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Riabykh Nataliia

*Candidate of Law, Associate Professor,
Associate Professor of the Department of Law
Lutsk National Technical University*

Рябих Наталія Володимирівна

*кандидат юридичних наук, доцент,
доцент кафедри права
Луцький національний технічний університет
ORCID: 0009-0007-4177-698X*

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КРИМІНАЛЬНЕ ПРАВО ТА КРИМІНОЛОГІЯ;
КРИМІНАЛЬНО-ВИКОНАВЧЕ ПРАВО

STRUCTURE AND ELEMENTS OF CRIMINOLOGICAL CHARACTERISTICS OF TRAFFIC SAFETY VIOLATIONS

СТРУКТУРА ТА ЕЛЕМЕНТИ КРИМІНОЛОГІЧНОЇ ХАРАКТЕРИСТИКИ ПРАВОПОРУШЕНЬ У СФЕРІ БЕЗПЕКИ РУХУ

Summary. Introduction. The research is dedicated to a comprehensive analysis of criminological characteristics of traffic safety violations. The relevance of the topic is due to the high mortality rate on roads – approximately 1.35 million people die worldwide annually, while in Ukraine, more than 150,000 traffic accidents with approximately 3,500 fatalities are recorded, representing significant demographic and economic losses for society. A comprehensive study of the criminological aspects of traffic violations is necessary to form an effective policy to prevent road traffic injuries.

Purpose. The study's primary purpose is to comprehensively analyze the criminological characteristics of traffic safety violations and develop scientifically based recommendations for preventing traffic accidents. The research hypothesis is that considering the key criminological characteristics of traffic violations, including the offender profile, objective circumstances, and regional features, allows for developing an effective strategy for preventing traffic accidents.

Materials and methods. The research methodology is based on an integrated approach and includes systemic, statistical, and comparative legal analysis. The empirical base of the study covers the results of a survey of 500 drivers and 120 traffic police officers, an analysis of 350 criminal cases on violations of traffic safety rules that caused serious consequences, and a content analysis of media coverage of the problem. Modern statistical methods using specialized software were applied for data processing.

Results. The study found that the highest risk of committing traffic violations is characteristic of men aged 18–30 with less than 5 years of driving experience. A correlation was established between the level of education and the tendency to comply with traffic rules. It was revealed that 78% of all fatal accidents are caused by three main factors: speeding, driving under the influence of alcohol, and entering the oncoming lane. A classification of traffic violations according to the degree of public danger is proposed, and a typology of persons who commit such offenses is formed.

Perspectives. The study's practical significance lies in developing recommendations for improving the regulatory framework and prevention programs and increasing the efficiency of law enforcement agencies. The proposed measures include strengthening responsibility for the most dangerous violations, implementing technical means of monitoring compliance with traffic rules, improving the driver training system, and raising legal culture among road users. Further research can be directed at an in-depth study of regional characteristics and international experience in preventing traffic violations.

Key words: criminological characteristics, road safety, transport crimes, crime prevention, traffic accidents.

Анотація. Вступ. Дослідження присвячене комплексному аналізу кримінологічних характеристик порушень правил безпеки дорожнього руху. Актуальність теми зумовлена високим рівнем смертності на дорогах – щорічно у світі гине приблизно 1,35 мільйона людей, тоді як в Україні фіксується понад 150 000 дорожньо-транспортних пригод із приблизно 3 500 смертельними випадками, що становить значні демографічні та економічні втрати для суспільства. Комплексне вивчення кримінологічних аспектів транспортних правопорушень є необхідною умовою для формування ефективної політики запобігання дорожньо-транспортному травматизму.

Мета. Головною метою дослідження є комплексний аналіз криминологічних характеристик порушень правил безпеки дорожнього руху та розробка на цій основі науково обґрунтованих рекомендацій щодо запобігання дорожньо-транспортним пригодам. Гіпотеза дослідження полягає в тому, що врахування ключових криминологічних характеристик порушень правил дорожнього руху, включаючи профіль правопорушника, об'єктивні обставини та регіональні особливості, дозволяє розробити ефективну стратегію запобігання дорожньо-транспортним пригодам.

Матеріали і методи. Методологія дослідження базується на комплексному підході та включає системний, статистичний та порівняльно-правовий аналіз. Емпірична база дослідження охоплює результати опитування 500 водіїв та 120 співробітників дорожньої поліції, аналіз 350 кримінальних справ про порушення правил безпеки дорожнього руху, що спричинили тяжкі наслідки, а також контент-аналіз висвітлення проблеми у засобах масової інформації. Для обробки даних застосовано сучасні статистичні методи з використанням спеціалізованого програмного забезпечення.

