

**Natalia RIABYKH**

Candidate of Law, Associate Professor,  
Associate Professor of the Department of Law,  
Lutsk National Technical University  
43000, Lvivska St., 75, Lutsk, Ukraine  
n.riabyh@lntu.edu.ua  
ORCID: 0009-0007-4177-698X

**Valentyn VISIN**

Doctor of Historical Sciences,  
Professor of the Department of Law  
Lutsk National Technical University  
ul. Lvivska, 75, Lutsk, Ukraine  
visynvv@gmail.com  
ORCID: 0000-0001-9122-9158

## **SOCIAL AND ECONOMIC FACTORS OF CRIMINAL OFFENSES IN TRANSPORT SECURITY**

<http://doi.org/10.23939/law2025.48.388>

© Riabykh N., Visin V., 2025

This scientific article is devoted to a deep and comprehensive analysis of the social and economic factors that significantly influence the dynamics and nature of criminal offenses in the field of transport security in Ukraine during the period 2020-2025. The work presents generalized conclusions and a detailed overview of statistical data illustrating key changes in the structure and dynamics of transport crimes. Special attention is paid to studying the impact of the armed conflict that began in 2022 on the criminogenic situation in the transport sector, highlighting new challenges and peculiarities that arose as a result, including the increasing number of thefts, looting, and illegal transportation of goods in frontline areas, as well as the activation of criminal groups that exploit complicated logistics and the security situation for their purposes. The study examines how changes in the social environment caused by the war, such as forced displacement, the breakdown of social ties, and psychological tension, contribute to the increase in crime levels in transport. Within the study framework, key determinants of crime in the transport sector have been identified and systematized, including unemployment, migration processes, social stratification, and changes in the economic conjuncture. It analyzes how rising unemployment and declining living standards push specific segments of the population to illegal actions in transport, and how migration flows create new conditions for criminal groups, including cross-border crime and human trafficking. The impact of the shadow economy and corruption schemes on increasing transport crime is examined, particularly by creating favorable conditions for smuggling, illegal arms and drug trafficking, and illicit passenger and cargo transportation. Emphasis is placed on identifying regional peculiarities of these factors' manifestation, considering geographical location and the degree of impact by military actions. Based on the results, a set of practical measures to counteract and prevent these offenses is proposed, which can be implemented at both the legislative and practical levels. Such

measures include strengthening control at transport hubs and routes, implementing the latest security technologies (e.g., video surveillance systems, GPS trackers, cargo scanners), optimizing the legal framework considering the challenges of wartime and post-war reconstruction, and developing and implementing socio-economic programs aimed at reducing crime determinants, including employment programs, social adaptation for internally displaced persons, and support for vulnerable groups. Special attention is paid to interdepartmental cooperation and international experience combating transport crime. A comparative analysis of the dynamics of these phenomena before and during the armed conflict allows for a comprehensive assessment of the scale and depth of the problem, as well as forecasting further trends and developing adaptive strategies to respond to changing threats in the country's transport system, ensuring its stability and security in the conditions of post-war reconstruction and European integration.

**Keywords:** criminal offenses, transport security, transport crimes, war, armed conflict, crime prevention, criminogenic situation, crime determinants, countermeasures, legal framework, looting, illegal transportation.

**Introduction.** We emphasize that **transport security** is one of the key aspects of Ukraine's national security, especially in the face of significant challenges from 2020 to 2025. During this period, the country faced unprecedented trials: the COVID-19 pandemic, which significantly impacted the functioning of the transport system, and a full-scale military invasion, which fundamentally changed the socio-economic reality of the state. Under such circumstances, ensuring transport security became critical not only for the stable functioning of the economy but also for maintaining the country's defense capability.

As statistics show, statistical data indicate a disturbing trend – a significant increase in the number of criminal offenses in transport security within the overall crime structure for 2020-2025 [1; 2]. This phenomenon requires deep scientific understanding and systemic analysis of the cause-and-effect relationships between societal socio-economic processes and manifestations of illegal behavior in the transport sector.

**Analysis of the study of the problem.** Analysis shows that the problems of criminal offenses and their determinants have always been central to scientific discussions and research [3]. In several works by well-known scientists, theoretical and methodological foundations for studying crime, its social and economic factors, and general approaches to preventing and combating offenses have already been laid. These studies create the necessary basis for further in-depth analysis. Thus, significant contributions to the formation of theoretical and methodological foundations for the study of crime, its socio-economic factors, and the development of general approaches to prevention and combating offenses have been made by such scholars as Tatsii, V. Ya., Borysov, V. I., and Tiutiuhin, V. I.

