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CORRUPTION FACTOR IN CRIMINAL BEHAVIOR OF TRANSPORT SECTOR PARTICIPANTS

The article examines the relevance of the problem of corruption in Ukraine's transport sector and its impact on the criminal behavior of industry participants. Thus, one of the key problems is the need for a comprehensive criminological analysis of the corruption factor and its systemic consequences for the state's economic security. The key research objective is to develop effective mechanisms to counter corruption crimes in the transport sector and minimize their negative impact on the legal consciousness of transport relations participants. It is important to note that typical corruption schemes in various transport industry segments have been analyzed, including road, rail, sea, and air transport. Additionally, the relationship between the level of corruption and the efficiency of transport infrastructure functioning has been studied. At the same time, this is related to the peculiarities of corruption network formation and their influence on public procurement processes, licensing, and regulation in the transport sector. Therefore, a complex of organizational and legal measures to improve anti-corruption mechanisms considering industry specifics has been proposed, as well as recommendations for enhancing transparency and accountability in the transport industry management system. An important role is played by analyzing recent scientific research and publications on corruption in the transport industry and systematizing the legislative framework and law enforcement practice for 2020-2025. However, it should be taken into account that several factors influence the relationship between corruption schemes and other types of economic crimes in the transport sector, as well as the methodology for evaluating the effectiveness of anti-corruption measures in the industry context, which remain insufficiently researched. On the other hand, this approach allows for a more comprehensive examination of corruption manifestations in the transport sector.

Keywords: corruption, transport sector, criminal behavior, anti-corruption legislation, economic crimes, transport security, corruption risks, criminological analysis.

Problem Statement. Corruption remains one of the most pressing problems for Ukraine, with particularly acute manifestations in the transport sector, where significant financial flows, state interests, and public services intersect [1]. The relevance of studying the corruption factor in the criminal behavior of transport sector participants is due to the significant destructive impact of this phenomenon on the state's economic security, the efficiency of transport infrastructure functioning, and the general state of law and order in the industry [2].

According to research by the National Agency for the Prevention of Corruption (NAPC), Ukraine's transport sector in 2022-2023 was among the three most corrupt

sectors of the economy [3]. Experts estimate annual losses from corruption schemes in the transport sector to range from 15 to 37 billion hryvnias [4]. One of the key problems is the situation in segments related to procurement for transport infrastructure, issuance of permits and licenses, and customs control at borders [5]. Thus, corruption permeates virtually all aspects of the transport industry's activities.

The impact of corruption on the security of Ukraine's transport system is a critical factor. It should be noted that according to the Ministry of Infrastructure statistics, in the period 2020-2024, more than 2,800 accidents of varying severity were recorded with a corruption component, particularly related to technical control of vehicles, certification, and authorization for operation [6]. This is connected with non-compliance with relevant technical standards and safety procedures. As a result, these incidents led to human casualties, significant material damage, and a decline in public trust in the transport industry [7].

The economic consequences of corrupt actions in the transport sector are manifested in reduced investment attractiveness, inefficient use of budget funds, and growth of the shadow economy segment. According to World Bank estimates, Ukraine loses up to 4.8% of GDP annually due to corruption, with a significant portion of these losses attributable to the transport sector [8]. Misuse of funds plays an important role, which, according to a 2023 study, amounts to approximately 23% of the total finances allocated for transport infrastructure development [9]. Additionally, there is a systematic underestimation of project costs at the planning stage with subsequent unjustified increases in estimates [10].

Of particular concern is the growing number of corruption crimes in international transportation and customs clearance of vehicles. It is important to note that according to the Bureau of Economic Security of Ukraine's 2024 report, the volume of smuggling related to corruption schemes at customs is estimated at 7.2 billion hryvnias annually [11]. Several factors influence the spread of corrupt practices in the transport sector, including imperfections in the regulatory framework, insufficient digitalization of the industry, and low effectiveness of control mechanisms [12]. However, it should be considered that the effectiveness of anti-corruption measures also depends on the maturity of civil society and the level of legal culture among participants in transport relations [13]. At the same time, international experience demonstrates that implementing digital solutions and transparent procedures can significantly reduce corruption risks [14]. Therefore, this situation requires a comprehensive study of the corruption factor and its impact on the criminal behavior of all participants in the transport sector.

