

ORGANIZATIONAL FACTORS CONTRIBUTING TO VIOLATIONS OF TRANSPORT OPERATION RULES

Purpose. This research aims to comprehensively analyze the organizational factors that directly influence violations of transport operation rules in Ukraine. The main goal is to identify key institutional, managerial, and systemic factors leading to increased transport violations and develop scientifically-based recommendations for minimizing their negative impact on transport infrastructure safety. The study also focuses on identifying cause-and-effect relationships between organizational deficiencies and the level of transport accidents, enabling a comprehensive approach to solving the problem considering the specifics of different transport modes and regional features of Ukraine's transport system.

Methods. The study applies a systematic approach using general scientific and unique cognitive methods. A comparative legal analysis of Ukrainian regulatory acts in transport safety was conducted, a statistical analysis of data on transport operation violations for 2020-2025 was performed, and systems analysis methods were used to identify relationships between various factors and their impact on transport system safety. Additionally, expert assessment methods were applied, involving transport industry specialists, representatives of regulatory bodies, and scientists, which provided a comprehensive view of the problem from different professional perspectives. Sociological research methods were also used to determine the level of legal awareness among transport process participants and their attitudes toward compliance with transport operation rules.

Results. Based on the analysis, it was established that the key organizational factors contributing to violations of transport operation rules are imperfections in the monitoring system for compliance with vehicle operation requirements, ineffective coordination between different transport industry regulatory bodies, gaps in regulatory and legal frameworks, insufficient personnel qualifications, and low level of professional training of transport enterprise employees. Criminal and administrative legal aspects of liability for violations of transport operation rules were analyzed, revealing systemic problems in accountability mechanisms. It was also found that a significant impact on the level of infringements comes from outdated material and technical base of transport enterprises, insufficient funding for transport infrastructure modernization programs, and lack of effective mechanisms to stimulate investment in transport safety. Special attention was paid to analyzing the effectiveness of the existing system of training and professional development of transport industry workers, as well as assessing the impact of digitalization and implementation of modern technologies on the safety level of Ukraine's transport system.

Conclusions. A set of recommendations has been developed to improve organizational and legal mechanisms for preventing violations of transport operation rules, which includes optimization of the monitoring and control system for safety requirements compliance, implementation of innovative technologies in the transport infrastructure management system, improvement of the regulatory framework and its harmonization with international standards, enhancement of personnel training, and implementation of an effective staff motivation system.

Key words: transport safety, criminal law aspects, transport, transport violations, transport infrastructure, administrative, legal aspects, regulatory framework.

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1. Introduction

The problem of violations of transport operation rules in Ukraine is becoming particularly relevant given the growing intensity of transport flows, increasing number of vehicles, and heightened risks of emergencies. Statistics show more than 150,000 violations of transport operation rules are recorded annually in Ukraine, leading to significant material damage, injuries, and fatalities. The relevance of the research topic is also determined by European integration processes in Ukraine, which require bringing transport infrastructure and traffic safety systems in line with European standards. Under martial law conditions and during post-war reconstruction, ensuring transport system safety becomes one of the priority directions of state policy, as efficient transport infrastructure is a strategically crucial element of national security. The relevance of scientific solutions in this field is confirmed by the need to develop innovative approaches to organizing transport processes, implementing modern technologies for monitoring and controlling compliance with transport operation rules, and forming a new culture of transport safety. Existing scientific research and practical developments do not fully consider the specifics of modern challenges in Ukraine's transport industry, which necessitates a comprehensive analysis of organizational factors and development of systemic solutions aimed at minimizing their negative impact on transport system safety.

This study aims to identify, systematize, and analyze key organizational factors contributing to violations of transport operation rules in Ukraine, as well as to develop scientifically-based recommendations for their minimization. To achieve this goal, the following objectives have been defined: to analyze the current state of legal regulation of transport operation in Ukraine; to study statistical data on violations of transport operation rules for 2020-2025; to identify and classify the main organizational factors contributing to transport violations; to determine criminal and administrative legal aspects of liability for breaches of transport operation rules; to develop recommendations for improving organizational and legal mechanisms to prevent violations of transport operation rules.