Therefore, it is essential to note that despite a significant number of scientific works devoted to the problems of crime and its determinants in Ukraine, a comprehensive study of criminal offenses in the field of transport security in the context of the latest challenges of 2020-2025, notably the COVID-19 pandemic and the full-scale armed conflict, remains insufficiently covered. Previous studies touched upon individual aspects of transport crime but did not comprehensively analyze its transformation under extreme socio-economic changes. Thus, an unresolved scientific problem is associated with the lack of a deep and relevant study of socio-economic factors that cause the growth of criminal activity in transport in modern conditions.

**The purpose of this article** is a thorough analysis of statistical indicators of criminal offenses in the field of transport security for 2020-2025 and the identification of key social and economic factors influencing the dynamics of this type of crime. Special attention is paid to the impact of martial law and its consequences on the criminogenic situation in the transport sector, the structural features of these offenses, and the development of comprehensive measures for counteraction and prevention.

#### *Theoretical significance of the research*

Comparative analysis allows for a deeper understanding of the cause-and-effect relationships between socio-economic factors and crime in the transport sector.

*Practical significance of the research*

The data in the table indicate the formation of scientifically based recommendations for improving state policy in transport security.

*Methodological basis*

Separate attention should be paid to applying systemic, statistical, and comparative analysis for a comprehensive study of the problem.

**Problem Statement**

This study sets forth a series of key objectives that define its structure and content:

1. Therefore, it is essential to focus on a comprehensive analysis of statistical data on criminal offenses in the field of transport safety for the period 2020-2025, identifying the main trends and patterns [1; 2].

2. It should be emphasized that it is necessary to identify and investigate social factors influencing the level and nature of crime in the transport sector under martial law and social instability.

3. Special attention should be paid to analyzing economic determinants that cause an increase in the number of criminal offenses in transport, taking into account macroeconomic indicators for the period under study [4].

4. Investigate the direct impact of the armed conflict on the state of transport security and the structure of relevant offenses [5].

5. Determine the structural features of criminal offenses in the transport sector, considering the socio-demographic characteristics of offenders and the geographical distribution of crimes [2].

6. Develop scientifically sound recommendations regarding measures to counter and prevent criminal offenses in the transport sector.

*Methodological Basis:* The study is based on a comprehensive approach that combines general scientific and special methods of cognition. Specifically, the following were used: systemic analysis to study the interrelationships between factors affecting transport safety; statistical method for processing quantitative indicators of crime; comparative legal method for comparing data from different periods and identifying trends; sociological method for analyzing social factors of crime.

*Empirical Basis:* The study used official statistical data from the Prosecutor General's Office of Ukraine [1], the State Statistics Service of Ukraine [4], the National Police of Ukraine [2], and international studies and analytical reports on global risks and the state of security for 2020-2025 [6]. As statistics show, the empirical material allows us to state that these sources provide a reliable basis for analysis [6].

*Scientific Novelty:* The study offers a comprehensive analysis of the impact of unprecedented challenges of 2020-2025 (COVID-19 pandemic and military invasion) on the criminogenic situation in the transport sector. The study shows that statistical data indicate the identification of specific cause-and-effect relationships between socio-economic processes in wartime and the nature of transport offenses [1; 6].

**Presentation of the main material.** According to statistics for 2020-2025 [1; 2], empirical data shows significant structural changes in criminal offenses in Ukraine, particularly a noticeable increase in the share of crimes in transport safety. In 2020-2021, their share was about 5-7% of registered crimes. However, starting from 2022, a stable upward trend has been observed: from 8.5% in 2022 to 14% in 2024. Therefore, paying attention to the particularly noticeable increase in offenses against traffic safety and transport operations is essential, which indicates an exacerbation of problems in this area.

**Analysis of the study of the problem**

Detailed statistical data for this period are presented below:

- **2020:** Share of transport crimes – 5.2 %, share of property crimes – 64.3 %, total number of proceedings – 360,622 [1; 2].
- **2021:** Share of transport crimes – 6.8 %, share of property crimes – 62.1 %, total number of proceedings – 325,246 [1; 2].

- **2022:** Share of transport crimes – 8.5 %, share of property crimes – 60.0 %, total number of proceedings – 410,583 [1; 2].
- **2023:** Share of transport crimes – 11.2 %, share of property crimes – 52.4 %, total number of proceedings – 438,912 [1; 2].
- **2024:** Share of transport crimes – 14.0 %, share of property crimes – 46.0 %, total number of proceedings – 452,631 [1; 2].
- **2025 (first half):** Share of transport crimes – 16.5 %, share of property crimes – 42.3 %, total number of proceedings – 470,000 [1; 2].

The data indicate parallel processes: a decrease in the share of property crimes (from 60 % to 46 %) and a simultaneous increase in the share of transport crimes. A comparative analysis makes it possible to identify the transformation of the crime structure in terms of martial law conditions and socio-economic instability. It should be emphasized that the total number of criminal proceedings also shows an upward trend, especially after the full-scale invasion in 2022 [1, 2].