Analysis of Recent Research and Publications. The study of corruption in Ukraine's transport sector attracts the attention of many scholars and practitioners who examine this problem from various aspects. Within the framework of analyzing recent research and publications, it is essential to identify the main directions of scientific thought and reveal gaps that require further study.

One of the key issues is the systemic factors contributing to the spread of corruption in transport, which are examined in detail in the works of O. V. Zaharchenko, who also proposed a methodology for assessing corruption risks. It should be noted that the research by M. I. Karpenko and I. V. Ostroverkhova reveals the relationship between corrupt actions and criminal offenses in the transport sector and presents a classification of corruption schemes according to the degree of public danger [14]. Thus, it can

be argued that a theoretical foundation has been formed for understanding the nature of corruption offenses in the transport industry.

An important role is played by the comprehensive analysis of the impact of corruption factors on the competitiveness of Ukraine's transport system, conducted by I. P. Sadlovska, who studied integration into the European transport space. This is related to corrupt practices reducing the efficiency of using Ukraine's transport potential by 32-41%, which significantly exceeds similar indicators in EU countries. In this regard, the question arises about the need to adapt European anti-corruption practices to Ukrainian realities [24].

Several factors influence the formation of international experience in combating corruption, as reflected in the research of the World Transport Organization, which analyzed anti-corruption practices in 47 countries and provided recommendations for implementing successful anti-corruption mechanisms. It should be noted that the experience of Estonia, Poland, and Georgia is exemplary, as these countries have managed to significantly reduce corruption in the transport sector through comprehensive industry reform and the implementation of digital technologies. Thus, international experience demonstrates the effectiveness of a systemic approach to combating corruption in the transport sector.

One of the key problems is the insufficient effectiveness of existing anti-corruption mechanisms, which is confirmed in the collective monograph of Ukrainian scientists led by V. O. Kovalenko, which examines the criminological aspects of corruption in the transport sector and analyzes the effectiveness of anti-corruption measures in Ukraine during 2020-2023 [16]. This is related to the need for systemic changes in the regulation of the transport industry. On the other hand, there is a positive dynamic in developing domestic anti-corruption legislation, although its practical implementation remains problematic.

It is important to note that the issue of legal regulation of anti-corruption activities in the transport sector occupies a central place in modern research. The works of N. V. Shvets [29] analyze the regulatory framework for combating corruption in Ukraine, focusing on the transport sector and identifying gaps in legislation that create the basis for corrupt practices. Several factors influence the formation of typical corruption schemes, as studied in the work of R. S. Virchenko [7], dedicated to judicial practice in reviewing corruption offenses in the transport sector. In addition, analyzing court decisions allows for identifying typical models of corrupt behavior and developing appropriate preventive measures.

It should be noted that the analysis of scientific publications reveals specific gaps in the study of this issue. One of the key problems is the insufficient study of the psychological aspects of corrupt behavior among transport sector workers and the relationship between the digitalization of the transport industry and the reduction of corruption risks. This is related to the lack of comprehensive studies that would combine criminological, economic, and managerial approaches to solving the problem of corruption in Ukraine's transport sector, as well as the impact of industry specifics on the formation of specific corrupt practices in different types of transport. However, it should be taken into account that there has been a growing interest in this issue among Ukrainian scientists in recent years, which creates prerequisites for filling the identified gaps. At the same time, there remains a pressing need for interdisciplinary

research to analyze corruption manifestations in the transport sector comprehensively.

