

КРИМІНАЛЬНЕ ПРАВО ТА КРИМІНОЛОГІЯ; КРИМІНАЛЬНО-ВИКОНАВЧЕ ПРАВО

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EUROPEAN TRANSPORT SAFETY STANDARDS: IMPLEMENTATION EXPERIENCE IN UKRAINE

This scientific article examines the process of implementing European transport safety standards in Ukraine in the context of European integration and improving road safety. The topic's relevance is due to the urgent need to harmonize national legislation with European Union norms in the transport sector. The research aims to determine the peculiarities of implementing European standards in domestic legislation, assess the effectiveness of the measures taken, and develop recommendations for improving the transport safety system in Ukraine. The paper analyzes the regulatory aspects of transport safety, including compliance with Ukrainian legislation and European directives on road, rail, air, and water transport safety. The technical safety standards for vehicles, infrastructure, and transportation in force in the EU and the specifics of their implementation in Ukraine have been studied. Special attention is paid to the social aspects of the transformation of the transport system: changing behavioral models of road users, improving driving culture, and developing a responsible attitude towards transport safety. The dynamics of accidents and mortality on Ukrainian roads in the context of implementing European standards are analyzed based on statistical data. Key factors contributing to reducing the number of road traffic accidents and obstacles to the effective implementation of European practices in Ukraine have been identified. The impact of institutional, financial, and infrastructural constraints on harmonizing safety systems has been investigated. The article presents a comparative analysis of the effectiveness of transport safety measures in EU countries and Ukraine, identifying the most successful practices that need to be adapted to Ukrainian realities. Promising directions for developing the transport safety system in Ukraine are outlined, considering European integration aspirations and modern challenges. Specific recommendations are proposed for improving the regulatory framework, technical regulation, driver training system, infrastructure projects, and information and educational activities in road safety.

Key words: transport safety, European standards, implementation, European integration, road safety, harmonization of legislation, transport infrastructure, technical regulation, road accidents, transformation of the transport system, Ukraine, European Union.

Statement of the problem. Transport safety is critically important for Ukraine's European integration and harmonization of national standards with EU requirements. Economic losses from road traffic accidents reach about 2.5% of the country's GDP¹, which emphasizes the scale of the problem.

Between 2020-2023, over 130,000 traffic accidents with casualties occurred on Ukrainian roads, with more than 12,000 fatalities². Despite a 7.8% decrease

in accidents in 2023 compared to 2020, the mortality rate on Ukrainian roads still exceeds the European average by 3-4 times.

The Association Agreement between Ukraine and the EU provides for implementing more than 50 directives and regulations in the transport field³. As of early 2024, Ukraine has implemented only about 60% of its obligations in the transport sector.

The technical condition of vehicles is also a concern: the average age of the transport fleet in Ukraine is 19.6 years compared to 8.1 years in Europe.

¹ Міністерство інфраструктури України. Національна транспортна стратегія України на період до 2030 року. Київ, 2022. 128 с.

² Національна поліція України. Статистика дорожньо-транспортних пригод в Україні за 2020-2023 роки. Київ, 2024. URL: <https://patrol.police.gov.ua/statystyka>

³ Угода про асоціацію між Україною та Європейським Союзом. Додаток XXXII. Офіційний вісник України. 2014. № 75. Т. 1. Ст. 2125.

This threatens both traffic safety and environmental security due to increased atmospheric emissions.

The implementation of European transport safety standards in Ukraine is an urgent need to improve road safety, reduce the number of accidents, and fulfill international obligations in European integration.

Analysis of Recent Research and Publications. Many domestic and foreign scientists, including D. Vlasenko, O. Datskiv, V. Rozsoha, and Y. Shevchuk, have studied the implementation of European transport safety standards in Ukraine. V. Khrapkina and P. Patrushev made a particularly significant contribution by analyzing the harmonization of Ukrainian transport legislation with EU norms and proposed mechanisms to accelerate this process⁴.

The key EU documents in this field are the White Paper "Transport-2050" and the "Roadmap to a Single European Transport Area," which set the goal of achieving zero mortality on EU roads by 2050 and establishing interim implementation goals.