The analysis shows that by type of transport, the most significant number of offenses is recorded in the field of road transport (about 70 % of all transport crimes). In second place is railway transport (18 %), followed by water (7 %) and air transport (5 %). This structure generally corresponds to the intensity of use of different types of transport. It is worth noting the significant increase (by 23 % in 2022-2024) in the number of offenses related to railway transportation, which is explained by their strategic importance in wartime conditions [2].

Statistical data on the geographical distribution of transport crimes show that they are concentrated in frontline regions, transport hubs, and large urban agglomerations. High indicators are observed in the Dnipropetrovsk, Kharkiv, Zaporizhzhia, and areas of Kyiv, and they are associated with intensive people, military equipment, and cargo movements [2].

### **Social Factors Increasing Criminal Activity in Transport**

Analysis shows that the increase in criminal offenses in transport safety (2020-2025) is due to several interconnected social factors. They are related to global trends and the specific situation in Ukraine caused by a full-scale war. Therefore, it is essential to pay attention to the following aspects:

- *Psychological traumatization of the population:* Increased anxiety, post-traumatic stress disorders, disruption of the psycho-emotional state of citizens.

As practice and empirical material show, the psychological traumatization of the population due to military actions and losses has become one of the key social factors in the increase of crime in general, and in the transport sector in particular. The rise in anxiety, fear, and distrust of the future manifests in increased aggressiveness among road users, a tendency to risky driving behavior, and a decreased responsibility for complying with safety rules. According to sociological studies, about 38 % of Ukrainians in 2023-2024 reported symptoms of post-traumatic stress disorder, which directly affects their behavior, including when driving vehicles [7].

- *Social polarization: The deepening of social stratification accounts for 6 % of global risks in 2025 [6].*

Statistical data indicate that social polarization also significantly affects the level of transport offenses. According to the Global Risks Report for 2025 [6], social stratification accounts for 6 % of the global risks structure. In Ukraine, this problem is exacerbated by the economic consequences of the war, leading to increased social tension and, as a result, an increase in the number of offenses, including vehicle theft, illegal seizure of cargo, and damage to transport infrastructure.

- *Forced migration: Mass displacement of the population, changing the social structure of regions, and creating an additional burden on the transport system.*

The experiment results demonstrate that forced migration of the population from combat zones and temporarily occupied territories has become another decisive factor influencing the criminogenic situation in the transport sector. According to the International Organization for Migration [8], as of the end of 2023,

the number of internally displaced persons in Ukraine exceeded 5 million. It should be emphasized that mass movements of people create an additional burden on transport infrastructure and lead to an increase in the intensity of vehicle use in certain regions, which, in turn, increases the risks of accidents and offenses.

- *Disruption of social ties: Violation of traditional mechanisms of social control, weakening of the institution of the family, also contributes to increased criminal activity in transport.*

It should be noted separately that weakening social institutions and support can lead to deviant behavior and increased offenses [3].

### **Economic Determinants of Crime in the Transport Sector**

Economic factors play a key role in the formation of crime in the transport sector, especially in macroeconomic instability caused by the COVID-19 pandemic and the full-scale military invasion. Empirical data for 2020-2025 allow us to identify several main economic determinants directly influencing offenses in this area [4]. Analysis shows that these determinants have a profound impact on the criminogenic situation.

Statistics show that economic downturn accounts for 5 % of global risks, according to the Global Risks Report 2025 [6]. This problem has become particularly acute for Ukraine: 2022 GDP fell by 30.4 %, becoming the most profound economic decline since independence [4]. Despite some economic recovery in 2023-2024, significant cumulative economic losses continue to negatively affect the population's well-being and the crime rate, particularly in the transport sector.

Thus, it is essential to note that the economic crisis has led to a reduction in funding for transport infrastructure, which has caused a deterioration in the condition of roads, railway tracks, bridges, and other facilities. In turn, the unsatisfactory technical condition of the transport network has become a factor in the increase in accidents and the number of offenses related to violations of traffic safety rules and transport operations [4].

It should be emphasized that the unemployment rate in Ukraine increased from 8.2 % in 2019 to 14.5 % in 2022, reaching peak values in frontline regions (up to 35-40 %) [4]. Such a sharp increase in the number of unemployed is caused by the closure or reduction of enterprises due to hostilities, the occupation of part of the territories, and a general decrease in economic activity.

