

Prevention Of Criminal Offences In The Field Of Transport Infrastructure Operation

Nataliia Riabykh¹, Valentyn Visyn², Vitalij Grabovets³, Volodymyr Bodak⁴, Oleksandr Dubytskyi⁵, Ihor Ierusalymov⁶

¹Candidate of legal sciences, Associate Professor, Associate Professor of the Department of Law, Lutsk National Technical University, Ukraine. ORCID ID: <https://orcid.org/0009-0007-4177-698X>. Email: n.riabykh@lntu.edu.ua.

²Doctor of History, Professor, Professor of the Department of Law, Lutsk National Technical University, Ukraine. ORCID ID: <https://orcid.org/0000-0001-9122-9158>. Email: visynvv@gmail.com.

³PhD, Associate Professor, Associate Professor of the Department of cars and transportation technologies, Lutsk National Technical University, Ukraine. ORCID ID: <https://orcid.org/0000-0002-0340-185X>. Email: grabovetsvitalij@gmail.com.

⁴PhD, Associate Professor, Associate Professor of the Department of cars and transportation technologies, Lutsk National Technical University, Ukraine. ORCID ID: <https://orcid.org/0000-0003-2521-7305>. Email: bodak.lutsk@gmail.com.

⁵PhD, Associate Professor, Associate Professor of the Department of cars and transportation technologies, Lutsk National Technical University, Ukraine. ORCID ID: <https://orcid.org/0000-0002-4863-4040>. Email: o.dubyskyi@gmail.com.

⁶Candidate of legal sciences, Associate Professor, Associate Professor of the Department of Law of the Private higher educational institute "European University", Ukraine. ORCID ID: Email: <https://orcid.org/0000-0003-3163-982X>. Email: igor.ierusalimov@gmail.com.

Abstract

The article proposes promising guidelines and original solutions for determining a modern strategy for preventing criminal offenses in the field of transport infrastructure operation both at the conceptual level and at the level of torts against road safety and the operation of vehicles. The authors formulate the concepts of transport infrastructure and transport safety. It is noted that the Criminal Code of Ukraine in various sections contains socially dangerous acts related to the field of transport infrastructure operation. It is emphasized that a differentiated approach to the formulation of sanctions of criminal legislation in this area is required, in particular, regarding the strengthening of criminal liability for the commission of certain serious and especially serious crimes. Special attention is paid to the areas of prevention of criminal offenses provided for in Art. 286 of the Criminal Code of Ukraine, which is mostly related to the operation of motor transport. A conceptual conclusion is made that only the application of improved comprehensive measures of general social, special criminological and individual prevention can really affect the reduction of the level of criminal offenses in the field of operation of transport infrastructure in Ukraine in general and against traffic safety and operation of transport in particular. It is emphasized that the process of improving the system for preventing such criminal offenses was due to complete and objective information about their specifics, status and trends.

Key words: Transport infrastructure; Security; Transport facilities; Criminal offenses; Counteraction.

INTRODUCTION

The modern transport system undoubtedly has a significant impact on the daily life of every person and the activities of legal entities, regardless of the type of their economic activity profile (Turchenko, 2025). The transport industry is one of the basic sectors of the economy, has an extensive railway network, a developed network of highways, seaports and river terminals, airports and a wide network of air connections, cargo customs terminals, which creates the necessary prerequisites for meeting the needs of transport users in the provision of transport services and business development (National Transport Strategy of Ukraine for the period until 2030). Transport infrastructure plays an important role in the functioning and development of the country, ensures the connection of production and consumption, supports the movement of commodity and material flows and labor, meets the needs for timely and efficient transportation of passengers and cargo, and the provision of related services. However, the level of safety, indicators of quality and efficiency of transportation, energy

