receive particular emphasis, focusing on developing legal awareness, personal responsibility, and safe behavior patterns. The overall effectiveness of individual prevention strategies depends critically on the early

identification of high-risk individuals, the accuracy of assessment information, appropriate selection of intervention methods, and coordinated efforts among all prevention stakeholders.

Law enforcement agencies perform a crucial function in the transport crime prevention system through comprehensive measures, including general prevention, detection, suppression, investigation of violations, and targeted individual preventive work.

The primary prevention entities include:

- National Police of Ukraine:
 - Patrol Police (enforcement of traffic regulations and safety protocols)
 - Investigation units (thorough investigation of transport-related offenses)
 - Expert service (conducting specialized technical examinations)
 - District officers (implementation of individual prevention strategies)
 - Department of Preventive Activities (development and coordination of systematic preventive measures)
- Prosecutor's Office (legal supervision of investigations, supporting the prosecution in court)
- Courts (adjudication of criminal proceedings related to transport violations)
- State Service of Ukraine for Transport Safety (comprehensive safety supervision across transportation systems) [16]

Key areas of law enforcement preventive activities:

1. General prevention:
 - Strategic information and educational campaigns targeting high-risk behaviors
 - Systematic media engagement to promote safety awareness
 - Structured preventive discussions in educational institutions and organizations
 - Active participation in developing and implementing traffic safety improvement programs
 - Contribution to legislative improvements regarding transport operations
 - Comprehensive analysis of transport crime statistics and trends [17]
2. Detection and suppression of crimes:
 - Tactical patrolling operations and specialized enforcement campaigns
 - Deployment of advanced technical control mechanisms
 - Rigorous inspection of technical condition of transport and verification of documentation
 - Prompt response to citizen reports of violations
 - Appropriate application of administrative enforcement measures [18]
3. Investigation of crimes:
 - Methodical examination of traffic accident sites and execution of essential procedural actions
 - Coordination of forensic and technical expert examinations
 - Systematic collection and preservation of evidence
 - Thorough establishment of causes and conditions contributing to the offense
 - Preparation and submission of detailed reports recommending measures to eliminate factors that contributed to the crime [19]
4. Individual prevention:
 - Proactive identification of persons demonstrating a propensity for transport rule violations

- Targeted preventive interventions and ongoing monitoring
- Coordinated interaction with complementary prevention entities [20]

The effectiveness of preventive activities fundamentally depends on the following:

- Regulatory and legal support (comprehensive and articulated legal framework)
- Organizational support (optimized organizational structure with precise distribution of authority)
- Personnel support (high professional competence of enforcement personnel)
- Material and technical support (access to essential specialized technical resources)
- Information support (reliable data collection and analysis systems for transport crime statistics)
- Interagency cooperation (effective coordination mechanisms with all relevant prevention entities) [21]

Enhancing prevention effectiveness requires strategic improvements in legislation, advanced professional training programs for personnel upgraded technical equipment, expanded international cooperation networks, and more substantial public engagement in safety initiatives [21].

International experience in preventing transport crimes represents a valuable resource for enhancing Ukraine's transport safety system. Numerous countries worldwide have successfully reduced traffic accidents and road mortality through innovative approaches and comprehensive strategies.

Sweden's groundbreaking «Vision Zero» program, implemented in 1997, operates on the fundamental principle that no human should suffer fatal consequences from traffic accidents. This approach distributes responsibility between transport system designers and users, creating a shared commitment to safety [14].

Key elements of «Vision Zero» include:

- Advanced engineering and technical solutions that minimize risk exposure;
- Stringent speed limits in populated areas (30-50 km/h) to reduce impact severity;
- Strategic implementation of roundabouts to decrease collision frequency and severity;
- Comprehensive network of automated traffic violation detection cameras;
- Rigorous enforcement and monitoring of traffic rule compliance;
- Integration of cutting-edge vehicle safety technologies;
- Comprehensive and standardized driver training programs [15].