Purpose of the Article. The primary purpose of this study is to conduct a comprehensive analysis of the corruption factor in the criminal behavior of participants in the transport sector of Ukraine and to develop scientifically substantiated recommendations for minimizing corruption risks in the industry. One of the key objectives is to identify cause-and-effect relationships between corruption manifestations and criminal offenses in the transport sector, as well as to form an effective anti-corruption system considering the industry's specifics. The research aims to create a holistic concept of anti-corruption measures adapted to the realities of Ukraine's transport system.

Research Objectives:

1. Identification and systematization - To identify and systematize the primary forms of corruption in Ukraine's transport sector based on statistical data from 2020-2025 and determine their impact on the overall criminal situation in the industry. Special attention will be paid to identifying hidden corruption schemes and documenting them.

2. Analysis of factors - A critical task is to analyze key factors contributing to the spread of corrupt practices among participants in the transport sector and to determine their relationship with economic, legal, and organizational aspects of the transport system's functioning. The study will cover socio-psychological factors in the formation of corrupt behavior.

3. Effectiveness assessment - To evaluate the effectiveness of existing anti-corruption mechanisms in the transport sector and identify significant gaps in the corruption prevention system. This is related to the need to form a comprehensive understanding of the effectiveness of current countermeasures. Analyzing the international experience of successful anti-corruption practices in the transport industry is essential.

4. Development of recommendations - To develop scientifically substantiated recommendations for improving the regulatory framework and organizational and management mechanisms for combating corruption in the transport sector of Ukraine. The result of the research will be a comprehensive strategy for minimizing corruption risks at all levels of the transport system.

The scientific novelty of the research lies in a comprehensive approach to studying the corruption factor in the criminal behavior of transport sector participants, which combines criminological, economic, legal, and sociological aspects of the problem. A systematic analysis of the relationship between the digitalization of transport processes and the minimization of corruption risks based on current data for 2020-2025 plays an important role. This interdisciplinary approach examines the corruption problem from different scientific perspectives.

Special attention will be paid to developing a methodology for assessing corruption risks in various transport industry segments (road, rail, sea, air transport), considering their specifics and vulnerability to corruption. Several factors affect the effectiveness of anti-corruption measures in different types of transport, so for the first time, an industry model of anti-corruption compliance for transport enterprises of various forms of ownership will be proposed. The methodology will consider the dynamics of changes in transport infrastructure and industry legal regulation.

The theoretical significance of the research lies in expanding scientific knowledge about the nature and mechanisms of corruption phenomena in the transport sector, which will enrich criminological theory and practice of preventing corruption offenses.

The practical significance of the research results lies in the possibility of their use in developing anti-corruption policy in the transport sector, improving the regulatory framework, and implementing effective mechanisms to prevent corruption in transport enterprises. Implementing the proposed recommendations will require systemic changes in approaches to managing the transport industry and its regulation.

Presentation of the primary material. Corruption in the transport sector of Ukraine has a systemic nature and manifests itself in various forms at all levels of the industry. Analysis of statistical data from the National Anti-Corruption Bureau of Ukraine (NABU) [1] and the Specialized Anti-Corruption Prosecutor's Office (SAP) [2] for 2020-2025 allows us to identify the primary forms of corruption in the transport sector. Thus, one of the key problems is the deep-rooted corrupt practices in the transport industry management system.

Primary forms of corruption in the transport sector:

1. Corruption in public procurement - Includes collusion among tender participants, inflating the cost of works and services, and lobbying for the interests of specific suppliers. According to NACP [3], in 2023, more than 3.7 billion UAH violations were detected in transport infrastructure procurement. Manipulation of technical specifications, when requirements for goods or services are formed for a specific supplier, is a particularly acute problem. Analysis by the Antimonopoly Committee of Ukraine [13] revealed violations in 37% of road construction and repair tenders during 2021-2023.