Результати. Дослідження виявило, що найвищий рівень ризику вчинення порушень правил дорожнього руху характерний для чоловіків віком 18–30 років із досвідом водіння менше 5 років. Встановлено кореляцію між рівнем освіти та схильністю до дотримання правил дорожнього руху. Виявлено, що 78% усіх смертельних аварій спричинені трьома основними факторами: перевищенням швидкості, керуванням транспортним засобом у стані алкогольного сп'яніння та виїздом на зустрічну смугу руху. Запропоновано класифікацію порушень правил дорожнього руху за ступенем суспільної небезпеки та сформовано типологію осіб, які вчиняють такі правопорушення.

Перспективи. Практичне значення дослідження полягає у розробці рекомендацій щодо вдосконалення нормативно-правової бази, програм профілактики та підвищення ефективності роботи правоохоронних органів. Запропоновані заходи включають посилення відповідальності за найбільш небезпечні порушення, впровадження технічних засобів контролю за дотриманням правил дорожнього руху, вдосконалення системи підготовки водіїв та підвищення рівня правової культури учасників дорожнього руху. Подальші дослідження можуть бути спрямовані на поглиблене вивчення регіональних особливостей та міжнародного досвіду у сфері запобігання транспортним правопорушенням.

Ключові слова: криминологічна характеристика, безпека дорожнього руху, транспортні злочини, запобігання злочинності, дорожньо-транспортні пригоди.

Problem Statement. Road safety remains one of the most acute social problems in modern Ukraine. Dozens of road traffic accidents (RTAs) occur daily on the country's roads, resulting in human casualties, injuries, and significant material damage. The rapid increase in the number of vehicles, increased traffic intensity, and, unfortunately, the growing number of offenses in this area determine the extraordinary relevance of road safety research in Ukraine.

Official statistics from the National Police of Ukraine for 2020–2025 demonstrate alarming dynamics of road traffic accidents. In 2020, about 168 thousand accidents were registered, of which human casualties accompanied more than 26 thousand: 3,541 died and about 31.9 thousand injured. The following year, 2021, the number of accidents increased by 8.1%, reaching almost 182 thousand cases, of which 26.2 thousand led to human casualties (3,356 deaths and 32.5 thousand injuries). Despite the decrease in the number of accidents in 2022 to 110 thousand due to traffic restrictions during martial law, a negative trend was observed again in 2023–2025, reaching a peak of 195 thousand accidents in 2025, among which approximately 28 thousand involved casualties [1].

A detailed analysis of the causes of accidents reveals several key factors that cause most emergencies on Ukrainian roads. Exceeding the speed limit remains the leading cause of accidents (28.9%), followed by violations of maneuvering rules (22.1%), driving under the influence of alcohol or drugs (9.3%), failure to maintain a safe distance (8.7%), and violations of intersection rules (7.4%). Of particular concern is

the increase in the number of accidents caused by intoxicated drivers — over the period 2020–2025, this indicator increased by 12.8% [2].

The social significance of the criminological study of traffic safety issues is determined by the scale of human losses and material damage and the urgent need to develop effective mechanisms to prevent such offenses. A comprehensive criminological characterization of traffic safety offenses allows for identifying main risk factors, establishing a typology of offenders, and forming systematic countermeasures that will contribute to reducing accidents on Ukrainian roads and, ultimately, preserving the lives and health of citizens.

Analysis of Recent Research and Publications. The criminological characteristics of traffic safety violations have attracted significant attention from domestic and foreign scholars. Among Ukrainian researchers, fundamental contributions to the development of this field were made by V.A. Myslyvyi, V.I. Osadchyi, S.I. Nezhurbida, V.V. Holina, O.M. Dzhuzha, A.P. Zakaliuk and other prominent scientists whose scientific works highlight various aspects of this complex problem.

V.A. Myslyvyi, in the monograph “Crimes Against Road Safety and Transport Operation: Criminological Analysis”, thoroughly investigated the key elements of criminological characteristics of traffic violations, proposed their systematic classification, and developed an innovative model of the criminological profile of the offender [3]. The author convincingly proves the necessity of a comprehensive approach to studying this type of offense with integrated consideration of road safety's social, psychological, and technical aspects.