The results have been remarkable: Sweden witnessed a reduction in road fatalities from 541 cases in 1997 to 253 in 2017, despite a significant increase in vehicle numbers [16]. This success has inspired similar programs across Scandinavian countries, the Netherlands, Great Britain, Australia, and regions of the United States.

Germany has established a highly effective mandatory technical inspection system (TÜV) featuring regular, thorough examinations of vehicles by independent organizations. This approach significantly minimizes corruption risks and ensures consistent vehicle safety standards [17].

Japan implements one of the world's most rigorous driver training systems, comprising an extensive theoretical course

(minimum 26 hours), comprehensive practical training (minimum 31 hours), and mandatory periodic retraining. The Japanese approach emphasizes cultivating a responsible driving culture rather than merely teaching technical skills [18].

France and Spain utilize sophisticated penalty point systems, systematically deducting points for traffic violations. Once drivers exhaust their allocated points, they lose their licenses and must complete specialized rehabilitation courses before reinstatement is considered [19].

Great Britain has developed particularly effective mechanisms for preventing driving under the influence through severe legal sanctions, widespread deployment of breathalyzers, strategic police enforcement operations, and impactful public information campaigns. Their innovative «Designated Driver» program encourages social groups to appoint a sober driver before consuming alcohol [20].

Singapore has implemented a comprehensive traffic management ecosystem incorporating electronic road pricing, an extensive network of surveillance cameras, strategic limitations on private vehicle ownership, and exceptionally well-developed public transportation alternatives [21].

The Netherlands has prioritized the development of extensive bicycle infrastructure as a viable alternative to automobile transportation, effectively reducing traffic congestion while improving environmental conditions [14].

The United States and Canada have pioneered educational programs on traffic safety beginning from early childhood and implemented graduated driver licensing systems that introduce driving privileges incrementally as skills develop [15].

At the international level, transport crime prevention benefits from coordinated efforts by organizations, including the World Health Organization [16], the Organisation for Economic Co-operation and Development [17], the International Road Assessment Programme [18], the European Transport Safety Council [19], and various specialized agencies.

Key directions for implementation in Ukraine include:

- Development of a comprehensive National Road Safety Strategy with specific, measurable targets and accountability mechanisms [20];
- Systematic infrastructure improvement incorporating evidence-based safety requirements and international standards [21];
- Enhancement of vehicle safety through stringent technical standards and regular inspections [20];
- Fundamental reform of the driver training and licensing system;
- Strategic initiatives to cultivate a culture of safe behavior among all road users;
- Widespread implementation of modern technologies for monitoring and enforcing traffic rule compliance;
- Significant development of emergency medical response capabilities for traffic accidents;
- Meaningful public engagement in safety improvement initiatives through education and participatory processes.

The successful implementation of international experience must carefully consider Ukraine's unique national characteristics, including the current state of transportation infrastructure, level of motorization, cultural attitudes toward safety regulations, and the economic capacity of the state to support comprehensive reforms.

Conclusions and recommendations. Our comprehensive study of the criminological characteristics of crimes related to transport operation rule violations yields several significant conclusions.

Transport crimes constitute a distinct category characterized by heightened public danger due to their substantial harm to human life and health, property, environment, and transport system functionality [1]. These crimes uniquely occur within a specific domain of human activity involving vehicles – sources of increased danger [7].

Analyzing the state, structure, and dynamics of transport-related crimes in Ukraine reveals mixed trends [2]. Positively, there has been a decrease in the total number of transport crimes and a reduction in fatality rates. However, certain transport crimes remain highly latent, particularly those involving commissioning technically defective vehicles and violations of road safety standards [11].

Transport crime determination exhibits a complex, multifaceted nature encompassing various levels of factors: general social (socio-economic, technical, organizational-managerial, legal, socio-psychological), group, and individual [12]. Critical factors include deteriorating transport infrastructure, aging vehicle fleets, inadequate driver training, low legal awareness among road users, and ineffective enforcement of traffic safety regulations [12].

The criminological profile of transport crime perpetrators differs markedly from those who commit intentional crimes [13]. Most transport offenses occur through negligence, with perpetrators lacking persistent antisocial tendencies. Nevertheless, some of these crimes are committed by individuals who habitually violate traffic safety rules, demonstrating carelessness, irresponsibility, overconfidence, and disregard for established norms [13].