It is worth noting separately that job loss and stable sources of income prompt part of the population to seek alternative, including illegal, ways of earning money. This manifests in increased unlawful transportation cases, theft of goods, dismantling of vehicles and infrastructure facilities, and looting abandoned transport facilities [2]. Statistical data indicate a particularly significant increase in the number of thefts of metal elements of railway infrastructure for subsequent scrap metal *сдачі* – according to Ukrzaliznytsia, 63 % more such cases were recorded in 2023 compared to 2021 [9].

The decline in household income and rising inflation also significantly affect the criminogenic situation in the transport sector. A comparative analysis shows that, according to the State Statistics Service [4], real incomes of Ukrainians decreased by 21.3 % in 2022, and cumulative inflation for 2022-2023 exceeded 30 %. The decrease in purchasing power leads to savings on vehicle maintenance, low-quality spare parts, and fuels and lubricants, which increases the risk of accidents.

Thus, it is essential to pay attention to the development of the shadow economy sector in a crisis. Empirical data show that, according to experts' estimates, Ukraine's shadow economy's share increased from 30 % in 2019 to 40-45 % in 2022-2023 [10]. In the transport sector, this is manifested in an increase in the number of illegal carriers, evasion of taxes and customs duties when transporting goods, and corruption schemes in distributing state orders for the restoration of transport infrastructure. All these factors create a favorable environment for the growth of organized crime in the transport sector [2].

### **Impact of Armed Conflict**

The full-scale war, which began in February 2022, has drastically changed all spheres of life in Ukrainian society, including transport security and the dynamics of criminal offenses. We emphasize that the armed conflict fundamentally altered the operating conditions of Ukraine's transport system, creating unprecedented challenges to its safety.

Therefore, it is essential to pay attention to the main consequences of the armed conflict for the transport sector, which include:

- *Disruption of logistics chains.* Destruction of traditional routes, transport flow changes, and overloading specific directions.
- *Physical destruction of infrastructure.* Damage or destruction of roads, bridges, railway tracks, and airports complicates safety provision on surviving facilities.
- *Development of shadow markets.* Growth of organized crime in transportation, smuggling, and illicit trafficking of goods.

Analysis shows that large-scale hostilities led to a radical restructuring of Ukraine's logistics chains and transport routes. The blockade of seaports, the occupation of part of the territories, and the destruction of transport routes forced the reorientation of cargo and passenger flows to alternative routes. This led to excessive strain on specific roads and infrastructure facilities, which, in turn, complicated control over compliance with safety rules and created favorable conditions for committing transport offenses [11].

According to statistics from the Ministry of Infrastructure of Ukraine [11], as of the end of 2023, more than 25 thousand kilometers of roads, 300 bridges, 6 thousand kilometers of railway tracks, 20 railway stations, and 19 airports and airfields were damaged or destroyed due to hostilities. The total direct damage to transport infrastructure is estimated at over 37 billion US dollars. Such large-scale destruction complicates the transport system's functioning and creates additional risks for traffic safety and transport operations.

Analysis shows that the war caused a significant increase in unemployment, especially in regions affected by hostilities or occupation [4]. The loss of jobs and livelihoods prompts part of the population to seek alternative sources of income, including illegal ones. According to statistics from the National Police of Ukraine [2], in 2022–2023, there was a 42 % increase in cases of embezzlement of transport enterprises' property, theft of vehicle parts, and illegal appropriation of abandoned property compared to the pre-war period.

Special attention should be paid to the impact of the loss of control over parts of Ukraine's territories and the corresponding transport infrastructure. Occupied territories have become a high-risk zone for transport crimes, as Ukrainian legislation is effectively not enforced there, and control by Ukrainian law enforcement agencies is absent. These territories have also become a base for organized criminal groups specializing in illegal transportation across the demarcation line, smuggling, and other transport offenses [2].

### **Structural Features of Transport-Related Criminal Offenses**

An analysis of the structural features of criminal offenses in transport safety for 2020-2025 reveals significant transformations in both the socio-demographic profile of offenders and the geographical distribution and nature of committed crimes. Understanding these structural changes is key to developing effective strategies for combating and preventing transport offenses.

Thus, it is essential to note the increase in the proportion of minors among persons committing crimes against traffic safety and transport operations. According to statistics from the National Police of Ukraine [2], this share increased from 8.5 % in 2022 to 14 % in 2024. Several factors can explain this:

- Disruption of educational institutions due to the war, which weakened control over adolescents.
- Psychological trauma caused by the war can manifest in deviant behavior.
- Economic difficulties in families that encourage minors to commit property crimes, particularly those related to vehicles.

The most common types of offenses among minors are illegal seizure of vehicles, intentional damage to transport infrastructure facilities, and violation of traffic safety rules [2].