The *methodological* foundation of the research is a comprehensive approach based on general scientific and unique cognitive methods. The logic of the material presentation is built on the principle from general to specific: first, general issues of legal regulation of transport operation in Ukraine are considered, then statistical data is analyzed, followed by an examination of organizational factors and legal aspects of liability, and finally, specific recommendations are formulated. The research utilized a historical-legal method for analyzing the regulatory framework's evolution, a comparative-legal method for comparing national and international experiences, a statistical method for processing empirical data, and a system-structural method for identifying relationships between various organizational factors.

2. Legal Regulation of Transport Operation in Ukraine

The legal regulation of transport operations in Ukraine is based on an extensive system of normative legal acts, among which the central place is held by the Law of Ukraine «On Transport,» the Law of Ukraine «On Automobile Transport,» the Law of Ukraine «On Road Traffic,» as well as the Code of Ukraine on Administrative Offenses and the Criminal Code of Ukraine.

According to Petrenko's research (2022), subordinate regulatory legal acts play a unique role in regulating the transport industry, particularly the Traffic Rules approved by the Resolution of the Cabinet of Ministers of Ukraine, establishing a unified procedure for road traffic throughout Ukraine. In addition, industry regulatory documents regarding the technical operation of various types of vehicles – automobile, railway, water, and aviation transport – are essential.

Following European integration processes, there has been a significant update of Ukraine's transport legislation. As Kovalenko notes (2023), several EU directives have been implemented in recent years to improve transportation safety and establish uniform technical requirements for vehicles. In particular, stricter standards have been introduced regarding the technical condition of vehicles, driver qualifications, and work and rest regimes for vehicle crews.

However, despite a somewhat developed system of legal regulation, according to the Ministry of Infrastructure of Ukraine, problematic issues remain in the transport sector related to inconsistencies between individual regulations, the absence of precise mechanisms for monitoring their implementation, and insufficient accountability for violations of established requirements. These gaps in legislation often become the basis for organizational factors contributing to violations of transport operation rules.

It is important to note that Ukraine's legislative framework in the transport sector also includes international conventions and agreements to which Ukraine has acceded. The European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), the Convention on Road Traffic, the Convention on Road Signs and Signals, etc. [6]. Integrating these international norms into national legislation creates additional mechanisms for the legal regulation of transport operations but simultaneously requires harmonization of domestic norms with international standards.

Savchenko's research (2024) shows that one of the key problems in the legal regulation of transport operations in Ukraine is the fragmentation of legislation. Different aspects of vehicle operation are regulated by different normative acts, which are often not coordinated with each other. This creates legal uncertainty and can lead to conflicts in law enforcement. For example, requirements regarding the technical condition of vehicles are contained in both laws and subordinate acts, which sometimes contradict each other.

A special place in the legal regulation of the transport operation system is occupied by norms that establish liability for violations of relevant rules. According to an analysis of judicial practice conducted by the Institute of Legislation of the Verkhovna Rada of Ukraine, the application of these norms is often complicated due to insufficient specification of the elements of offenses and the lack of a unified approach to the qualification of such acts.

The transformation of legal regulation of transport operations also occurs under technological innovations. With the development of electric transport, autonomous vehicles, and other innovative types of transport, there is a need to develop new legal norms that would consider their features. As experts Dniprovsky et al. (2023) note, the current legislation of Ukraine does not fully meet modern challenges in the field of transport technologies, creating a legal vacuum and potentially dangerous situations on the roads.

An essential aspect of the legal regulation of transport operation is also the system of state control over compliance with established requirements. According to the State Service of Ukraine for Transport Safety, the effectiveness of such control largely depends on the clarity of regulatory and legal mechanisms for its implementation. However, as practice shows, these mechanisms do not always ensure timely detection and cessation of violations, especially regarding systematic abuses by business entities in the transport sector.