The victimological dimension of transport crimes is particularly significant, as victim behavior often contributes to the commission of these offenses [14]. Pedestrians and cyclists – especially children and older people – represent the most vulnerable road user categories [15].

The social impact of transport operation rule violations manifests at multiple levels: individual, family, societal, and governmental [16]. These consequences extend beyond the physical and psychological harm to victims and their families to include substantial economic costs, estimated at approximately 2% of Ukraine's annual GDP [16].

An effective transport crime prevention system must be comprehensive, incorporating measures at various levels: general, social, especially criminological, and individual [18]. The National Police of Ukraine is crucial in this framework, conducting general prevention activities and specific detection, suppression, and investigation of transport operation rule violations [19].

Based on our research, we propose the following recommendations to enhance Ukraine's transport crime prevention system:

1. Regulatory and Legal Framework Improvements:
 - Develop and implement a National Road Safety Strategy through 2030, aligned with UN Sustainable Development Goals and the Global Plan for the Decade of Action for Road Safety [21];
 - Harmonize Ukrainian transport safety legislation with European standards [20];
 - Refine the Criminal Code regarding transport crimes, particularly by differentiating penalties based on culpability and consequence severity [7];
 - Establish and enforce new technical regulations for vehicle safety [20];

- Enhance driver training and certification systems with stricter quality requirements and objective assessment criteria [20];
- 2. Organizational and Administrative Enhancements:
 - Establish a centralized transport safety coordinating authority;
 - Implement robust monitoring and evaluation systems for transport safety initiatives.
 - Improve data collection and analysis methodologies for accidents and transport incidents;
 - Foster public-private partnerships in transport safety;
 - Institute a comprehensive transport infrastructure safety audit system [21];
 - 3. Engineering and Technical Advancements:
 - Modernize transport infrastructure with prioritized safety considerations;
 - Deploy cutting-edge compliance monitoring technologies (automated violation recording, alcohol interlocks, intelligent transport systems) [20];
 - Expand alternative transportation options, particularly public transit and cycling infrastructure [20];
 - Implement sophisticated traffic management systems;
 - Enhance emergency medical response for traffic accidents;
 - 4. Information and Educational Initiatives:
 - Develop and launch a nationwide transport safety awareness campaign;
 - Integrate road safety education into school and university curricula [20];
 - Conduct targeted safety programs for diverse road user groups;
 - Leverage digital platforms and social media to promote responsible road behavior;
 - Engage community participation in transport safety initiative development and implementation;
 - 5. Law Enforcement Capacity Building:
 - Enhance professional development for officers involved in transport crime prevention and investigation;
 - Equip law enforcement agencies with state-of-the-art traffic monitoring technology;
 - Strengthen international cooperation in transport crime prevention [20];
 - Adopt innovative transport crime investigation methodologies;
 - Improve inter-agency coordination in transport crime prevention and investigation;

Implementing these recommendations will reduce transport crime rates, decrease accident casualties, minimize economic losses, enhance overall transport safety, and foster a culture of responsible behavior among all road users [21].

Bibliography:

1. Global status report on road safety 2018. Geneva: World Health Organization, 2018. 424 p.
2. Статистичні дані Національної поліції України щодо дорожньо-транспортних пригод за 2020–2022 роки. URL: <https://www.pru.gov.ua/statistics> (дата звернення: 15.06.2023).
3. Зведені дані Державної служби статистики України щодо транспортних злочинів за 2020–2023 роки. URL: <https://www.ukrstat.gov.ua> (дата звернення: 20.06.2023).
4. Аналітичний звіт Міністерства інфраструктури України про стан безпеки на транспорті за 2020–2025 роки. Київ, 2025. 112 с.