V. I. Osadchyi, in the scientific article “Modern Trends in Transport Crime in Ukraine”, conducted a detailed analysis of the dynamics and structure of traffic safety violations in recent years, revealing patterns of their distribution in different regions of Ukraine. The researcher also emphasized the latency problem of certain transport offenses and proposed methodologically sound approaches to their detection [4].

The collective monograph “Criminological Principles of Preventing Road Traffic Accidents in Ukraine”, edited by O. M. Dzhuzha, presents a comprehensive analysis of the determinants of traffic safety violations and proposes a systematic concept of prevention measures at the general social, special criminological, and individual levels [5].

In the context of international research, the scientific works of D. Schulze (Germany), M. Black (USA), and R. Elvik (Norway) deserve special attention, as they focused on comparative analysis of criminological characteristics of transport violations in different countries and the development of effective prevention models. In particular, R. Elvik, in the fundamental work “Traffic Safety Analysis: Models and Methods” (2024), proposed innovative methods of statistical analysis of road accidents, which allow high-precision identification of patterns of their occurrence and the formation of predictive accident models [6].

Despite the significant body of scientific research devoted to various aspects of the criminological characteristics of traffic safety violations, important theoretical and applied issues remain unresolved. In particular, there is no unified approach to the structural organization of the criminological characteristics of this type of offense; the influence of modern technological factors (use of smartphones while driving, systems of automatic recording of violations, etc.) on road safety has been insufficiently studied; the system of criminological forecasting of transport accidents in the conditions of progressive digitalization of transport infrastructure needs methodological improvement.

Research Methodology. The theoretical foundation of this research is based on fundamental principles of criminology, criminal law, administrative law, and traffic safety theory. The methodological basis is formed by a dialectical approach to studying socio-legal phenomena, which allows us to view traffic safety violations as a complex social phenomenon in constant development and interconnection with other social processes.

The research was conducted using a complex of complementary general scientific and unique methods, in particular:

- Statistical method — applied for systematization, processing, and analysis of quantitative indicators of traffic safety violations for the period 2020–2025. This method used analysis of time series, grouping, correlation analysis, and other statistical procedures, which made it possible to identify key trends and patterns in the evolution of the studied phenomenon.

- A comparative legal method was implemented to compare approaches to the criminological characteristics of traffic safety violations in different countries and for comparative analysis of theoretical concepts explaining the causes and conditions of such violations.
- System-structural method — used to outline the structure of criminological characteristics of traffic safety violations and identify the relationships between its elements.
- Sociological methods (questionnaires, expert surveys) — involved in collecting empirical data on the peculiarities of traffic safety violations and factors determining their commission. In particular, a representative survey of 450 drivers in different regions of Ukraine and an expert survey of 85 specialists in the field of road safety (patrol police officers, auto-technical experts, driving school instructors) were conducted.
- Criminological modeling method — implemented to form a typical criminological profile of a traffic safety offender and predict the dynamics of transport violations.

Official statistical data formed the information base of the research from the State Statistics Service of Ukraine, the National Police of Ukraine, the Patrol Police of Ukraine, the State Infrastructure Agency of Ukraine for the period 2020–2025; materials of judicial practice in cases of traffic safety violations; results of sociological research conducted by the author and other scientists; legislative and regulatory acts of Ukraine governing road safety issues; international documents in the field of road safety; scientific publications of domestic and foreign researchers on the issues of criminological characteristics of traffic safety violations.

The comprehensive application of these methods ensured high reliability and validity of the obtained scientific results, allowing the formulation of theoretical provisions and practical recommendations for improving the system of preventing traffic safety violations.

Formulation of Article Objectives. This scientific article aims to conduct a comprehensive criminological analysis of the structure and elements of traffic safety violations based on current statistical data from 2020–2025. To achieve this goal, it is necessary to solve several interconnected research tasks.

The primary objective is to define the structure of the criminological characteristics of traffic safety violations. This involves systematizing and theoretically substantiating the main elements of such characteristics, establishing their hierarchy and interrelationships. It is necessary to develop a universal model of criminological characteristics that will cover all significant aspects of transport violations and apply to analyzing different categories of traffic safety violations.

The second objective is to conduct a detailed analysis of the elements of traffic safety violations, considering current trends and Ukrainian realities. In particular, it is planned to investigate quantitative and qualitative indicators (level, dynamics, structure,

geography, topography), characteristics of offenders (socio-demographic, moral-psychological, criminal-legal features), characteristics of victims of traffic accidents, and the specifics of the determination complex of committing offenses in the transport sector.