A geographical analysis of transport crimes shows their uneven distribution across Ukraine. The highest rates of criminal offenses in the transport sector are recorded in:

- Urban agglomerations with high population density (Kyiv, Dnipropetrovsk, Kharkiv, Odesa regions).
- Front-line regions (Zaporizhzhia, Donetsk, Kharkiv, Mykolaiv regions) .
- Transport hubs and junction points (Lviv, Zakarpattia regions) .

Such a distribution is explained by objective factors (intensity of transport flows, presence of critical infrastructure) and specific wartime conditions (proximity to the combat zone, mass displacement of the population).

Analysis shows that the structure of transport offenses by type demonstrates the dominance of three categories of crimes :

- Violation of traffic safety rules and transport operation (52 %): includes severe traffic accidents, violations of safety rules on railway, water, and air transport.
- Illegal seizure of vehicles (28 %): theft of cars, motorcycles, special equipment, including for dismantling.
- Intentional damage or destruction of transport infrastructure (20 %): destruction of tracks, damage to signaling systems, theft of infrastructure elements.

Special attention should be paid to the increasing organization of criminal groups operating in transport. According to law enforcement agencies [2], in 2022-2024, the number of identified organized criminal groups specializing in transport crimes increased by 35 % compared to 2020-2021. These groups are characterized by high technical equipment, precise role distribution, and corrupt transport and regulatory bodies' ties.

It should be emphasized that the motivation of offenders has also transformed. While before 2022 most transport crimes had a mercenary motive, in wartime conditions, the proportion of offenses committed for ideological motives (sabotage at transport facilities), out of revenge, or due to psychological disorders caused by the stressful conditions of wartime, has increased [2].

### **Measures for Counteracting and Preventing Criminal Offenses in the Transport Sector**

Effective counteraction against criminal offenses in transport safety requires a comprehensive approach that considers the specific socio-economic conditions of wartime and the structural features of modern transport crime. Based on the analysis of statistical data and international experience, a system of measures aimed at reducing crime and improving the safety of Ukraine's transport system is proposed.

Implement modern video surveillance systems, access control, GPS monitoring, and the deployment of sensor networks to detect unauthorized interference with the operation of transport infrastructure.

Improve the regulatory and legal framework in transport safety, strengthen responsibility for traffic rules and transport operations violations, and harmonize national legislation with international standards. It should be emphasized that this approach will contribute to increasing the effectiveness of law enforcement [12].

Development of social support programs, new jobs in the transport industry, increasing wages, and social protection of transport workers.

Therefore, it is essential to strengthen control over transport infrastructure, which is one of the priority areas for combating offenses. This involves implementing modern technological solutions for monitoring the state of infrastructure facilities, detecting potential threats, and responding to incidents promptly. Specifically, it is recommended:

- Deploy comprehensive video surveillance systems at key transport infrastructure facilities (stations, ports, airports, bridges, tunnels).
- Implementation of video stream analytics systems using artificial intelligence technologies to detect suspicious behavior and potential offenses automatically.
- Creating a unified information system for monitoring transport safety by integrating data from various departments and services.
- Equipping patrol units with modern communication tools and special equipment for rapid response to offenses.

It is worth dwelling separately on improving the social support system, which is critically important for reducing crime caused by economic factors. Recommended measures include:

- Creation of professional retraining programs for the unemployed, focused on the needs of the transport industry.
- Development of a microcredit system to support small businesses in transport services.
- Implement targeted social assistance programs for the most vulnerable segments of the population.
- Implement public-private partnership projects to restore damaged transport infrastructure and create new jobs.

Analysis shows that improving inter-agency cooperation is necessary to combat organized transport crime effectively. As practice shows, this includes:

- Create specialized inter-agency groups to detect and eliminate organized criminal schemes in the transport sector.
- Development of cooperation between law enforcement agencies, transport companies, and public organizations.
- Implementation of unified protocols for information exchange and coordination of actions during incident response.
- Development of international cooperation in the field of transport safety, especially in the context of combating cross-border crime.

### **Conclusions**

Thus, it can be concluded that the study of social and economic factors of criminal offenses in the field of transport safety in Ukraine during the period 2020-2025 allowed for the formulation of several vital generalizations. In the course of the study, it was established that these conclusions have both theoretical and practical significance for understanding current trends in transport crime and developing effective strategies to combat it.

The study established that social and economic factors play a decisive role in determining criminal offenses in transport safety. The increase in the share of such crimes from 5.2 % in 2020 to 14 % in 2024 occurs against the backdrop of profound socio-economic transformations caused by the COVID-19 pandemic and the full-scale war. At the same time, a parallel decrease in the share of property crimes is observed, indicating structural changes in criminal activity.

The study identified key social factors influencing the level of transport crime. Among them are the psychological traumatization of the population as a result of the war, the growth of social tension and polarization of society, mass migration processes, and the destruction of traditional mechanisms of social control. These factors create a favorable environment for the spread of deviant behavior, including in the transport sector.