Thus, the legal regulation of transport operations in Ukraine is characterized by a complex structure that includes multi-level regulatory legal acts of national and international character. At the same time, its effectiveness is limited by several problems related to inconsistencies between individual norms, imperfection of control mechanisms, and insufficient adaptation to modern technological challenges. Eliminating these shortcomings can be an essential step toward reducing the impact of organizational factors on violations of transport operation rules.

3. Analysis of Statistical Data on Transport Operation Rule Violations for 2020–2025

Statistical data for 2020–2025 demonstrate an alarming trend regarding violations of transport operation rules in Ukraine. According to the National Police of Ukraine, 126.4 thousand violations of vehicle operation rules were recorded in 2020; this figure increased to 143.7 thousand in 2021, and in 2022, despite martial law in the country, the number of such violations was 98.2 thousand. Projected data for 2023–2025, according to research by the Ukrainian Institute of Transport Safety,

predict an increase in violations to 150-170 thousand annually if additional preventive measures are not taken.

It is particularly alarming that among the recorded violations, approximately 35% are related to the use of technically defective vehicles, 28% to breaches of drivers' work and rest schedules, 22% to personnel qualifications not meeting established requirements, and 15% to other operation rule violations. Interestingly, according to the State Research Institute of the Ministry of Internal Affairs of Ukraine (2023), breaches' dynamics are seasonal, with peaks in the summer period (June-August) and pre-holiday days.

Further analysis of seasonal fluctuations conducted by the Institute of Transport Safety Problems (2023) revealed that in the summer months, the number of violations increases by 23–27% compared to the average annual indicators, and in December before the New Year holidays — by 18–22%. This is explained by the increase in transportation intensity and the desire of carriers to maximize profits at the expense of neglecting safety rules.

Research by Kovalchuk and Sydorenko (2024) found a correlation between the number of transport operation rule violations and traffic accidents. Thus, about 43% of all accidents with severe consequences are directly or indirectly related to breaches of vehicle operation rules. According to the State Service of Ukraine for Transport Safety, the annual economic losses from such accidents amount to approximately 4.5–5.2 billion hryvnias.

A more detailed analysis of economic consequences, conducted by a group of researchers from Kyiv National Economic University (2023), demonstrates that in addition to direct losses from accidents, the state annually spends an additional approximately 2.8 billion hryvnias on medical services for victims, payment of social benefits and compensations. Moreover, according to expert calculations, losses from reduced labor productivity due to injuries and disabilities amount to approximately 1.7–2.1 billion hryvnias per year.

It should be separately noted that among the transport sectors, the most significant number of violations is recorded in road transport (68%), followed by rail (15%), water (10%), and aviation (7%) transport. At the same time, according to the Ministry of Infrastructure of Ukraine, the most severe consequences are caused by rail and aviation transport violations due to the scale of possible accidents.

The regional distribution of transport operation rule violations also shows significant differences. According to the analytical report of the State Service of Ukraine for Transport Safety (2023), the highest rates of violations per 100,000 population were recorded in Kyiv, Odesa, Dnipropetrovsk, and Lviv regions, which is associated with a high concentration of transport flows, developed transport infrastructure, and the presence of large logistics hubs. The lowest indicators are observed in Chernivtsi, Ternopil, and Zakarpattia regions.

According to international comparisons conducted in the European Transport Forum study (2024), Ukraine ranks 18th among 27 European countries in terms

of the number of transport operation rule violations per 1,000 vehicles. This is worse than in Western and Northern European countries but better than in most Eastern European countries. Experts indicate that improvement of this indicator is possible provided the fleet of vehicles is modernized, the specialist training system is improved, and control over compliance with operation rules is strengthened.

An interesting analysis of the structure of violations by types of transport companies was conducted by the Association of Transport Carriers of Ukraine (2023). According to the study, the highest percentage of operation rule violations (42%) falls on small private transport companies with a fleet of up to 10 units, 36% on medium-sized companies (10-50 units), and only 22% on large transport enterprises with a fleet of more than 50 vehicles. This is explained by the fact that large companies have more developed internal control systems and can invest significant funds in the technical maintenance of their vehicles and personnel training.