efficiency, and man-made environmental impact do not meet modern requirements. Criminal offenses in the field of operation of transport infrastructure, in particular motor vehicle offenses, pose a serious threat to the life and health of individuals. The material losses from these illegal acts are so great that during the period of unstable economic development they create additional difficulties in implementing the course of economic reforms. According to the World Health Organization, road traffic injuries are currently one of the biggest health problems. Losses from road traffic accidents also include an economic component. In particular, according to World Bank calculations, economic losses in Ukraine from road traffic injuries reach about 5 billion USD, which is up to 4% of gross domestic product per year. This amount includes material costs associated with property damage and reduced labor productivity, as well as human losses due to serious injuries or death resulting from road accidents (Order of the Ministry of Infrastructure of Ukraine № 112, 2016). It must be stated that the modern development of motor transport determines its high level of accident rate. At the same time, in the modern conditions of development of high technologies in the field of transport activities, an opposite trend is also emerging - effective prevention of such socially dangerous acts. Although, on the one hand, scientific and technological progress generates certain negative consequences, on the other hand, in the process of its development, tools are being developed to mitigate or completely eliminate such consequences, and most importantly - to prevent them in the future. The problems of combating transport criminal offenses have always aroused and still arouse keen interest among legal scholars (Rudyk, 2023; Golina and Shramko, 2023; Danilchenko, 2023; Kolodyazhny, 2024). In modern conditions, the need for a comprehensive consideration of the problems of combating criminal offenses in the field of transport infrastructure operation, a critical analysis of the current provisions of criminal legislation and the system for preventing these illegal acts is particularly acute. An attempt at this kind of research is initiated in the proposed scientific article. In our opinion, it is advisable to conduct a comprehensive review of the prevention of criminal offenses in the field of transport infrastructure operation, taking into account the peculiarities of the conceptual apparatus, the interdisciplinary nature of knowledge, previous developments of scientists, etc. The development of the problem of preventing the analyzed illegal acts should be based on the results of research in various branches of science, for example, the sciences of the criminal law cycle, sociology, psychology, administrative law, etc. At the same time, the structure of criminal offenses against traffic safety and transport operation allows us to eradicate the violation of road traffic safety rules or transport operation by persons driving vehicles, provided for in Article 286 of the Criminal Code of Ukraine (hereinafter referred to as the Criminal Code of Ukraine), as the most widespread socially dangerous act. Unstable and negative dynamics necessitate the consolidation of the efforts of scientists and practitioners to create a mechanism necessary and sufficient to prevent such criminal offenses. The second part of this study will be devoted to certain aspects of the above-mentioned illegal acts.

METHODS

The methodological basis of the scientific article is the provisions of philosophy, criminology, general theory of law, administrative law. The dialectical, logical-legal, expert assessment methods, system analysis methods and other methods of scientific knowledge were used. The application of the dialectical method allowed us to consider the issue of the essence of transport infrastructure and the place of road transport in it, through an in-depth study of more general categories that involve the use of an interdisciplinary approach. The logical-legal method provided a study of the content and structure of criminal law norms that determine responsibility for committing, primarily, criminal offenses provided for in Art. 286 of the Criminal Code of Ukraine. The method of expert assessments was used to clarify the effectiveness of law enforcement activities and determine the determinants of criminal offenses in the analyzed area. The method of system analysis was used to identify measures to prevent research-related illegal acts.

RESULT AND DISCUSSION

1. The essence of transport infrastructure and the place of road transport in it

In general, the object of state regulation of the development of transport infrastructure is the transport system of Ukraine, which includes: public transport (road, railway, aviation, urban, sea, river, metro); industrial railway and departmental transport; pipeline transport; public communication routes. From the analysis of the current legislation of Ukraine, it is seen that today a single, unified concept of "transport infrastructure" is not enshrined in it. In various regulatory legal acts, different concepts are found, in particular: "engineering and transport infrastructure", "transport facility infrastructure", "inland water transport infrastructure", "railway transport

infrastructure", "port infrastructure facilities", "railway transport infrastructure for public use". Therefore, it is not surprising that scientists approach the term "transport infrastructure" differently. The main difference between their points of view lies in the discussion around the inclusion of rolling stock, enterprises that transport passengers and goods, supply companies, industry educational institutions, etc. in the concept of "transport infrastructure". At the same time, in accordance with Article 21 of the Law of Ukraine "On Transport", which defines the concept of "unified transport system of Ukraine", which includes all types of transport and communication routes, it is stated that the unified transport system must meet the requirements of social production and national security, have an extensive infrastructure for the provision of the entire complex of transport services, including for warehousing and technological preparation of cargo for transportation, and ensure foreign economic relations of Ukraine (Law of Ukraine "On Transport", 1994). It should be noted that different interpretations of the concept of "transport infrastructure" are also contained in international legal acts. Thus, in particular, in the Regulation of the European Economic Community of December 18, 1970 № 2598/70 the concept of "transport infrastructure" was defined as all routes and stationary installations of the three types of transport necessary for the circulation and safety of transport. For example, railway infrastructure objects included tracks and trackbeds, passenger and freight platforms, walkways, enclosure walls, engineering structures (bridges, culverts, other overpasses, tunnels), level crossings, superstructures, lighting installations, electricity transformation and transmission installations for train transport (Regulation (EEC) № 2598/70).