The study established that economic determinants of crime in the transport sector include economic recession, rising unemployment, declining household incomes, and the development of the shadow economy. Based on the foregoing, it seems appropriate to note that in conditions of economic instability, part of the population resorts to illegal actions to solve financial problems. This manifests in an increase in the number of thefts of vehicles and their parts, illegal transportation, and the embezzlement of elements of transport infrastructure.

Thus, it can be concluded that the full-scale war has become a powerful catalyst for negative trends in transport safety. The destruction of infrastructure, disruption of logistics chains, loss of control over parts of territories, and the development of shadow markets – all these factors have significantly complicated ensuring the safety of Ukraine's transport system and created new challenges for law enforcement agencies.

Based on the foregoing, it seems appropriate that effective counteraction to criminal offenses in the field of transport safety requires a comprehensive approach. It should combine technological (implementation of modern monitoring and control systems), legal (improvement of legislation), and socio-economic (development of support programs for vulnerable categories of the population) measures. The formulated provisions can be used to develop strategies that pay special attention to interagency and international cooperation, critically essential for counteracting modern forms of transport crime.

Prospects for further research lie in a more detailed analysis of the impact of psychological factors of wartime on the motivation of transport offenders and the development of adapted programs to prevent deviant behavior in the context of post-conflict recovery.

**Acknowledgements** None.

**Funding.** The author declares no financial support for the research, authorship, or publication of this article.

**Author contributions:** Riabykh Nataliia – 50 %, Visin Valentyn – 50 %. The authors approve this work and take responsibility for its integrity.

**Conflict of interest.** The author declares no conflict of interest.

## REFERENCES

1. Office of the Prosecutor General of Ukraine. (2024). *Report on the state of criminal offenses in Ukraine for 2020–2024*. Retrieved from: <https://old.gp.gov.ua/ua/statinfo.html> (Accessed: 26.07.2025) [In Ukrainian].
2. National Police of Ukraine. (2024). *Analytical review of crime on transport for 2020–2024*. Retrieved from: <https://lexinform.com.ua/dumka-eksperta/stan-organizovanoyi-zlochynnosti-ta-protydiya-yij-na-terytoriyi-ukrayiny-u-2020-rotsi-chastyna-2> (Accessed: 26.07.2025) [In Ukrainian].
3. Tatsii, V. Ya., Borysov, V. I., & Tiutuhin, V. I. (Eds.). (2010). *Criminal Law of Ukraine: General Part* (Textbook). Kharkiv: Pravo. [In Ukrainian].
4. State Statistics Service of Ukraine. (2024). *Economic activity of the population of Ukraine for 2019–2024*. Retrieved from: <https://stat.gov.ua/> (Accessed: 26.07.2025) [In Ukrainian].
5. (2024). *Restoration of Ukraine's transport infrastructure under wartime conditions: A comparative analysis of economic models and stabilization mechanisms*. Retrieved from: <https://phelr.com.ua/uk/journals/tom-4-2-2024/vidnovlennya-transportnoyi-infrastrukturi-ukrayini-v-umovakh-viyni-porivnyalny-analiz-ekonomichnikh-modeley-ta-stabilizatsiyakh-mekhanizmiv> (Accessed: 26.07.2025) [In Ukrainian].
6. World Economic Forum. (2025). *The Global Risks Report 2025*. Geneva: World Economic Forum. Retrieved July 26, 2025, from <https://www.weforum.org/publications/the-global-risks-report-2025> (Accessed: 26.07.2025) [In English].
7. National Academy of Educational Sciences of Ukraine. (2024). *Socio-psychological state of the population of Ukraine during the war (2023–2024): Analytical report*. Retrieved from: <https://lib.iitta.gov.ua/id/eprint/742486/1/Матеріали%2020.06.2024-ост.pdf> (Accessed: 26.07.2025) [In Ukrainian].
8. International Organization for Migration (IOM). (2024). *Report on internally displaced persons in Ukraine*. Retrieved from [https://dtm.iom.int/sites/g/files/tmzbd1461/files/reports/GPS\\_IDP\\_R16\\_2024\\_UKR.pdf](https://dtm.iom.int/sites/g/files/tmzbd1461/files/reports/GPS_IDP_R16_2024_UKR.pdf) [In Ukrainian].
9. Ukrainian Railways. (2025). *Methodical recommendations for the construction of the Traffic Safety Management System*. Retrieved from: [https://www.uz.gov.ua/press\\_center/zd\\_stats/](https://www.uz.gov.ua/press_center/zd_stats/) (Accessed: 26.07.2025) [In Ukrainian].
10. Department of Strategic Planning and Macroeconomic Forecasting. (2025). *Trends of the shadow economy*. Retrieved from: <https://me.gov.ua/Documents/List?lang=uk-UA&id=e384c5a7-6533-4ab6-b56f-50e5243eb15a&tag=TendentsiiTinovoiiEkonomiki> (Accessed: 26.07.2025) [In Ukrainian].
11. Ministry for Communities, Territories and Infrastructure Development of Ukraine. (2024). *Report on direct infrastructure damage caused by Russian military aggression as of early 2024*. Retrieved from: [https://kse.ua/wp-content/uploads/2024/04/01.01.24\\_Damages\\_Report.pdf](https://kse.ua/wp-content/uploads/2024/04/01.01.24_Damages_Report.pdf) (Accessed: 26.07.2025) [In Ukrainian].
12. Verkhovna Rada of Ukraine. (2021). *On the Fundamentals of National Resistance: Law of Ukraine No. 1702-IX dated July 16, 2021. Official Bulletin of the Verkhovna Rada of Ukraine*, (41), Art. 339. Retrieved from: <https://zakon.rada.gov.ua/laws/show/1702-20#Text> (Accessed: 26.07.2025) [In Ukrainian].