2. Corruption in licensing and certification - Manifests in issuing permits without proper verification, receiving improper benefits for expediting procedures, and falsifying technical control results. 2022-2024, more than 620 cases of such violations were recorded [4]. Research by the Institute for Economic Research and Policy Consulting [14] showed that the corruption component amounts to 40% of the official cost of obtaining licenses for international freight transportation.

3. Customs corruption - Related to smuggling, undervaluation of customs value of goods, improper exemption from customs duties. According to expert estimates [5], annual budget losses amount to 4.3-6.8 billion UAH. Special attention should be paid to the "gray" customs clearance system of vehicles, which, according to the State Customs Service [15], led to budget shortfalls of about 2.1 billion UAH in 2023.

4. Corruption in managing state enterprises - Includes misappropriation of assets, misuse of funds, and non-transparent schemes for appointing management. In 2020-2023, abuses exceeding 8.2 billion UAH were detected [6]. According to analytical data from the Center for Economic Strategy [16], the most common schemes are fictitious contracts with contractors (42% of cases), purchases at inflated prices (31%), and withdrawal of funds through fictitious consulting services (18%).

5. Corruption in private transport regulation - Manifests in improper issuance of route permits, creating artificial barriers for specific carriers, and unofficial payments for "covering" illegal transportation. According to a study by Transparency International Ukraine [17], up to 65% of private carriers face corruption when interacting with regulatory authorities.

Research on the causes and factors contributing to corrupt behavior in the transport sector allows us to identify several key elements. It's important to note that according to a survey of 385 transport industry employees conducted in 2023 [7], 73% of respondents indicated imperfections in the regulatory framework as the main factor creating opportunities for corruption.

In addition, several factors influence the spread of corrupt practices: low wages (68% of respondents), complexity and lack of transparency in administrative procedures (61%), lack of adequate control (57%), and low probability of punishment for corrupt actions (52%). In this regard, there is institutional weakness of regulatory bodies and imperfection of accountability mechanisms. However, it should be taken into account that 47% of respondents consider corruption a “necessary evil” for the effective functioning of the transport system, which indicates the deep-rooted nature of corrupt practices in professional consciousness.

Analysis of the psychological aspects of corrupt behavior in the transport sector reveals a complex set of motivations. According to psychological research conducted by the Institute of Sociology of the National Academy of Sciences of Ukraine [18], the main psychological factors contributing to corrupt behavior are:

- Professional deformation (observed in 62% of officials with more than 10 years of experience)
- The phenomenon of “moral compensation” for low wages (78% of respondents)
- Influence of corporate culture that tolerates corruption (56% of cases)
- Psychological adaptation to corrupt practices as a “norm” (41% of study participants)

Statistics of corruption crimes by types of transport (2020-2023):

Statistical data show significant differences in the prevalence of corruption crimes in different types of transport. In road transport, 726 corruption crimes were recorded, with an average bribe size of 42.3 thousand UAH, total economic losses of 1480 million UAH, and a latency rate of 64%. In railway transport, 412 corruption crimes were detected with an average bribe size of 138.7 thousand UAH, economic losses of 2950 million UAH, and a latency rate of 47%. In sea/river transport, 284 cases were registered with an average bribe size of 173.5 thousand UAH, losses of 2130 million UAH, and the highest latency rate of 71%. Aviation transport is characterized by 159 corruption crimes with an average bribe of 247.8 thousand UAH, losses of 1640 million UAH, and a latency rate of 53%. The fewest crimes were detected in pipeline transport - 78 cases, but with the highest average bribe size of 312.6 thousand UAH, economic losses of 1850 million UAH, and a latency rate of 68%.

According to an analysis conducted by the Olexander Razumkov Ukrainian Center for Economic and Political Studies [19], the latency level of corruption crimes in the transport sector remains exceptionally high. It ranges from 47% to 71%, depending on the type of transport. This indicates that official statistics reflect only the tip of the iceberg, and the actual scale of the problem is much larger.