Articles 11, 14, 17, 20, 24 of Regulation (EU) № 1315/2013 of the European Parliament and of the Council of 11 December 2013 on EU guidelines for the development of the trans-European transport network and repealing Decision № 661/2040-/EC define the components of the infrastructure of rail, inland waterway, road, maritime, and air transport (Regulation (EU) № 1315/2013). For example, railway transport infrastructure includes high-speed and conventional railway lines/tracks, including feeder roads, tunnels, bridges; freight terminals and logistics platforms for the transshipment of goods between different trains, as well as between railway and other types of transport, stations along railway lines for the transfer of passengers to other railway trains and other types of transport; connections/interconnections of stations, freight terminals and logistics platforms with other types of transport; associated/auxiliary equipment, remote communication application software (Article 11); to inland waterway infrastructure – locks, lifts, bridges, water reservoirs, flood prevention structures that facilitate proper navigation on inland waterways, inland ports, including infrastructure necessary for the movement of goods within the port area, associated/additional equipment, remote communication application software, connection of inland ports with other components (Article 14); to road transport infrastructure – high-quality road infrastructure, incl. bridges, tunnels, road crossings, interchanges, properly paved shoulders/emergency lanes, parking and rest areas, associated equipment, remote communication application software, cargo terminals and logistics platforms, connections of cargo terminals and logistics platforms with other components, bus stations (Article 17), to maritime transport infrastructure – maritime space, sea channels, seaports, incl. infrastructure necessary for carrying out transport operations in the port area, connecting ports with other types of transport networks, dams, locks, docks, navigation devices, fairways and entry areas into ports, breakwaters, sea highways, related equipment, remote communication application software (Article 20), to air transport infrastructure – airspace, routes and air routes, airports, connecting airports with other types of transport, related equipment, air navigation systems (Article 24) (Regulation (EU) № 1315/2013). We share the point of view of O. Dmytrieva that transport infrastructure is an integral part of a single transport system and is designed to ensure the conditions for its functioning, therefore it does not include rolling stock, enterprises that transport passengers and cargo. The transport infrastructure includes: railways, roads of various levels of technical equipment, waterways, airways, stations, bridges, overpasses, tunnels, sea and river ports, airports, locomotive and wagon depots, transport engineering and repair enterprises (Dmytrieva, 2020). We conclude that transport infrastructure is an economically balanced set of elements of the general infrastructure (road networks and transport service facilities), which ensures the functioning and operation of various types of transport (road, rail, air, sea, river, urban, pipeline). The presence of different approaches to defining the concept of "transport infrastructure" emphasizes the need to unify this concept to ensure a holistic understanding, especially in the context of the restoration of Ukraine, taking into account the fact that the transformation of global economic relations has already led to a change in the functions and elemental composition of transport infrastructure. In addition, the development of transport infrastructure has significant potential for increasing the global competitiveness of the country and requires careful planning and adaptation to rapidly changing technological, environmental and economic conditions. The operation of transport infrastructure is closely related to such a