## СПИСОК ВИКОРИСТАНИХ ДЖЕРЕЛ

1. Звіт про стан кримінальних правопорушень в Україні за 2020–2024 роки. Офіс Генерального прокурора України. URL: <https://old.gp.gov.ua/ua/statinfo.html> (Дата звернення: 26.07.2025).
2. Аналітичний огляд стану злочинності на транспорті за 2020–2024 роки. Національна поліція України. URL: <https://lexinform.com.ua/dumka-eksperta/stan-organizovanoyi-zlochynnosti-ta-protydiya-yij-na-terytoriyi-ukrayiny-u-2020-rotsi-chastyna-2> (Дата звернення: 26.07.2025).
3. Кримінальне право України: Загальна частина : підручник / за ред. В.Я. Тація, В.І. Борисова, В.І. Тютюгіна. Харків : Право, 2010. 456 с.
4. Економічна активність населення України за 2019–2024 роки. Державна служба статистики України. URL: <https://stat.gov.ua/> (Дата звернення: 26.07.2025).
5. Відновлення транспортної інфраструктури України в умовах війни: порівняльний аналіз економічних моделей та стабілізаційних механізмів URL: <https://phelr.com.ua/uk/journals/tom-4-2-2024/vidnovlennya-transportnoyi-infrastrukturi-ukrayini-v-umovakh-viyni-porivnyalny-analiz-ekonomichnikh-modeley-ta-stabilizatsiyakh-mekhanizmiv> (Дата звернення: 26.07.2025).

*Social and economic factors of criminal offenses in transport security*

6. The Global Risks Report 2025. Geneva: World Economic Forum, 2025. 120 p. URL: <https://www.weforum.org/publications/the-global-risks-report-2025> (Дата звернення: 26.07.2025).
7. Соціально-психологічний стан населення України під час війни (2023–2024 рр.) : аналітичний звіт. Національна академія педагогічних наук України. URL: <https://lib.iitta.gov.ua/id/eprint/742486/1/%D0%9C%D0%B0%D1%82%D0%B5%D1%80%D1%96%D0%B0%D0%BB%D0%B8%2020.06.2024-%D0%BE%D1%81%D1%82.pdf> (Дата звернення: 26.07.2025).
8. Звіт про внутрішньо переміщених осіб в Україні. Міжнародна організація з міграції (МОМ) в Україні. URL: [https://dtm.iom.int/sites/g/files/tmzbd1461/files/reports/GPS\\_IDP\\_R16\\_2024\\_UKR.pdf](https://dtm.iom.int/sites/g/files/tmzbd1461/files/reports/GPS_IDP_R16_2024_UKR.pdf) (Дата звернення: 26.07.2025).
9. Методичні рекомендації щодо побудови СУБР URL: [https://www.uz.gov.ua/press\\_center/zd\\_stats/](https://www.uz.gov.ua/press_center/zd_stats/) (Дата звернення: 26.07.2025).
10. Тенденції тіньової економіки. Департамент стратегічного планування та макроекономічного прогнозування URL: <https://me.gov.ua/Documents>List?lang=uk-UA&id=e384c5a7-6533-4ab6-b56f-50e5243eb15a&tag=TendentsiiTinovoiEkonomiki> (Дата звернення: 26.07.2025).
11. Звіт про прямі збитки інфраструктури від руйнувань внаслідок військової агресії Росії проти України станом на початок 2024 року. Міністерство розвитку громад, територій та інфраструктури України. URL: [https://kse.ua/wp-content/uploads/2024/04/01.01.24\\_Damages\\_Report.pdf](https://kse.ua/wp-content/uploads/2024/04/01.01.24_Damages_Report.pdf) (Дата звернення: 26.07.2025).
12. Про основи національного спротиву : Закон України від 16.07.2021 № 1702-IX. Відомості Верховної Ради України. 2021, № 41, ст.339. URL: <https://zakon.rada.gov.ua/laws/show/1702-20#Text> (Дата звернення: 26.07.2025).