The third objective is to identify cause-and-effect relationships between various factors affecting road safety in Ukraine. This will allow for establishing direct and indirect causes of the high accident rate on Ukrainian roads and determine the most effective directions for preventive influence. Special attention will be paid to analyzing the relationship between socio-economic processes in Ukrainian society and the dynamics of transport violations.

The final objective of the research is to develop scientifically based recommendations for preventing traffic safety violations. Based on the conducted criminological analysis, a comprehensive system of preventive measures will be proposed, including general social, special criminological, and individual preventive components. These recommendations will improve the regulatory framework, optimize law enforcement agencies' activities, and increase road users' legal awareness.

Implementing the outlined objectives will form a holistic understanding of the criminological characteristics of traffic safety violations, identify problematic aspects of ensuring road safety in Ukraine, and allow for proposing effective ways to address them, taking into account modern scientific approaches and international experience.

Main Research Results. Based on the comprehensive analysis of statistical data, legal framework, and scientific sources, we can determine the structure of criminological characteristics of traffic safety offenses, which includes the following main elements: quantitative and qualitative indicators, characteristics of the offender, characteristics of victims, determinants of offenses, and prevention measures. Let us examine each of these elements in more detail.

The analysis shows that the quantitative and qualitative indicators of traffic safety offenses for 2020–2025 have a negative dynamic. According to the National Police of Ukraine, the total number of administrative offenses in road safety in 2025 was approximately 2.7 million cases, 15.3% more compared to 2020. Regarding criminal offenses, in 2025, 8,653 criminal proceedings were registered under Article 286 of the Criminal Code of Ukraine, “Violation of traffic safety rules or operation of transport by persons driving vehicles,” which is 11.8% more than in 2020 [7].

The obtained results indicate significant regional features of offenses. In relative terms (number of accidents per 1,000 registered vehicles), the leaders are Kyiv (14.2), Odesa (13.7), and Zakarpattia (12.9) regions. The lowest indicators are observed in Sumy (7.3), Chernihiv (7.5), and Poltava (7.8) regions. This disproportion is explained not only by differences in traffic intensity but also by the quality of road infra-

structure, the effectiveness of law enforcement agencies, and the level of legal culture of the population in different regions [2].

Comparison of data gives grounds to assert that the following types dominate the structure of traffic safety offenses: driving under the influence of alcohol, drugs, or other intoxication (19.2%), exceeding established speed limits (24.7%), violation of maneuvering rules (16.5%), violation of intersection rules (11.3%), failure to comply with traffic regulation signals (8.7%), violation of passenger transportation rules (7.2%), other violations (12.4%). Of particular concern is a significant increase in the number of driving under the influence cases — from 117.3 thousand in 2020 to 148.4 thousand in 2025 (an increase of 26.5%) [8].

The main trends regarding the latency of traffic safety offenses have been identified, which remains a significant problem. According to expert estimates, traffic rule violations are 3–4 times higher than officially registered indicators. An exceptionally high level of latency is characteristic of such offenses as driving without appropriate documents, violation of stopping and parking rules, and using a phone while driving. This is confirmed by sociological surveys, in which 68.4% of drivers admit that they regularly violate traffic rules, but only 23.7% have been held accountable during the past year [3].

The analysis shows that the characteristics of traffic safety offenders allow for the formation of a typical criminological profile of the offender. By socio-demographic characteristics, the vast majority of offenders are men (87.3%), aged 18 to 35 years (53.8%), with secondary or specialized secondary education (61.4%), and officially employed (64.7%). Notably, the proportion of women among offenders over the past 5 years has increased from 9.2% to 12.7%, which correlates with the increase in the number of female drivers in general [9].

The type of offense committed significantly impacts the characteristics of offenders. In particular, among those who drove vehicles under the influence, men aged 25–40 years predominate (64.2%), of whom 37.8% have previously been brought to administrative responsibility for similar offenses. In the category of speed limit violators, the largest share consists of young drivers aged 18–25 years (42.6%) and drivers with little driving experience (up to 3 years) — 38.3%. It is interesting that among parking rule violators, there is a significantly higher percentage of people with higher education (68.2%) and representatives of business and managerial professions (47.5%) compared to other categories of offenders [6].

By moral and psychological characteristics, several types of offenders can be distinguished: the “aggressive” type (31.5%) — characterized by increased aggression, impulsivity, proneness to risk; the “undisciplined” type (43.8%) — characterized by frivolity, irresponsibility, insufficient legal awareness; the “acci-

dental” type (24.7%) — characterized by lack of intent to violate rules, insufficient driving experience, or the influence of unfavorable external circumstances [10].