concept as transport safety, which in the theoretical aspect is considered as a dynamic self-managed system with a set of goals, principles, directions, forms and methods by which the state is guided in organizing the transport process on all types of transport. Transport safety is a complex concept, it is a purposeful, planned, continuous activity of state authorities aimed at creating and ensuring the timeliness and quality of road, air, rail, sea, river transportation, transportation of substances by pipeline. This activity is manifested in the executive-administrative form and organizational influence on managed economic entities and is aimed at ensuring the satisfaction of the needs of modern society in all types of passenger and cargo transportation (Sukmanovska, 2017). The results of the activities of state bodies in the relevant fields of knowledge have been formed in the form of national legislative acts on safety issues regarding individual areas of transport activity. For example, the Air Code of Ukraine and the Technical Regulations on the Safety of Railway Transport Infrastructure of Ukraine define individual aspects of transport safety. One of the most important problems of adequate functioning of transport infrastructure and, at the same time, ensuring transport safety is the criminal exploitation of transport, which increases the risks to the life and health of transport users, primarily road transport. The scale of such a phenomenon as road injuries and mortality seems incomprehensible, given the level of development of modern management, transport, urban planning industries, including technologies aimed at protecting people from possible threats to their life and health. It is worth mentioning right away that the structure of crime in the field of transport infrastructure operation is heterogeneous. This is explained by the nature and method of committing the relevant illegal acts. The following main groups of criminal offenses can be distinguished, belonging to different sections of the Special Part of the Criminal Code of Ukraine: "Criminal offenses against traffic safety and operation of transport", "Criminal offenses against property", "Criminal offenses in the field of economic activity", "Criminal offenses against the authority of state authorities, local self-government bodies, associations of citizens and crimes against journalists", "Criminal offenses in the field of official and professional activities related to the provision of public services". Criminological research into crime in the field of transport infrastructure operation is inextricably linked with the study of the features of road transport operation and crime associated with violation of relevant rules, with the development of measures to prevent these illegal acts. The next section of the study will be devoted to this issue. Criminal offenses in the field of transport infrastructure operation are a critical problem that affects people all over the world. At present, the unsatisfactory level of the transport system, the insufficiently high quality of the road and transport complex, gaps in the activities of police officers in ensuring traffic safety and transport operation, the lack of modern technical means for traffic control, the lack of discipline of pedestrians and passengers, the irresponsibility of a significant number of drivers and their sense of impunity, increase the intensification of criminal offenses in the field of traffic safety and transport operation (Babenko, 2023). It is worth noting that, given the scope of the publication, we will not consider in detail the structure of crime in the field of transport infrastructure operation without analyzing its criminal-legal features. At the same time, we focus on the prevention of criminal offenses that are qualified under Art. 286 of the Criminal Code of Ukraine (Violation of road safety rules or transport operation by persons driving vehicles).

2. Prevention of violation of road safety rules or transport operation by persons driving vehicles

Road safety is one of the important problems of a planetary scale, because the accident rate in road transport remains a serious challenge to modern civilization, the situation in the field of road safety remains difficult due to the high level of road traffic injuries, including children. Road accidents and the negative consequences associated with them, in particular, harm to human life and health, still remain one of the significant problems in ensuring road safety (Forsyuk, 2023). The current situation, in addition to socio-economic reasons, is explained by the lack of a comprehensive scientific approach to solving the problem of ensuring traffic safety, insufficient scientific development of modern legal means of combating traffic accidents, serious oversights in organizing the work of law enforcement agencies to prevent them. All this makes it necessary to intensify research on theoretical, organizational, legal, technical and many other issues related to combating criminal offenses in the field of operation of transport infrastructure in Ukraine, in particular using criminal law and criminological means. Norms on liability for criminal offenses against traffic safety and transport operation are one of the most dynamic components of the criminal legislation of Ukraine. The Criminal Code of Ukraine contains an independent section XI of the Special Part - "Criminal Offenses against Traffic Safety and Operation of Transport" (Criminal Code of Ukraine, 2001). In general, we share the position of V.G. Syuravchyk regarding the strengthening of criminal liability for violations of traffic safety rules, in particular, committed while under the influence of alcohol, drugs or other intoxication (Article 286 of the Criminal Code of Ukraine), in the event of serious consequences (death or serious bodily injury), for other criminal offenses in the field of traffic safety,