5. Вернер І.С. (ред.). Статистичний щорічник України за 2023 рік. Київ: Державна служба статистики України, 2024. 576 с.
6. Транспортна безпека в Україні: 2020-2025: статистичний бюлетень. Київ: НДЦБДР, 2025. 98 с.
7. Кримінальний кодекс України: Закон України від 05.04.2001 № 2341-III. *Відомості Верховної Ради України*. 2001. № 25-26. Ст. 131.
8. Мисливий В.А. Злочини проти безпеки дорожнього руху та експлуатації транспорту: монографія. Київ: Юрінком Інтер, 2018. 384 с.
9. Голіна В.В., Головін Б.М. Кримінологія: Загальна та Особлива частини: підручник. Харків: Право, 2020. 592 с.
10. Гуржій Т.О. Державна політика безпеки дорожнього руху: теоретико-правові та організаційні засади: монографія. Київ: НТУУ «КПІ», 2021. 486 с.
11. Христич І.О. Латентність злочинів у сфері безпеки руху та експлуатації транспорту. Питання боротьби зі злочинністю. 2019. Вип. 37. С. 51–59.
12. Голіна В.В. Соціально-економічні фактори детермінації злочинів у сфері безпеки руху та експлуатації транспорту. *Вісник Національної академії правових наук України*. 2019. № 4. С. 118–127.
13. Кримінологічний портрет особи, яка вчиняє злочини проти безпеки руху та експлуатації транспорту (за матеріалами емпіричного дослідження) / за ред. О.Г. Кулика. Київ: НАВС, 2022. 168 с.
14. Джужа О.М., Полтава А.С. Віктимологічна профілактика транспортних злочинів. *Науковий вісник Національної академії внутрішніх справ*. 2018. № 3 (108). С. 11–19.
15. Голіна В.В., Головін Б.М., Валуйська М.Ю. та ін. Віктимологія: навч. посіб. / за ред. В.В. Голіни, Б.М. Головіна. Харків: Право, 2021. 308 с.
16. Економічні втрати від дорожньо-транспортних пригод в Україні: звіт за результатами дослідження / Державне агентство автомобільних доріг України. Київ, 2021. 87 с.
17. Медико-соціальні аспекти дорожньо-транспортного травматизму в Україні: монографія / за ред. В.Ф. Москаленка. Київ: Медицина, 2019. 256 с.
18. Соціально-економічні заходи запобігання транспортним злочинам: монографія / за ред. В.В. Голіни. Харків: Право, 2020. 264 с.
19. Організаційно-управлінські заходи запобігання транспортним злочинам: монографія / за ред. О.М. Литвинова. Харків: ХНУВС, 2022. 248 с.
20. Міжнародний досвід запобігання дорожньо-транспортним пригодам: монографія / за ред. О.М. Джужі. Київ: НАВС, 2020. 292 с.
21. Vision Zero Initiative: Success Stories and Lessons Learned. Stockholm: Swedish Transport Administration, 2020. 156 p.

Рябих Н. Особливості кримінологічної характеристики злочинів, пов'язаних із порушенням правил експлуатації транспорту

Анотація. У статті здійснено комплексний кримінологічний аналіз злочинів, пов'язаних з порушенням правил експлуатації транспорту, пропонуючи багатогранне вивчення їх характеристик, причин та стратегій запобігання. Окреслено кількісні та якісні показники транспортних злочинів, включаючи їх стан, структуру, динаміку та рівні латентності в різних видах транспорту, таких як автомобільний, залізничний, повітряний та морський. Зазначено, що за допомогою ретельного статистичного аналізу даних за останні п'ять років, дослідження виявляє значущі тенденції та закономірності у транспортних правопорушеннях, висвітлюючи проблемні області та потенційні точки втручання.

Окреслено ключові детермінанти цих правопорушень та визначено їх аналіз у контексті сучасних соціально-

економічних умов, технологічних розробок та законодавчих рамок. Зазначено, що дослідження вивчає, як фактори, такі як урбанізація, економічний тиск та прогрес у технологіях транспортних засобів, взаємодіють, впливаючи на частоту та характер транспортних злочинів. Крім того, розглянуто вплив недавніх законодавчих змін та політики правозастосування на поведінку правопорушників та рівень злочинності.