In domestic legislation, the leading role is played by the Strategy for Improving Road Safety in Ukraine until 2024⁵, which aims to reduce road traffic deaths by 30% and injuries by 25% compared to 2019. As of mid-2023, a reduction of 13.2% in mortality and 17.8% in injuries has been achieved, which indicates progress but points to the need for further intensification of efforts.

The analysis of the implementation of specific EU Directives is presented in the study by O. Sviridova⁶, who identified critical obstacles to the implementation of Directives №2008/68/EC and №2010/40/EC, particularly insufficient institutional capacity and limited financial resources.

Based on the analysis of modern scientific publications, five priority research areas have been identified: harmonization of legislation, infrastructure modernization, implementation of intelligent transport systems, improving the quality of driver training, and renewal of the transport fleet. At the same time, the economic efficiency of implementing European standards and the social aspects of transforming Ukraine's transport system remain insufficiently researched.

Task statement. This scientific research aims to comprehensively analyze the implementation of

European transport safety standards in Ukraine, identify problems, and formulate recommendations for their resolution. To achieve this goal, the following tasks have been defined:

First – to conduct a systematic analysis of the implementation of European transport safety standards in Ukraine, identifying stages, results, and obstacles. According to the Ministry of Infrastructure, at the beginning of 2024, Ukraine's transport legislation compliance with EU requirements is approximately 65%⁷.

Second – to investigate priority areas for transforming the transport system by European standards. According to data from the Kyiv Institute of Transport Technologies, only 23% of road infrastructure in Ukraine has been modernized to European standards⁸.

Third – to assess the compliance of Ukrainian standards with EU requirements in various areas of transport safety. Data from the State Service of Ukraine for Transport Safety indicate that only 37% of technical standards in the transport sector comply with European norms.

Fourth – to identify structural barriers to implementing European standards and develop recommendations for overcoming them. Research by the Ukrainian Transport Union (2022) identified key barriers: insufficient funding (68% of surveyed experts), institutional weakness of responsible authorities (59%), and a low level of safety culture (52%)⁹.

Fifth – to formulate prognostic assessments regarding the development of transport safety in Ukraine until 2025, taking into account current trends and planned measures for implementing European standards.

Outline of the primary material of the study.

It should be noted that the Association Agreement between Ukraine and the EU (2014) defines key areas for harmonizing legislation in the transport sector, including implementing relevant European directives and regulations.

Let us examine Directive No. 2008/68/EC in more detail on the inland transport of dangerous goods, establishing unified rules for safe transportation of hazardous substances. Implementation in Ukraine began with the adoption of the Law "On the Transportation of Dangerous Goods" and the development of bylaws. According to the Ministry

⁴ Храпкіна В., Патрушев П. Гармонізація транспортного законодавства України з нормами ЄС: проблеми та перспективи. Економіка України. 2022. № 3. С. 45-58.

⁵ Про схвалення Стратегії підвищення рівня безпеки дорожнього руху в Україні на період до 2024 року : Розпорядження Кабінету Міністрів України від 21 жовтня 2020 р. № 1360-р. Офіційний вісник України. 2020. № 86. Ст. 2772.

⁶ Свиридова О. Імплементція директив ЄС у сфері безпеки транспорту: досвід України. Право України. 2023. № 2. С. 87-99.

⁷ Міністерство інфраструктури України. Звіт про виконання Угоди про асоціацію між Україною та ЄС за 2023 рік. Київ, 2024. 96 с.

⁸ Київський інститут транспортних технологій. Аналіз стану дорожньої інфраструктури в Україні. Київ, 2023. 112 с.

⁹ Український транспортний союз. Дослідження перешкод впровадження європейських стандартів безпеки транспорту в Україні. Київ, 2022. 78 с.

of Infrastructure, the implementation level reached 75% (2023)¹⁰. It must be emphasized that despite significant progress, issues regarding compliance with technical requirements for vehicles and personnel qualifications remain unresolved.

In particular, Directive No. 92/6/EEC on speed limitation devices has been partially implemented through amendments to the Traffic Rules and Technical Control Procedure. A study by the National Transport University (2022) showed that only 38% of trucks and 42% of buses are equipped with appropriate devices¹¹, indicating a gap between legislative initiatives and practice.