in particular: putting into operation technically defective vehicles (Article 287 of the Criminal Code of Ukraine); violation of rules, norms and standards relating to road safety (Article 288 of the Criminal Code of Ukraine), since, as it is stated, “the inadequate condition of roads, crossings, structures on communication routes, negligent reconstruction and repair of roads reduces the level of safety of vehicle traffic conditions and sometimes causes death of people, bodily injuries, and other serious consequences” (Syuravchyk, 2018). Quite often, a proposal is made to introduce automation of recording of road traffic conditions. It is believed that this can be a fairly effective preventive measure to reduce the number of road traffic accidents. The main advantages of automatic video recording of violations: a significant reduction in the number of road traffic accidents and victims; elimination of the corruption component when recording violations and preparing relevant administrative materials (Dyudyun, 2020). However, as I. draws attention Gorbacheva, during the years of independence, Ukraine has not created an effective road safety management system that would be based on the concentration of powers and responsibilities in the hands of a single state body and at the same time would ensure a clear division of powers between executive authorities and local self-government bodies and coordination of their activities. The lack of an effective road safety management system does not allow Ukraine to fully use the best world experience and scientific achievements in the field of road safety, environmental safety of transport and sustainable mobility and does not contribute to attracting international technical and financial assistance for the implementation of projects to improve road safety” (Gorbacheva, 2017). Prevention of criminal offenses against traffic safety and transport operation is an important process in ensuring the rights to life and health of a person, property and other social values guaranteed by law. A whole range of factors should serve to positively establish such foundations in the state, namely: the perfection of the legislative framework; integrity, competence and high professional training of police officers and other competent entities based on the European model of personnel training; modernization of pre-trial investigation methods regarding criminally unlawful acts in the field of traffic safety and transport operation, and much more (Korolenko, 2021). In our opinion, the factors of the intensification of criminal offenses against traffic safety and transport operation in Ukraine include socio-economic transformations that led to an increase in the number of vehicles with a simultaneous reduction in road construction; imperfection of the regulatory framework; a decrease in the level of driver training and, as a result, a rapid decline in the level of discipline of road users; problems with the quality and safety of roads; citizens' disregard for compliance with the requirements of criminal and administrative legislation, traffic rules; insufficient educational work to ensure safe traffic and cultural behavior of its participants; problems with the quality and safety of vehicles; impunity of persons who committed offenses related to the operation of transport infrastructure, etc. Solving the issues of preventing the analyzed criminal offenses is possible only in the complex of a system of measures of a criminal law and criminological nature. In many ways, the effectiveness of countering criminal offenses in the field of transport infrastructure operation is influenced by the state of the regulatory framework. The issue of legal regulation of the prevention and counteraction to criminal offenses against the safety of traffic and operation of transport is one of the factors of the normal functioning of road, rail, air, water and main pipeline transport. The current legislation in the field of ensuring the safety of traffic and operation of transport in Ukraine cannot be called perfect. Since, in accordance with modern challenges, it should be more consistent and holistic, while the norms need to be modernized and systematized taking into account international experience. In the process of preventing criminal offenses against the safety of traffic and operation of transport, it remains relevant to improve the regulatory framework for bringing to criminal liability for the commission of such criminally unlawful acts, their correct qualification and adequate punishment, which will ensure the safety of individuals and the prevention of future criminal offenses. Thus, the modern counteraction of criminal offenses against traffic safety and transport operation in Ukraine is aimed at ensuring conditions for competent, responsible and safe behavior of road users, changing the attitude of society to traffic safety problems, reducing the impact of the most significant factors that cause road accidents and reduce the possibility and quality of providing medical care to victims of road accidents. General social measures to prevent criminal offenses against traffic safety and transport operation are divided into three groups (Poltava, 2013):

1) Measures of influence to prevent violations of the Rules of the Road. Such measures can include ensuring strict compliance with laws and traffic rules. The effectiveness of the entire complex of measures to prevent road crimes, by educating the latter in the spirit of respect for the law, primarily depends on the level of legal awareness and discipline of drivers. Thus, when organizing educational work, a special role is assigned to teaching a person the rules of safe driving and the consequences of careless driving, increasing the legal culture of drivers using the example of other drivers (Tsybulsky, 2013). When implementing this process, it is worth actively using popular

social networks and platforms, billboards and other means that will contain educational and educational information for drivers and pedestrians on preventing violations of road safety rules;

2) Measures that ensure the safe operation of a source of increased danger (improving the environment in which the vehicle is operated). This is, first of all, improving road infrastructure (roads, bridges and tunnels, installing proper lighting, signs, fences and barrier devices near childcare facilities, etc.);