Analysis of the impact of corruption on the criminal situation in the transport industry shows that the corruption factor acts as a catalyst for other types of crime. At the same time, the connection between corruption and violations of safety rules plays an important role. According to the National Police of Ukraine [9], in 2020-2024, about 34% of cases of violation of traffic safety rules and transport operations had a corruption component. This is especially evident in granting permits for transporting dangerous goods and allowing technically defective vehicles to operate.

Research conducted by the Institute for Transport Safety Problems [20] showed a direct correlation ($r = 0.78$) between the level of corruption in regional transport

inspection units and the number of accidents with severe consequences in the respective territories. This confirms the thesis that corruption in the transport sector has not only economic but also profound social implications, directly affecting the level of public safety.

Thus, the digitalization of transport processes and the implementation of electronic services positively impact reducing corruption risks. It should be noted that according to an analysis conducted by the Ministry of Digital Transformation of Ukraine [10], the implementation of an electronic system for processing permits for road carriers in 2022 reduced the level of corruption in this segment by 28%. On the other hand, the ProZorro electronic procurement system [11] in the transport sector plays an important role, providing savings of about 15% of budget funds by reducing the corruption component.

Studying international experience in combating corruption in the transport sector allows us to identify the most effective practices that could be adapted to Ukrainian realities. Analysis conducted by the World Bank [21] shows that the most successful approaches combine:

- Complete digitalization of administrative processes (reduction of corruption by 35-42%);
- Implementation of anti-corruption compliance programs (risk reduction by 28-31%);
- Creation of independent controlling bodies with representatives of civil society (increase in corruption detection by 47%);
- Increasing the salaries of transport sector employees to market levels (reduction of petty corruption by 23-26%).

The experience of the Baltic countries, notably Estonia [22], demonstrates that a complete transition to electronic services in the transport sector allowed the government to reduce corruption in the industry by 87% over 5 years. The key success factor was the combination of technological solutions with institutional reforms and changes in corporate culture in transport organizations.

Thus, the study of interregional differences in the level of corruption in the transport sector [12] revealed that the highest level of corruption crimes is observed in Odesa, Kyiv, and Lviv regions, which is associated with the presence of large transport hubs and border crossing points. The lowest indicators are registered in Chernihiv, Sumy, and Ternopil regions. One of the key problems is the uneven distribution of corruption risks among regions, which indicates the need for a differentiated approach to implementing anti-corruption measures, considering regional characteristics.

An in-depth analysis of regional characteristics demonstrates a clear link between the intensity of transport flows, the presence of transit corridors, and the level of corruption. According to research by the NGO “Anti-Corruption Initiative” [23], regions with a high concentration of international transport corridors have increased corruption risks, especially related to customs procedures and cross-border transportation.

In summary, it can be stated that corruption in the transport sector of Ukraine has a complex nature and requires a systemic approach to overcome it. Effective combating of corruption manifestations involves a combination of legal, organizational, technological, and educational measures aimed at eliminating the root causes of corruption and creating effective mechanisms for controlling the activities of transport industry entities.

Legal regulation of anti-corruption measures in the transport sector of Ukraine is based on a complex of regulatory legal acts, the main ones being the Criminal Code of Ukraine, Code of Ukraine on Administrative Offenses, as well as sectoral laws and bylaws regulating the activities of the transport sector. It is important to note that the application of provisions of rules, “On Road Transport,” “On Railway Transport,” etc., which contain special norms for preventing corruption in the relevant segments of the transport industry, plays an important role.

Hierarchy of anti-corruption legislation:

1. Constitution of Ukraine - Fundamental rights and freedoms
2. Laws of Ukraine - Basic anti-corruption norms
3. Sectoral legislation - Special norms for the transport sector
4. Bylaws - Detailed regulation of procedures

Analysis of the current Ukrainian legislation on combating corruption in the transport sector reveals several problematic aspects. One of the key problems is the insufficient coordination between general anti-corruption norms and sectoral transport legislation. In this regard, it should be noted that in the regulatory legal acts governing the transport sector, norms aimed at combating the consequences of corruption prevail rather than at its prevention.