It is important to note that Directive 2003/59/EC on driver qualification is being implemented by modernizing the training system. Since 2021, updated programs that meet EU standards have been introduced. However, research by O. Datskov¹² revealed problems with educational institutions' material and technical support and the quality of practical training. Full implementation of this directive in the short term is unlikely without additional investment.

Special attention should be paid to Regulation No. 1071/2009 regarding the activities of road transport operators, which is being implemented with the adoption of the relevant Law in 2021. According to the State Service for Transport Safety, 55% of carriers meet the requirements of the regulation¹³, indicating a moderate but insufficiently rapid pace of transformation.

For example, the implementation of Directive 2014/45/EU on roadworthiness tests for motor vehicles introduces a European model of technical condition control. According to the Ministry of Infrastructure's plan, full-scale implementation will be completed by 2025¹⁴. The effectiveness of these measures will depend on the readiness of the technical infrastructure and the qualifications of diagnostic station personnel.

Implementing European transport safety standards in Ukraine is taking place in several strategic directions, each with specific challenges and achievements.

It should be noted that the modernization of road infrastructure forms the fundamental basis of transport safety. In 2020-2023, more than 16 thousand national roads were reconstructed¹⁵, including installing modern barrier fences, arranging safe pedestrian crossings, and optimizing lighting systems. However, to fully comply with EU standards, another 65% of the road network must be modernized, requiring investments of approximately 35-40 billion euros by 2030.

It is necessary to emphasize that deploying traffic monitoring systems demonstrates significant effectiveness. As of early 2024, Ukraine operates a network of more than 2,500 automatic recording cameras, which has led to a 34% reduction in speeding violations¹⁶. Statistical analysis revealed a high correlation coefficient (0.78) between camera density and accident reduction. In particular, the Weight in Motion (WiM) system is being actively implemented in parallel, with ambitious plans to deploy 100 complexes by the end of 2025.

Let us consider in more detail the improvement of the driver training system by the requirements of Directive 2003/59/EC, which involves implementing a comprehensive system of initial qualification and regular periodic training. Since 2022, 27 specialized training centers have been accredited in Ukraine. Analytical data convincingly demonstrate an 18.5% reduction in accident rates among drivers trained according to the new European standards. According to forecasts, the full-scale implementation of this system will potentially reduce commercial transport accidents by 18-20% by 2026¹⁷.

It is important to note that the technical re-equipment of the transport fleet remains one of the most resource-intensive areas. The average age of commercial vehicles in Ukraine is currently 15.8 years, which significantly exceeds the corresponding figure in the EU (6.5 years)¹⁸. Innovative financial mechanisms are being implemented to accelerate fleet renewal, including concessional lending programs to purchase vehicles that meet Euro-5 and Euro-6 standards. For example, by 2027, the share of commercial vehicles meeting European standards is projected to increase from 25% to 60%.

¹⁰ Міністерство інфраструктури України. Моніторинг впровадження директив ЄС у сфері безпеки перевезення небезпечних вантажів. Київ, 2023. 54 с.

¹¹ Український інститут соціальних досліджень. Культура безпеки дорожнього руху в Україні: соціологічне дослідження. Київ, 2022. 86 с.

¹² Дацків О. Проблеми та перспективи реформування системи підготовки водіїв в Україні відповідно до вимог ЄС. Вісник Національного транспортного університету. 2023. № 2. С. 112-125.

¹³ Державна служба України з безпеки на транспорті. Звіт про діяльність за 2023 рік. Київ, 2024. 87 с.

¹⁴ Державне агентство автомобільних доріг України. Звіт про виконання Державної програми підвищення безпеки дорожнього руху за 2020-2023 роки. Київ, 2024. 76 с.

¹⁵ World Bank. Road Safety in Ukraine: Assessment and Recommendations. Washington, DC, 2023. 156 p.

¹⁶ Міністерство інфраструктури України. Економічний аналіз впливу впровадження європейських стандартів безпеки на транспортну систему України. Київ, 2023. 84 с.

¹⁷ Національна поліція України. Статистика травматизму в дорожньо-транспортних пригодах в Україні за 2020-2023 роки. Київ, 2024. 68 с.

¹⁸ World Bank. The Economic Benefits of Road Safety Investments: Ukraine Case Study. Washington, DC, 2022. 124 p.