3) Increasing the constructive safety of vehicles. By ensuring that vehicles are in working order, accidents caused by faulty brakes, tires, or other mechanical problems can be prevented. We believe that by implementing such measures, we can reduce the level of criminal offenses against traffic safety and the operation of transport in Ukraine, and create a safe transport infrastructure. Special criminological measures to prevent criminal offenses against traffic safety and transport operation in Ukraine are aimed at effective control over compliance with traffic safety rules by specially authorized entities. A special place in combating this crime is occupied by the National Police of Ukraine, whose pre-trial investigation bodies investigate the analyzed criminal offenses. Police units are obliged to carry out educational work to ensure the safety of operation of motor transport infrastructure, as well as to ensure control over compliance with the Traffic Rules by its participants and the legality of the operation of vehicles on the street and road network; to conduct a full and comprehensive pre-trial investigation into the fact of committing a criminal offense, provided for in Article 286 of the Criminal Code of Ukraine; to identify the reasons and conditions contributing to the commission of such illegal acts (Chekmaryova, 2017). In view of this, there is a need to increase the level of professional training of police officers, as well as to systematically improve the practice of investigating criminal offenses in the field of operation of transport infrastructure. The positions of modern scientists should be supported, who include the following special criminological measures for the prevention of road and transport criminal offenses: monitoring compliance with traffic safety rules and compliance with the Rules of the Road by drivers of motor vehicles; improving the condition of roads, road signs, lighting; timely and high-quality repair of roads; ensuring control over the technical condition of vehicles and their operation; increasing the level of "passive safety" (protecting the life and health of people involved in a road accident); educating pedestrians and monitoring their compliance with the Rules of the Road; legal and educational work with drivers serving the population (Korolenko, 2021). Prevention of criminal offenses against traffic safety and transport operation at the individual level is an impact on criminogenic factors that can cause the commission of such criminally unlawful acts by a specific person. In particular, at the individual level, preventive activities are carried out directly in relation to persons who have committed transport criminal offenses or are prone to committing them. A significant role in the prevention of road and transport criminal offenses belongs to the formation of the mentality of drivers in the spirit of strict compliance with traffic rules, increasing civic awareness and the level of legal awareness. Therefore, in the field of prevention of criminal offenses in the field of transport infrastructure operation, measures at all levels of prevention are appropriate, which involves the development of a new paradigm of criminal law protection of the analyzed illegal acts, ensuring the functioning and safety of the transport infrastructure. Similarly, the prevention of criminal offenses against the safety of traffic and transport operation in Ukraine requires a set of modernized, effective and innovative measures aimed at preventing and combating these crimes.

CONCLUSIONS

Transport infrastructure is an economically balanced set of elements of the general infrastructure (road networks and transport service facilities) that ensures the functioning and operation of various types of transport (road, rail, air, sea, river, urban, pipeline). Transport safety is the state of protection of transport infrastructure facilities and vehicles from acts of illegal interference and exploitation. This is a socio-legal phenomenon that should be considered in the unity of functional and institutional approaches as a set of mechanisms for prevention and effective response to threats to the individual, society and the state, as a result of which a state of protection of social relations is achieved, their stability and normal functioning are ensured, independence from the influence of negative factors is guaranteed, and the economic, political, and cultural development of society is stimulated. The current criminal legislation of Ukraine contains a logically consistent and clearly formed system of illegal acts by generic object, the leading place among which is occupied by those related to the sphere of operation of transport infrastructure, contained in various sections of the Criminal Code of Ukraine. The group of criminal offenses provided for in Chapter XI of the Criminal Code of Ukraine "Criminal offenses against the safety of traffic and operation of transport" is one of the most widespread and most socially dangerous due to the role that motor vehicles play in the economic and social life of society. In preventing the negative

consequences of scientific and technological progress, a large role belongs not only to measures of a legal and material and technical nature. Among the various legal "leverages" aimed at neutralizing the negative consequences of criminal offenses in the field of operation of transport infrastructure, in general, and motor transport, in particular, a significant place is occupied by the criminal law fight against them. Negative consequences in this area can be neutralized by various means, including by regulating the relevant social relations in the criminal law, which provides for a differentiated approach and, in some cases, increased criminal liability for the commission of serious and especially serious crimes. Only the application of improved comprehensive measures of general social, special criminological and individual prevention can really affect the reduction of the level of criminal offenses in the field of operation of transport infrastructure in Ukraine in general and against traffic safety and operation of transport in particular. It is important that the process of improving the system for preventing such criminal offenses is based only on complete and objective information about the specifics, status, and trends of crime in this category.