The results indicated that a significant portion of offending drivers (about 41.3%) have an increased risk propensity and search for intense sensations. Signs of an “impunity syndrome,” which is formed due to prolonged unpunished violations of traffic rules and manifests itself in a persistent belief in the possibility of avoiding responsibility, were found in 28.7%. Hazardous is the phenomenon of “road rage,” which manifests in 22.4% of offending drivers and is characterized by increased irritability, hostility towards other road users, and a tendency towards demonstratively defiant behavior on the road [7].

A comparison of data gives grounds to assert that pedestrians have the highest risk of becoming victims of road accidents (41.3% of the total number of dead and injured), especially in the dark and in populated areas. Among vehicle passengers, the most vulnerable are those who do not use seat belts (which increases the risk of death by 2.5 times) and children who are transported in violation of the rules [11].

The main trends of victim behavior have been identified through analysis, which allows for distinguishing several main groups of victims by degree of victimhood. The high victimhood group (32.6% of all victims) includes pedestrians who cross the roadway in inappropriate places, persons who are on the road under the influence of alcohol, cyclists and electric scooter drivers who violate traffic rules, and elderly persons with limited orientation and reaction capabilities. The second group of medium victimhood (41.7%) consists of pedestrians moving on roads in the dark without reflective elements, passengers who do not use seat belts or helmets, and children without adult supervision. The third group with a low level of victimhood (25.7%) are road users who comply with all safety rules but become victims due to circumstances beyond their control (weather conditions, technical malfunctions, actions of other road users) [13].

Based on the conducted analysis, it can be concluded that there are three main groups of determinants of traffic safety offenses in Ukraine:

1. Socio-economic: increase in the number of vehicles without corresponding infrastructure development; insufficient funding of the road industry; low purchasing power of the population, leading to the use of technically defective vehicles; deficiencies in the organization of public transport.

2. Organizational and legal: imperfection of the legal framework; deficiencies in the driver training system and control over the quality of their training; insufficient effectiveness of the patrol police; weakness of mechanisms for controlling the technical condition of vehicles.

3. Socio-psychological: low level of legal awareness of road users; legal nihilism; aggressive driving style; insufficient culture of behavior on the road; tolerant

attitude of society towards certain violations (in particular, speeding) [12].

The systemic nature of the causal complex of transport offenses has a significant impact. Among institutional factors, the imperfection of the driver training system is particularly highlighted. Analysis of driving school curricula showed that 76.3% do not meet modern requirements and international standards. In 64.1% of driving schools, there is a formal approach to teaching, insufficient practical classes, and a lack of training in safe driving skills in difficult conditions. The corruption component in obtaining driver's licenses only exacerbates the problem, leading to the fact that drivers who do not have sufficient skills and knowledge take to the roads.

The analysis shows that the quality of transport infrastructure is important for traffic safety. According to Ukravtodor, only 37.6% of Ukrainian roads meet basic safety standards. In 42.3% of accidents with severe consequences, experts note the influence of unsatisfactory road surface conditions, lack of proper lighting, road markings and signs, and ineffective traffic organization on dangerous sections. This problem is particularly acute on local roads, where safety indicators are the lowest [2].

The results indicated an uneven distribution of traffic safety offenses across Ukraine. The most accidents are recorded in the Kyiv, Odesa, Lviv, Kharkiv, and Dnipropetrovsk regions. Within settlements, 67.8% of all road accidents occur on highways — 12.4% on other roads — 19.8%. The time distribution of offenses has a pronounced seasonality (peak falls on the summer-autumn period) and daily cyclicity (the most significant number of accidents occurs from 17:00 to 22:00) [1].

Based on the conducted analysis, it can be concluded that there is a need to implement a comprehensive model for the prevention of traffic safety offenses, which includes three levels:

1. General social measures: improvement of transport infrastructure and increase of its safety; implementation of intelligent transport systems; development of public transport as an alternative to private; formation of a culture of safe behavior on the road through educational campaigns in the media, educational institutions; increasing the level of social responsibility of business in the field of transport.

2. Special criminological measures: improvement of the legal framework in the field of road safety; increasing the effectiveness of the patrol police; implementation of modern technical means of control (automatic violation recording systems, alcohol interlocks, etc.); reforming the system of driver training and control over their skills; strengthening requirements for the technical condition of vehicles.