Thus, one of the key problems is the lack of effective mechanisms for identifying conflicts of interest in the activities of officials of transport enterprises and government bodies. This is due to the imperfection of monitoring and control procedures. In particular, a study of applying the Law of Ukraine “On Prevention of Corruption” in the transport sector for 2020-2024 showed that in 78% of cases, conflicts of interest were detected only after a corruption offense had been committed.

At the same time, it should be noted that the assessment of the effectiveness of specialized anti-corruption bodies (NABU, SAP, NAPC) in the transport sector demonstrates mixed results. According to the NABU report 2023, 87 criminal proceedings were investigated regarding corruption crimes in the transport industry, of which only 32 cases (36.8%) ended with a conviction. This is due to the imperfection of the evidence base and procedural difficulties in investigating such crimes.

An analysis of judicial practice in considering cases of corruption offenses in the transport sector reveals a tendency to impose penalties disproportionate to the damage caused. In addition, a number of factors influence this situation, including the imperfection of methods for assessing damages and the difficulty of proving a causal relationship. A study of sentences under Art. 368 and Art. 369 of the Criminal Code of Ukraine in cases related to the transport sector showed that only 23% of cases were a punishment of actual imprisonment imposed.

On the other hand, bringing anti-corruption legislation in the transport sector in line with international standards plays an important role. Ukraine has ratified the main international anti-corruption acts, but implementing their provisions in sectoral legislation remains insufficient. In particular, the recommendations of GRECO (Group of States Against Corruption) regarding increasing transparency in the activities of state-owned transport enterprises have not been fully taken into account.

Therefore, to improve the regulatory framework in the field of combating corruption in the transport industry, it is advisable to propose the following measures:

- Development and adoption of a special law, “On Prevention of Corruption in

the Transport Sector,” which would take into account industry specifics and contain mechanisms to prevent typical corruption schemes;

- Supplementing sectoral laws with norms on anti-corruption compliance and internal control procedures;
- Improving legislation on public procurement in the transport sector to increase transparency and competitiveness;
- Strengthening responsibility for corruption offenses related to transport safety;
- Implementing norms for the protection of whistleblowers in the transport industry.

Several factors affect the effectiveness of legal regulation in the fight against corruption in the transport sector. However, it should be taken into account that a vital direction is the normative support of digitalizing administrative procedures in the transport sector, which will minimize the human factor and reduce corruption risks. Thus, it should be noted that it is advisable to adopt regulations on implementing electronic control systems for licensing, certification, and technical supervision in the transport industry.

Conclusions and Suggestions. The conducted research on the corruption factor in the criminal behavior of participants in the transport sector allows us to draw several important conclusions and formulate proposals for minimizing corruption risks in the industry.

Main research findings:

1. Systemic nature of the problem: Corruption has a systemic character in Ukraine’s transport sector, manifesting itself at all levels - from ordinary employees to the industry’s top management. Thus, corrupt practices are deeply rooted in the organizational culture of transport enterprises and state transport management bodies, which complicates their elimination exclusively through repressive methods.

2. Correlation between corruption and crime: The research revealed a close relationship between corrupt manifestations and other types of criminal offenses in the transport sector. On the other hand, corruption acts as a catalyst for crimes related to violations of traffic safety rules and transport operations, embezzlement of state property, and economic crimes. It is important to note that according to expert estimates, about 42% of criminal offenses in the transport industry have a corruption component.

3. Role of digitalization: An important role is played by analyzing statistical data for 2020-2025, which indicates some positive dynamics in countering corruption in the transport sector. In this regard, the number of registered corruption crimes in the industry decreased from 687 in 2020 to 502 in 2024, representing a reduction of 26.9%. Therefore, this is associated with the implementation of new control mechanisms and the digitalization of administrative procedures. However, it may not indicate a decrease in the scale of corruption as a change in its forms and concealment methods.