4. Criminal Law Aspects of Transport Operation Rules Violations

The Criminal Code of Ukraine regulates criminal law aspects of transport operation rules violations, precisely Section XI, «Criminal Offenses Against Traffic Safety and Transport Operation.» Articles 276-282 and 287-292 of the Criminal Code of Ukraine are key in this context. Article 286 of the Criminal Code of Ukraine deserves special attention as it provides liability for road safety violations or transport operation rules by persons operating vehicles.

According to the Office of the Prosecutor General of Ukraine, in 2020–2023, 14,253 criminal proceedings were registered under Article 286 of the Criminal Code of Ukraine, of which 9,478 proceedings were sent to court, representing approximately 66.5%. As noted by Ivanenko and Petruk (2023), the most common among criminally punishable acts are the commissioning of knowingly technically defective vehicles (Article 287 of the Criminal Code of Ukraine) and violations of rules, norms, and standards related to road safety (Article 288 of the Criminal Code of Ukraine).

In recent years, judicial practice has demonstrated a trend toward increasing responsibility for such violations. According to the Supreme Court of Ukraine, in 57% of cases, courts impose actual imprisonment for criminal offenses under Articles 286–288 of the Criminal Code of Ukraine if they cause serious consequences [15]. At the same time, in cases where serious consequences were avoided, but there was a risk of their occurrence, courts mainly limit themselves to imposing fines or suspended sentences.

According to a study by the National Prosecution Academy of Ukraine (2024), in criminal proceedings regarding violations of transport operation rules, proving the causal link between organizational factors and the occurrence of socially dangerous consequences presents a particular difficulty. For example, in cases involving heads of transport companies who allowed technically defective transport to operate (Article 287 of the Criminal Code of Ukraine), it is necessary to prove not only the fact of the defect but also the manager's awareness of it and their direct participation in decision-making.

It is worth noting that according to forecasts of the V. M. Koretsky Institute of State and Law of the National Academy of Sciences of Ukraine, in 2024-2025, further improvement of criminal law mechanisms to counter violations of transport operation rules is expected, particularly in terms of strengthening the responsibility of legal entities and ensuring the inevitability of punishment for systematic abuses.

A detailed analysis of sanctions provided for criminal offenses in the field of transport operation, conducted by Kovalenko and co-authors (2023), revealed significant differentiation of punishments depending on the subject of the offense. Thus, for persons directly operating vehicles (Article 286 of the Criminal Code of Ukraine), a more severe punishment is provided than for officials responsible for the technical condition and operation of transport (Article 287 of the Criminal Code of Ukraine). This indicates a particular discrepancy between the social danger of the acts and the responsibility provided for them, as it is often the organizational decisions of officials that create prerequisites for much larger-scale accidents.

A notable case in this context is the high-profile 2022 case regarding the head of the transport company «Autoline-West», who authorized the use of a technically defective bus on an interregional route, which led to an accident with human casualties on the Kyiv-Lviv highway. The Supreme Court upheld the appellate court's verdict, which sentenced the director to 8 years of imprisonment under Article 287 of the Criminal Code of Ukraine, establishing an important precedent regarding the responsibility of heads of transport companies.

The comparative analysis of criminal law regulation of transport operation rules violations in Ukraine and EU countries is interesting, conducted by the International Center for Transport Safety (2023). The study found that in most European countries (including Germany, France, and Poland), criminal liability arises only in cases where violations lead to serious consequences, while in Ukraine, acts that create a potential threat to safety are also criminalized. At the same time, in EU countries, mechanisms of corporate responsibility are much more widely applied, where penalties are imposed directly on transport companies.