3. Individual preventive measures: differentiated approach to violators depending on the type of offense and personal characteristics; introduction of mandatory advanced training courses for offending drivers;

psychological counseling for persons with increased levels of aggression and risk propensity; implementation of rehabilitation programs for drivers who drove vehicles under the influence [10].

Comparison of data gives grounds to assert that international experience demonstrates the effectiveness of a comprehensive approach to improving road safety. Particularly illustrative are the examples of Sweden (the “Vision Zero” program), the Netherlands (the “Sustainable Safety” concept), and the United Kingdom, where over the past 20 years, mortality from road accidents has been reduced by 50–70%. The key elements of their success are a systematic approach to designing safe road infrastructure, strict adherence to speed limits, zero tolerance for driving under the influence, high level of driver training, an effective system of imposing and collecting fines, educational campaigns aimed at changing the behavior of road users.

Based on the analysis, it can be concluded that adapting such an experience to Ukrainian realities, considering national peculiarities, can significantly increase the effectiveness of measures to prevent traffic safety offenses. Particular attention should be paid to improving the effectiveness of the patrol police, implementing modern control technologies, reforming the driver training system, and forming a culture of safe behavior on the road.

Conclusions and prospects for further research. The conducted study of the structure and elements of the criminological characteristics of traffic safety offenses allows us to draw several important scientific conclusions that have both theoretical and practical significance for further developing criminological science and improving the system for preventing traffic offenses in Ukraine.

First, the criminological characteristics of traffic safety offenses are a complex category that includes five interrelated elements: quantitative and qualitative indicators, characteristics of the offender, characteristics of victims, determinants of offenses, and prevention measures. This approach allows for a comprehensive study of this socio-legal phenomenon and the development of effective countermeasures.

Second, the statistical data analysis for 2020–2025 indicates a negative trend in traffic safety offenses in Ukraine, manifested in an increase in the total number of traffic violations and the number of serious consequences (deaths and injuries). Particularly alarming is the trend of increasing cases of driving under the influence, which requires an urgent response from government agencies.

Third, it has been established that the criminological profile of a traffic safety offender is characterized by the following features: predominantly males (87.3%), aged 18 to 35 years (53.8%), with secondary or specialized secondary education (61.4%), who belong to one of three types — “aggressive,” “undisciplined,” or “accidental.” There is a trend toward an increasing

proportion of women among offenders, which requires adjustment of preventive measures.

Fourth, it has been revealed that the determination complex of traffic safety offenses is multi-level and includes socio-economic, organizational-legal, and socio-psychological factors. This necessitates a comprehensive approach to preventing such offenses, which should cover all three levels of determination.

Based on the conducted research, the following practical recommendations can be proposed for law enforcement agencies and other subjects of road safety:

- Improve the system for monitoring and analyzing traffic accidents using modern information technologies, allowing more accurate identification of “problem” road sections and categories of drivers who most often violate the rules.
- Strengthen control over drivers’ compliance with speed limits and the prohibition of driving under the influence by expanding the network of automatic violation detection and increasing the number of sobriety checks.
- Reform the driver training system, emphasizing forming a safe behavior model on the road and developing skills for predicting dangerous situations.
- Introduce a differentiated approach to preventive work with different types of offenders (“aggressive,” “undisciplined,” and “accidental”), taking into account their moral and psychological characteristics.
- Develop and implement a comprehensive state program to improve road safety for 2026–2030. This would provide for coordinated actions of all interested parties (law enforcement agencies, local governments, educational institutions, public organizations, etc.).

Prospects for further scientific research in the field of traffic safety are seen in the following directions:

1. Study of the impact of modern technologies (autopilots, driver assistance systems, electronic assistants) on road safety and the formation of new approaches to criminological characteristics of offenses in the context of technological changes.

2. Development of a methodology for predicting road traffic accidents based on big data analysis and artificial intelligence.

3. Study of international experience in preventing traffic safety offenses and possibilities for its adaptation to Ukrainian realities.

4. Research on psychological mechanisms of decision-making by drivers in various road situations and the development of effective programs for correcting risky behavior on the road.

5. Analysis of the effectiveness of various legal mechanisms influencing road safety (administrative, criminal, civil) and finding their optimal ratio.

Implementing the proposed recommendations and conducting further research in these areas will help increase road safety in Ukraine and reduce the number of offenses in this area, ultimately saving the lives and health of many citizens of our country.

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