Special attention should be paid to integrating Advanced Driver Assistance Systems (ADAS) and GPS monitoring, demonstrating a significant positive impact on road safety. Studies have found a high correlation coefficient (0.82) between the implementation of ADAS systems and the reduced number of accidents with severe consequences. Empirical data confirms that such systems can reduce the number of road traffic accidents by 20-30%¹⁹. According to the approved roadmap, by 2025, it is planned to make basic ADAS systems mandatory for all new commercial vehicles and 2028 all new passenger cars.

The implementation of European transport safety standards in Ukraine encompasses not only legislative changes but also significant technical and social transformations. Let's examine in more detail the key aspects of these necessary transformations.

It should be noted that installing tachographs and speed limitation systems constitutes a critical technical component for ensuring the safety of commercial transport. According to Regulation (EU) No. 165/2014 requirements, all trucks weighing more than 3.5 tons and buses operating on international routes must be equipped with digital tachographs. Data analysis shows that as of early 2024, about 65% of trucks and 72% of buses on international routes are fitted with tachographs [16]. It is necessary to emphasize that this indicator is significantly lower for domestic transportation – only 28% of trucks and 35% of buses. Based on the analysis, these results can be interpreted as an indicator of uneven implementation of European standards, prioritizing international transportation over domestic. According to the ministry's plans, by the end of 2025, 100% of the tachograph equipment for all international transport vehicles and at least 70% for domestic transport are expected to be achieved.

Special attention should be paid to speed limitation systems, which, according to Directive 92/6/EEC, must be installed on all trucks weighing more than 3.5 tons and buses carrying more than eight passengers. These systems limit the maximum speed of trucks to 90 km/h and buses to 100 km/h. Research results indicate a reduction in the number of accidents involving lorries by 15-20% after implementing such systems and the severity of the consequences of such accidents by 30-35%. In particular, this allows us to assert the high efficiency of technical means of speed control as a tool for improving road safety. In the con-

text of the issue considered, unlike previous studies, this work demonstrates a reduction in the number of accidents and a significant decrease in the severity of their consequences.

It is important to note that improving the qualifications of transport industry personnel is a critical social aspect of implementing European standards. According to Directive 2003/59/EC requirements, commercial transport drivers must undergo initial qualification and periodic professional development. In Ukraine, updated driver training programs have been developed that fully comply with European requirements. Interpreting the obtained results makes it possible to state that, according to the Ministry of Infrastructure, more than 25,000 drivers were trained under these programs during 2022-2023²⁰. For example, such a training scale indicates the seriousness of Ukraine's intentions to integrate into the European transport space. In parallel, training specialists in transportation organization and road safety are modernized. Since 2022, new educational programs developed according to European standards have been introduced in higher educational institutions with a transport profile.

Let's examine in more detail the provision of accessibility of transport services, which represents another important social aspect of transformation. According to Regulation (EU) No. 181/2011 on the rights of bus passengers, it is necessary to guarantee the accessibility of services for persons with disabilities and reduced mobility. Analysis of the obtained data shows that at the beginning of 2023, only 27% of buses in Ukraine had appropriate equipment for persons with disabilities²¹. Given the above, these findings contradict the results of a 2021 European Commission study, which determined the average adaptability of public transport in EU countries at 78%. The National Strategy for Creating a Barrier-Free Space envisions increasing this indicator to 50% by 2025 and 85% by 2030.

It should be noted that social standards and rights of transport process participants also constitute an essential component of European integration. Regulation (EU) No. 561/2006 establishes precise requirements regarding drivers' working and rest time. In Ukraine, these norms are implemented through updates to the Labor Code and industry regulatory acts. In particular, limitations have been established regarding the maximum duration of drivers' working time (no more

¹⁹ Смирнов І., Ковальчук А. Перспективи розвитку безпеки транспорту в Україні в контексті європейської інтеграції. Міжнародні відносини. Серія «Економічні науки». 2023. № 4. С. 67-79.

²⁰ Національна поліція України. Статистика травматизму в дорожньо-транспортних пригодах в Україні за 2020-2023 роки. Київ, 2024. 68 с.