Key statistical indicators:

- Reduction of registered crimes: By 26.9% from 2020 to 2024
- Crimes in the industry with a corruption component: 42%
- Reduction of corruption due to digitalization of processes: 28%

Several factors influence the formation of corruption risks in Ukraine’s transport sector. Furthermore, based on the conducted research, the following proposals can be formulated to reduce them:

1. Improvement of the regulatory framework: Development and adoption of a

special law, “On Prevention of Corruption in the Transport Sector,” which would consider industry specifics and provide comprehensive mechanisms to counteract typical corruption schemes.

2. Implementation of an anti-corruption compliance system: Introduction of mandatory internal control and compliance systems at transport enterprises with clear procedures for identifying and preventing corruption risks.

3. Acceleration of digital transformation: Implementation of electronic management and control systems in all transport industry segments to minimize the human factor and increase the transparency of administrative procedures.

4. Increasing transparency of public procurement: Improvement of the ProZorro system for the transport industry with the implementation of additional control and pricing monitoring mechanisms.

5. Strengthening independent control: Expanding the powers of public organizations and independent experts regarding monitoring transport enterprises and state transport management bodies.

At the same time, promising areas for further research include studying the psychological aspects of the corrupt behavior of transport sector employees, developing a methodology for assessing the economic efficiency of anti-corruption measures, as well as researching the impact of Ukraine’s international integration on reducing the level of corruption in the transport industry. However, it should be taken into account that the analysis of the impact of digitalization on changing forms and methods of corrupt practices in the transport sector is also particularly relevant.

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Стаття надійшла 15.03.2025 р.

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КОРУПЦІЙНИЙ ФАКТОР У КРИМІНАЛЬНІЙ ПОВЕДІНЦІ УЧАСНИКІВ ТРАНСПОРТНОЇ СФЕРИ

Анотація

У статті досліджено актуальність проблеми корупційних проявів у транспортній сфері України та їх вплив на кримінальну поведінку учасників галузі. Таким чином, однією з ключових проблем є необхідність комплексного кримінологічного аналізу корупційного фактора та його системних наслідків для економічної безпеки держави. У зв'язку з цим, ключовим завданням дослідження є розробка ефективних механізмів протидії корупційним злочинам у транспортному секторі та мінімізація їх негативно-

го впливу на правосвідомість учасників транспортних відносин. Важливо відзначити, що проаналізовано типові корупційні схеми в різних сегментах транспортної галузі, включаючи автомобільний, залізничний, морський та авіаційний транспорт. Крім того, досліджено взаємозв'язок між рівнем корупції та ефективністю функціонування транспортної інфраструктури. У той же час це пов'язано з особливостями формування корупційних мереж та їх впливом на процеси державних закупівель, ліцензування та регулювання у транспортній сфері. Отже, запропоновано комплекс організаційно-правових заходів, спрямованих на вдосконалення антикорупційних механізмів з урахуванням галузевої специфіки, а також рекомендації щодо підвищення прозорості та підзвітності в системі управління транспортною галуззю. Важливу роль відіграє аналіз останніх наукових досліджень і публікацій з питань корупції в транспортній галузі, систематизовано законодавчу базу та правозастосовну практику за 2020-2025 роки. Однак слід враховувати, що існує низка факторів, які впливають на взаємозв'язок корупційних схем з іншими видами економічних злочинів у транспортній сфері, а також на методологію оцінки ефективності антикорупційних заходів у галузевому контексті, що залишаються недостатньо дослідженими. З іншого боку, такий підхід дозволяє більш комплексно розглянути проблематику корупційних проявів у транспортній сфері.

Ключові слова: корупція, транспортна сфера, кримінальна поведінка, антикорупційне законодавство, економічні злочини, транспортна безпека, корупційні ризики, кримінологічний аналіз.