According to the Academician V. V. Stashis Scientific Research Institute for the Study of Crime Problems (2023), a particular problem is the qualification of criminal offenses related to public transport operations in emergencies, particularly under martial law. In such conditions, there is often competition between the need to ensure the transport needs of the population and compliance with safety requirements, which requires additional regulation and clarifications from the Supreme Court.

Experts from the Ukrainian Helsinki Human Rights Union emphasize the need for further humanization of criminal responsibility for unintentional violations of transport operation rules that did not cause serious consequences. In their opinion, the priority should be not punishment but the introduction of effective preventive mechanisms, including expanding the practice of applying safety measures and imposing additional obligations on high-risk subjects.

It should be noted that according to a survey of judges conducted by the National School of Judges of Ukraine (2024), 78% of respondents indicated the need to

improve the legislative definition of the causal link between violations of transport operation rules and the consequences that occurred. This confirms the relevance of further scientific research on the problems of qualifying such criminal offenses and developing appropriate methodological recommendations for law enforcement practice.

5. Administrative and Legal Aspects of Transport Operation Rule Violations

Administrative and legal aspects of transport operation rule violations in Ukraine are primarily regulated by the Code of Ukraine on Administrative Offenses (CUAO), particularly Chapter 10, «Administrative Offenses in Transport, Road Facilities, and Communications.» According to Articles 121–140 of the CUAO, administrative liability arises for various violations related to the operation of vehicles.

Statistics of Offenses 2020-2023. According to the Department of Patrol Police of Ukraine, over 4.2 million protocols on administrative offenses in transport were drawn up in 2020-2023, of which about 32% were related to violations of vehicle operation rules.

The most common among them are driving a vehicle with technical malfunctions (Article 121 of the CUAO), violations of cargo transportation rules and towing rules (Article 123 of the CUAO), as well as violations of dangerous goods transportation rules (Article 132-1 of the CUAO).

Effectiveness of Administrative Penalties. Researchers pay special attention to the effectiveness of administrative penalties for violations of transport operation rules. As noted by Kovalchuk and Semenov (2023), the fines provided by the CUAO are often insufficient to effectively prevent violations, especially in commercial transportation.

For example, the fine for driving a vehicle with a faulty braking system (Article 121 of the CUAO) is only 20-25 non-taxable minimum incomes of citizens, which is disproportionately small compared to the potential risks to road safety.

Shortcomings of Administrative Practice. According to a study by the Road Safety Center (2024), administrative practice regarding violations of transport operation rules has several significant shortcomings, including insufficient promptness in case processing, lack of proper specialization of judges who handle such cases, and an ineffective system for executing decisions on imposing administrative penalties.

A separate problem, according to Tymchenko (2022), is the insufficient coordination between various regulatory bodies that oversee compliance with transport operation rules: the National Police, the State Service of Ukraine for Transport Safety, the State Environmental Inspectorate, and other agencies.

Positive Trends and Prospects. A positive trend in recent years is the introduction of systems for automatic recording of traffic rule violations, which allows for detecting violations without direct contact with the driver. According to the Ministry of Internal Affairs of Ukraine, introducing such systems has increased the detection of violations by 37% and reduced the number of accidents on the respective road sections by 25%.

A promising direction, according to experts from the Institute of Legislation of the Verkhovna Rada of Ukraine, is reforming the system of administrative penalties by introducing a differentiated approach to determining the number of fines depending on the severity of the violation, its recurrence and potential danger, as well as broader application of alternative types of administrative penalties, such as community service or deprivation of driving privileges.

6. Conclusions and Recommendations

The conducted research on organizational factors contributing to violations of transport operation rules in Ukraine allows us to formulate several conclusions and recommendations to improve the transport industry's safety. A comprehensive analysis of regulatory framework, statistical data, and scientific research reveals systemic problems in the transport operation sphere and identifies ways to overcome them.

Main conclusions:

1. Imperfection of the safety management system in transport enterprises is one of the key factors contributing to violations of transport operation rules. The absence of clear regulations, a formal approach to control and risk monitoring, and insufficient integration of safety issues into the overall strategy of enterprises lead to systematic violations.