²¹ World Bank. The Economic Benefits of Road Safety Investments: Ukraine Case Study. Washington, DC, 2022. 124 p.

than 9 hours per day, with the possibility of increasing to 10 hours twice a week) and the minimum duration of daily rest (not less than 11 hours). Research results indicate violations of these norms in 42% of inspections of transport companies, according to the State Labor Service of Ukraine, which underscores the need to strengthen control over compliance with social standards²². Based on the analysis, these results are consistent with data obtained when analyzing the implementation of social standards in countries that recently joined the EU, where a transition period with a significant number of violations was also observed.

Analysis of the interim results of implementing European transport safety standards in Ukraine reveals significant, albeit uneven, progress across various areas.

Road traffic accident statistics demonstrate positive dynamics. According to the National Police, in 2023, the number of accidents with casualties decreased by 9.2%, and the number of fatalities decreased by 13.5% compared to 2020²³. Accidents due to technical malfunctions decreased by 17.8%. These results can be interpreted as evidence of the effectiveness of the implemented technical safety standards. However, the road fatality rate in Ukraine (10.8 deaths per 100,000 population) significantly exceeds the EU average (4.2). This indicates the need for further intensification of the implementation of European safety standards. The economic effect of implementing new standards is significant. According to the Ministry of Infrastructure estimates, by 2025, financial losses from road accidents will decrease by 25-30% (1.2-1.5 billion euros annually). It can be assumed that full implementation of European standards requires investing approximately 4.5-5.0 billion euros during 2024-2026 for infrastructure modernization, transport renewal, and personnel training.

On-road sections were modernized according to European standards, and accidents and casualties decreased by 31.5%²⁴. On routes where carriers comply with requirements regarding drivers' work schedules, the number of accidents decreased by 24.8%. It can be assumed that the comprehensive application of standards synergistically affects the overall safety level. The automatic violation detection system has reduced speed limit violations by 34%. The share of vehicles meeting Euro-5 and Euro-6 standards

increased from 15% in 2020 to 23% in 2023. These results can be interpreted as a gradual improvement in the environmental aspect of transport safety. According to the Ministry of Environmental Protection forecasts, by 2027, emissions from motor vehicles may decrease by 18-20% compared to 2020. This indicates the positive impact of European standards on the country's environmental situation.

Key obstacles remain: insufficient funding (especially under martial law conditions), institutional weakness of responsible authorities, low safety culture among road users, and corruption risks²⁵. These results can indicate the need for structural reforms in transport safety, but overcoming them requires a comprehensive approach with legislative changes, organizational measures, and educational work. This shows the importance of systemic changes at all levels of public administration. It can be assumed that without resolving these fundamental problems, further progress in standards implementation will significantly slow down.

Conclusions and Prospects. The conducted research on the implementation of European transport safety standards in Ukraine allows us to formulate key conclusions and outline clear prospects for developing transport safety in the coming years.

First, the European integration of Ukraine's transport system has shown significant results. In particular, a substantial part of national legislation has been successfully adapted to EU requirements, modern vehicle technical standards have been implemented, road infrastructure is being actively modernized, and the driver training system is being improved. Statistics confirm the effectiveness of these measures: according to the National Police of Ukraine, road traffic fatalities decreased by 13.5% (from 3,541 people in 2020 to 3,062 people in 2023), and the number of injuries decreased by 17.7% (from 31,974 to 26,329 people).

Second, implementing European transport safety standards demonstrates an impressive economic effect. World Bank experts have determined that each euro invested in improving road safety generates 3-4 euros of economic impact due to reduced losses from road accidents. Such profitability proves the financial feasibility of implementing European standards, even considering significant initial capital investments.

Third, the insufficient safety culture among road users remains a critical problem. Sociological research by the Ukrainian Institute of Social Research revealed

²² Смирнов І., Ковальчук А. Перспективи розвитку безпеки транспорту в Україні в контексті європейської інтеграції. Міжнародні відносини. Серія «Економічні науки». 2023. № 4. С. 67-79.

²³ Київський інститут транспортних технологій. Аналіз стану дорожньої інфраструктури в Україні. Київ, 2023. 112 с.

²⁴ World Bank. The Economic Benefits of Road Safety Investments: Ukraine Case Study. Washington, DC, 2022. 124 p.