REFERENCES

1. Turchenko, I. (2024). Priority areas of information technology use in the field of transport infrastructure of Ukraine. *New Ukrainian Law*, 5, 41-47.
2. National Transport Strategy of Ukraine for the period until 2030: approved by the order of the Cabinet of Ministers of Ukraine dated May 30, 2018 № 430-p. Official Gazette of Ukraine. 2018. № 52. Art. 1848.
3. Sectoral program for ensuring road traffic safety for 2016-2018: approved by the order of the Ministry of Infrastructure of Ukraine dated March 18, 2016 № 112. [http:// www.mtu.gov.ua](http://www.mtu.gov.ua).
4. Rudyk, M. (2023). Theory and practice of preventing criminal offenses in the field of road traffic safety and operation of road transport in Ukraine: dissertation abstract. ... Dr. of Law: 12.00.08 / National Academician of Internal Affairs. Kyiv.
5. Golina, V., Shramko, S. (2023). Culturology of road safety in Ukraine: theory and practice of preventing motor vehicle offenses: monograph. National Academician of Law. Sciences of Ukraine; Research Institute for the Study of Crime Problems named after Acad. V. V. Stashys of the National Academy of Laws of Ukraine. Kharkiv.
6. Kolodiazny, M. (2024). Strategy for ensuring road safety in Ukraine. *Bulletin of the Criminological Association of Ukraine*. 1 (31), 153-166.
7. Danilchenko, Yu. (2023). Doctrinal model of the criminological strategy for ensuring road safety in Ukraine. *Bulletin of the Criminological Association of Ukraine*, 2, 77-88.
8. On transport: Law of Ukraine of November 10, 1994. Bulletin of the Verkhovna Rada of Ukraine. 1994. № 51. Art. 446.
9. Regulation (EEC) No 2598/70 of the Commission of 18 December 1970 specifying the items to be included under the various headings in the forms of accounts shown in Annex I to Council Regulation (EEC) No 1108/70 of 4 June 1970. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A31970R2598>.
10. (EU) № 1315/2013 of the European Parliament and of the Council of December 11, 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision № 661/2010/EU. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32013R1315>.
11. Dmytrieva, O. (2020). Transport infrastructure as an object of state regulation. *Problems and prospects for the development of entrepreneurship*, 1, 52-63.
12. Criminal Code of Ukraine. Proceedings of the Verkhovna Rada of Ukraine. 2001. № 25 - 26. Art. 131.
13. Sukmanovska, L. (2017). Ensuring transport security as a component of countering manifestations of terrorism in transport. *Legal Scientific Electronic Journal*, 6, 257-260.
14. Babenko, A. (2023). Features of preventing criminal offenses against the safety of traffic and transport operation in Ukraine. *Legal Novels*, 19, 251-259.
15. Forsiuk, M. (2023). Individual issues of prevention of violations of road safety rules or transport operation by persons driving vehicles. *South Ukrainian Legal Journal*, 4, 82-87.
16. Syuravchuk, V. (2018). Prevention of road traffic offenses in the context of reforming the National Police in Ukraine. *Scientific Bulletin of the National Academy of Internal Affairs*, 1 (106), 158-172.
17. Dudyn, Y. (2020). Did autofixing affect the accident rate in Ukraine: statistics from the Ministry of Internal Affairs. URL: <https://www.autocentre.ua/avtopravo/pdd-i-bezopasnost/povliyal-i-avtofiksatsiya-na-uroven-avarijnosti-v-ukraine-statistika-ot-mvd-1248403.html>
18. Gorbacheva, I. (2017). Modern causes of road safety problems. *Bulletin of the Criminal Law Association of Ukraine*, 8, 203-212.
19. Korolenko, O. (2021) Criminological characteristics of crimes against traffic safety and transport operation: author's abstract. ... for the degree of Master of Arts, specialty 081 "Law", educational program "Law".
20. Poltava, K. (2013). Application of measures of general social and special criminological prevention of motor vehicle crime. *Bulletin of the KhNADU*, 61-62, 123-130.
21. Tsybulsky, A. (2013). Prevention of crimes related to violation of road safety rules. https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjdmrisvrDxAhX0_rsIHexqDbgQFnoECBcQAA&url=http%3A%2F%2Ffirbis-nbu.gov.ua%2Fcgibin%2Ffirbis_nbu%2Fcgiiirbis_64.exe%3FC21COM%3D2%26I21DBN%3DUJRN%26P21DBN%3DUJRN%26IMAGE_FILE_DOWNLOAD%3D1%26Image_file_name%3DPDF%2FNchnpu_018_2010_8_31.pdf&usq=AOvVaw1mAN_zPTZzV8qNN40Inqu.