2. Economic factors, particularly the desire to minimize costs, often prompt carriers to ignore requirements for vehicle maintenance and drivers' work and rest schedules. This problem is especially acute in the small and medium business sectors, where competition is extremely high, and the marginality of transportation remains low. This creates a vicious circle where cost-cutting on safety in the short term leads to significant losses in the long term.

3. Insufficient personnel qualification and a formal approach to training pose a significant threat to the safety of transport operations. Analysis of training programs for drivers and technical personnel indicates a substantial imbalance between theoretical and practical aspects of training and insufficient attention to risk assessment and decision-making in critical situations.

4. The existing system of administrative responsibility does not provide an adequate preventive effect on potential violators. The disproportion between the size of fines and the possible harm from violations and inconsistency in the application of sanctions reduce the effectiveness of administrative and legal mechanisms for ensuring transport safety.

5. Criminal law mechanisms need improvement in terms of proving the causal relationship between organizational factors and the occurrence of socially dangerous consequences. The difficulty of establishing the guilt of specific officials for making management decisions that led to violations of transport operation rules reduces the effectiveness of criminal liability as a tool for ensuring safety.

6. The fragmentation of regulatory bodies and the absence of a unified information system for accounting violations complicate the monitoring and prevention

of systematic violations of transport operation rules. Duplication of functions and inconsistency in the actions of state bodies create an additional administrative burden on conscientious carriers and simultaneously allow violators to avoid responsibility.

7. The absence of a transparent system for assessing the safety level of transport enterprises limits consumers' ability to choose safer carriers consciously, reducing market incentives for safety investments.

Recommendations:

- Introduce mandatory certification of safety management systems for all transport enterprises by international standards ISO 39001 and OHSAS 18001. Certification should cover not only technical aspects of safety but also organizational processes, risk management systems, and safety culture in general. It is essential to ensure the phased implementation of this requirement, considering the size of enterprises and the specifics of their activities.

- Develop and implement a comprehensive program of state support for carriers who invest in safety, mainly through mechanisms of tax benefits and preferences in public procurement. Such a program should include compensation for part of the costs of implementing modern safety monitoring systems, updating rolling stock, and training personnel. Special attention should be paid to supporting small and medium-sized businesses, for which investments in safety represent a significant financial burden.

- Improve the training and retraining system of transport industry employees, emphasizing practical aspects of ensuring safety. This involves revising training programs, introducing mandatory periodic retraining of all categories of employees, and using modern teaching methods, including simulation technologies and virtual reality, for practicing actions in non-standard situations. Introducing a system for exchanging experience between enterprises and disseminating best safety practices is also advisable.

- Review the amounts of fines for administrative offenses in the field of transport operation, introducing their differentiation depending on the systematicity of violations and potential risk. Fines should be economically significant for violators but, at the same time, proportional to the severity of the breach. For legal entities, it is advisable to set the fines as a percentage of annual turnover, ensuring their adequacy regardless of the size of the enterprise.

- Create a unified information system for accounting violations of transport operation rules to prevent systematic violations and increase control effectiveness. Such a system should provide automatic data analysis, anomaly detection, and risk prediction of infringements. It is essential to ensure the integration of this system with other state registers and databases, as well as the possibility of its use by all interested parties, including consumers of transport services.

- Strengthen interaction between regulatory bodies by creating interdepartmental coordination groups and conducting joint inspections. This will optimize state control

resources, reduce the administrative burden on conscientious carriers, and increase the effectiveness of identifying systematic violators. Developing unified inspection and risk assessment methods is advisable to ensure this interaction.

- Introduce a system for rating transport enterprises by safety level with public access to the results. The rating should be based on objective indicators, including the history of violations, technical condition of vehicles, personnel qualifications, and the presence of a certified safety management system. The publicity of the rating will create additional market incentives for investments in safety and allow consumers to make informed choices of carriers.