²⁵ Державне агентство автомобільних доріг України. Звіт про виконання Державної програми підвищення безпеки дорожнього руху на 2020-2023 роки. Київ, 2024. 76 с.

that only 43% of Ukrainian drivers fully comply with traffic rules, while in EU countries, this figure reaches 67-78%. This highlights the urgent need to intensify educational work and form a sustainable culture of safe behavior on roads.

Several defining trends can be identified by analyzing the prospects for developing transport safety in Ukraine until 2026. If the current dynamics of implementing European standards continue, by 2026, the road fatality rate is expected to decrease to 6-7 people per 100,000 population (compared to 10.8 in 2023). Although this indicator will still exceed the EU average (4.2), it will reflect significant progress. It is worth emphasizing that achieving such a result requires comprehensive, systematic efforts in all directions, from technical modernization of infrastructure to profound changes in the behavioral models of road users.

For further successful implementation of European transport safety standards in Ukraine, the following strategic measures are recommended: 1) ensure stable funding for road safety improvement programs (at

least 3% of GDP annually, according to World Bank recommendations); 2) strengthen the institutional capacity of relevant authorities through systematic staff training and implementation of innovative management technologies; 3) develop and implement a comprehensive program for forming a culture of road safety, integrating it with the school education system; 4) introduce a transparent system for monitoring and evaluating the results of implementing European standards with regular data publication; 5) expand international cooperation to exchange best practices and attract technical assistance.

In the context of further scientific research, priority areas should be a detailed analysis of the economic efficiency of various measures to improve transport safety and the study of social aspects of the transformation of Ukraine's transport system by European standards. Special attention should be paid to researching the potential impact of innovative technologies—autonomous vehicles and intelligent transport systems—on road safety in Ukrainian realities.

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Рябих Н.В. ЄВРОПЕЙСЬКІ СТАНДАРТИ БЕЗПЕКИ ТРАНСПОРТУ: ДОСВІД ІМПЛЕМЕНТАЦІЇ В УКРАЇНІ

Ця наукова стаття досліджує процес впровадження європейських стандартів безпеки транспорту в Україні в контексті євроінтеграції та підвищення рівня безпеки дорожнього руху. Актуальність теми зумовлена нагальною потребою гармонізації національного законодавства з нормами Європейського Союзу у транспортній сфері. Дослідження спрямоване на визначення особливостей імплементації європейських стандартів у вітчизняне законодавство, оцінку ефективності здійснених заходів та розробку рекомендацій щодо вдосконалення системи транспортної безпеки в Україні. У роботі проаналізовано нормативно-правові аспекти регулювання безпеки транспорту, включаючи відповідність українського законодавства європейським директивам у сфері безпеки дорожнього, залізничного, повітряного та водного транспорту. Досліджено технічні стандарти безпеки транспортних засобів, інфраструктури та перевезень, чинні в ЄС, та специфіку їх впровадження в Україні. Особливу увагу приділено соціальним аспектам трансформації транспортної системи: зміні поведінкових моделей учасників руху, підвищенню культури водіння та формуванню відповідального ставлення до безпеки на транспорті. На основі статистичних даних проаналізовано динаміку аварійності та смертності на українських дорогах у контексті впровадження європейських стандартів. Виявлено ключові фактори, що сприяють зниженню кількості дорожньо-транспортних пригод, а також перешкоди для ефективної імплементації європейських практик в Україні. Досліджено вплив інституційних, фінансових та інфраструктурних обмежень на процес гармонізації систем безпеки. Стаття представляє результати порівняльного аналізу ефективності заходів забезпечення транспортної безпеки в країнах ЄС та Україні, визначає найбільш успішні практики, що потребують адаптації до українських реалій. Окреслено перспективні напрямки розвитку системи безпеки транспорту в Україні з урахуванням євроінтеграційних прагнень та сучасних викликів. Запропоновано конкретні рекомендації щодо вдосконалення нормативно-правової бази, технічного регулювання, системи підготовки водіїв, інфраструктурних проєктів та інформаційно-просвітницької діяльності у сфері безпеки дорожнього руху.

Ключові слова: транспортна безпека, європейські стандарти, імплементація, євроінтеграція, безпека дорожнього руху, гармонізація законодавства, транспортна інфраструктура, технічне регулювання, дорожньо-транспортні пригоди, трансформація транспортної системи, Україна, Європейський Союз.