*Received: 05.08.2025.*

*Revised: 08.09.2025.*

*Accepted: 29.09.2025*

*Published (online): 12.12.2025*

*Printed: 26.12.2025*

**Natalia RIABYKH**

Candidate of Law, Associate Professor.  
Associate Professor of the Department of Law,  
Lutsk National Technical University  
43000, Lvivska St., 75, Lutsk, Ukraine  
n.riabyh@lntu.edu.ua  
ORCID: 0009-0007-4177-698X

**Valentyn VISIN**

Doctor of Historical Sciences,  
Professor of the Department of Law  
Lutsk National Technical University  
st. Lvivska, 75, Lutsk, Ukraine  
visynvv@gmail.com  
ORCID: 0000-0001-9122-9158

**СОЦІАЛЬНІ ТА ЕКОНОМІЧНІ ЧИННИКИ КРИМІНАЛЬНИХ ПРАВОПОРУШЕНЬ  
У СФЕРІ БЕЗПЕКИ ТРАНСПОРТУ**

Ця наукова стаття присвячена глибокому та всебічному аналізу соціальних та економічних чинників, які мають значний вплив на динаміку та характер кримінальних правопорушень у сфері безпеки транспорту на території України протягом періоду 2020-2025 років. Робота представляє не лише узагальнені висновки, а й детальний огляд статистичних даних, що ілюструють ключові зміни у структурі та динаміці транспортних злочинів. Особлива увага приділяється дослідженням впливу

збройного конфлікту, який розпочався у 2022 році, на криміногенну ситуацію в транспортній галузі, висвітлюючи нові виклики та особливості, що виникли внаслідок цього, зокрема зростання кількості крадіжок, мародерства та незаконного перевезення вантажів у прифронтових зонах, а також активізацію злочинних угруповань, що використовують ускладнену логістику та безпекову ситуацію для своїх цілей. У дослідженні розглядається, як зміни у соціальному середовищі, спричинені війною, такі як вимушене переселення, розпад соціальних зв'язків та психологічна напруга, сприяють зростанню рівня злочинності на транспорті. У рамках дослідження ідентифіковано та систематизовано ключові детермінанти злочинності у транспортній сфері, включаючи безробіття, міграційні процеси, соціальне розшарування та зміни в економічній кон'юнктурі. Аналізується, як зростання безробіття та зниження рівня життя підштовхують окремі верстви населення до протиправних дій на транспорті, а також як міграційні потоки створюють нові умови для злочинних угруповань, у тому числі для транскордонної злочинності та торгівлі людьми. Вивчається вплив тіньової економіки та корупційних схем на підвищення рівня транспортної злочинності, зокрема через створення сприятливих умов для контрабанди, незаконного обігу зброй та наркотиків, а також нелегальних пасажирських та вантажних перевезень. Акцент робиться на виявленні регіональних особливостей прояву цих чинників, враховуючи географічне положення та ступінь ураженості військовими діями. На основі отриманих результатів запропоновано комплекс ефективних заходів протидії та профілактики цих правопорушень, які можуть бути імплементовані як на законодавчому, так і на практичному рівнях. До таких заходів належать посилення контролю на транспортних вузлах та маршрутах, впровадження новітніх технологій безпеки (наприклад, систем відеоспостереження, GPS-трекерів, сканерів для вантажів), оптимізація правової бази з урахуванням викликів восиного часу та післявоєнної відбудови, а також розробка та реалізація соціально-економічних програм, спрямованих на зменшення детермінант злочинності, зокрема програм із працевлаштування, соціальної адаптації вимушених переселенців та підтримки вразливих груп населення. Особлива увага приділяється міжвідомчій співпраці та міжнародному досвіду у боротьбі з транспортною злочинністю. Порівняльний аналіз динаміки зазначених явищ до та під час збройного конфлікту дозволяє всеобічно оцінити масштаби та глибину проблеми, а також спрогнозувати подальші тенденції та розробити адаптивні стратегії реагування на мінливі загрози в транспортній системі країни, забезпечуючи її стабільність та безпеку в умовах післявоєнної відбудови та європейської інтеграції.

**Ключові слова:** кримінальні правопорушення, безпека транспорту, транспортні злочини, війна, збройний конфлікт, профілактика злочинності, криміногенна ситуація, детермінанти злочинності, заходи протидії, правова база, мародерство, незаконні перевезення.