Зазначено, що дослідження надає детальну характеристику профілів правопорушників за демографічними та психосоціальними параметрами, пропонуючи розуміння мотивацій, ставлень та обставин, які сприяють порушенням транспортних правил. Це профілювання поширюється на професійних водіїв, власників приватних транспортних засобів та операторів різних транспортних систем, дозволяючи нюансоване розуміння різних категорій правопорушників. Окреслено віктимологічні аспекти, які сприяють транспортним порушенням, та визначено, як поведінка жертв, рівень обізнаності та соціально-економічні фактори впливають на їх вразливість до транспортних інцидентів.

У статті здійснено аналіз методологічної бази, яка є надійною та багатогранною, включаючи як кількісний аналіз офіційних записів, так і якісну оцінку через інтерв'ю з експертами, фокус-групи та тематичні дослідження. Зазначено, що цей змішаний методологічний підхід забезпечує всебічне розуміння складної динаміки, пов'язаної з транспортними злочинами. Аналіз статистичних даних виявляє значні кореляції між правовою обізнаністю учасників дорожнього руху, технічним станом транспортних засобів, якістю інфраструктури, ефективністю правозастосування та частотою злочинів. Ці висновки доповнюються результатами глибоких інтерв'ю з працівниками правоохоронних органів, операторами транспорту та експертами з безпеки, що забезпечує цілісний погляд на виклики та можливості у вирішенні транспортних правопорушень.

На основі цих широких висновків, у статті встановлено детальну типологію злочинців у сфері транспорту та систематизовано моделі поведінки жертв, які підвищують вразливість до транспортних інцидентів. Зазначено, що ця типологія слугує цінним інструментом для правоохоронних органів та політиків у розробці цільових стратегій запобігання та втручання. Окреслено багатогранну структуру профілактики, що охоплює загальні соціальні, спеціальні кримінологічні та індивідуальні втручання з чітко визначеними обов'язками зацікавлених сторін. Ця структура окреслює конкретні заходи, починаючи від кампаній з інформування громадськості та покращення інфраструктури до вдосконалених технологій моніторингу та персоналізованих програм реабілітації для правопорушників.

У статті здійснено аналіз компонента порівняльного аналізу, який вивчає міжнародні регуляторні підходи та їх застосовність до внутрішніх контекстів. Оцінено ефективність різних глобальних стратегій у зменшенні транспортних злочинів та покращенні загальної безпеки, враховуючи культурні, правові та інфраструктурні відмінності. Зазначено, що ця міжнаціональна перспектива надає цінні уявлення для адаптації успішних міжнародних практик до місцевих умов.

Дослідження завершується комплексним набором рекомендацій, заснованих на доказах, для вдосконалення

нормативно-правової бази, що регулює транспортні операції. Окреслено законодавчі реформи, покращення міжвідомчої координації в сфері транспортної безпеки та модернізацію систем моніторингу руху. Зазначено, що особливий акцент робиться на інноваційних стратегіях запобігання, які інтегрують міжнародні найкращі практики та технологічні досягнення для оцінки та зниження ризиків в реальному часі. Також запропоновано нові підходи до покращення освіти учасників дорожнього руху, підвищення стандартів безпеки транспортних засобів та впровадження більш ефективних заходів стримування для потенційних правопорушників.

Резюмовано, що це дослідження робить важливий внесок у галузь кримінології та транспортної безпеки,

пропонуючи всебічний аналіз складних питань, пов'язаних з порушеннями правил експлуатації транспорту. Його висновки та рекомендації слугують важливим ресурсом для політиків, правоохоронних органів та операторів транспорту в їхніх зусиллях зі зниження рівня злочинності, підвищення громадської безпеки та створення більш ефективних та безпечних транспортних систем.

Ключові слова: транспортні злочини, правила експлуатації транспорту, кримінологічна характеристика, детермінанти злочинності, латентність, профілактика злочинів, безпека дорожнього руху, віктимологія, правоохоронні органи, кримінальна відповідальність.

Дата надходження статті: 25.07.2025

Дата прийняття статті: 14.08.2025

Опубліковано: 30.09.2025