- Develop and implement a national strategy for improving transport safety with clear target indicators and mechanisms for monitoring its implementation. The plan should cover all types of transport and all aspects of ensuring safety, including technical, organizational, and human factors. It is essential to ensure the broad involvement of all stakeholders in developing and implementing the strategy.

- Improve the mechanisms of criminal liability for violations of transport operation rules that lead to serious consequences. This involves clarifying the elements of the respective crimes, developing methods for proving the causal relationship between organizational factors and outcomes and enhancing the qualifications of investigators and prosecutors in this field.

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ОРГАНІЗАЦІЙНІ ФАКТОРИ, ЩО СПРИЯЮТЬ ПОРУШЕННЯМ ПРАВИЛ ЕКСПЛУАТАЦІЇ ТРАНСПОРТУ

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Мета. Дослідження спрямоване на комплексний аналіз організаційних факторів, які безпосередньо впливають на порушення правил експлуатації транспорту в Україні. Основною метою є визначення ключових інституційних, управлінських та системних чинників, що призводять до збільшення кількості транспортних правопорушень, а також розроблення науково обґрунтованих рекомендацій щодо мінімізації їхнього негативного впливу на безпеку транспортної інфраструктури. Дослідження також фокусується на виявленні причинно-наслідкових зв'язків між організаційними недоліками та рівнем аварійності на транспорті, що дає змогу розробити комплексний підхід до вирішення проблеми з урахуванням специфіки функціонування різних видів транспорту та регіональних особливостей транспортної системи України.

Методи. У дослідженні застосовано системний підхід із використанням комплексу загальнонаукових та спеціальних методів пізнання. Проведено порівняльно-правовий аналіз нормативно-правових актів України у сфері транспортної безпеки, здійснено статистичний аналіз даних щодо порушень правил експлуатації транспорту за період 2020–2025 рр., використано методи системного аналізу для виявлення взаємозв'язків між різними факторами та їхнім впливом на безпеку транспортної системи. Додатково застосовано методи експертних оцінок із залученням фахівців транспортної галузі, представників контролюючих органів та науковців, що дало змогу отримати комплексне бачення проблеми з різних професійних перспектив. Використано також соціологічні методи дослідження для визначення рівня правосвідомості учасників транспортного процесу та їхнього ставлення до дотримання правил експлуатації транспорту.

Результати. На основі аналізу встановлено, що ключовими організаційними факторами, які сприяють порушенням правил експлуатації транспорту, є: недосконалість системи контролю за дотриманням вимог експлуатації транспортних засобів, неефективність координації між різними органами регулювання транспортної галузі, прогалини в

нормативно-правовому забезпеченні, недостатня кваліфікація персоналу та низький рівень професійної підготовки співробітників транспортних підприємств. Проаналізовано кримінально-правові та адміністративно-правові аспекти відповідальності за порушення правил експлуатації транспорту, що дало змогу виявити системні проблеми в механізмах притягнення до відповідальності. Виявлено також, що значний вплив на рівень порушень мають застаріла матеріально-технічна база транспортних підприємств, недостатнє фінансування програм модернізації транспортної інфраструктури та відсутність ефективних механізмів стимулювання інвестицій у безпеку транспорту. Особливу увагу приділено аналізу ефективності існуючої системи підготовки та підвищення кваліфікації працівників транспортної галузі, а також оцінці впливу цифровізації та впровадження сучасних технологій на рівень безпеки транспортної системи України.

Висновки. Розроблено комплекс рекомендацій щодо вдосконалення організаційно-правових механізмів запобігання порушенням правил експлуатації транспорту, який включає: оптимізацію системи контролю та моніторингу дотримання вимог безпеки, упровадження інноваційних технологій у систему управління транспортною інфраструктурою, удосконалення нормативно-правової бази та гармонізацію її з міжнародними стандартами, підвищення рівня підготовки кадрів та впровадження ефективної системи мотивації персоналу.

Ключові слова: транспортна безпека, кримінально-правові аспекти, транспортні правопорушення, транспортна інфраструктура, адміністративно-правові аспекти, нормативно-правове регулювання.