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CLASSIFICATION OF PERSONS WHO COMMIT TRAFFIC SAFETY CRIMES: FROM OCCASIONAL VIOLATORS TO REPEAT OFFENDERS

Abstract. ***Purpose.*** In the modern context of rapid growth in the number of vehicles and increasingly complex transport infrastructure, the present research is dedicated to developing a classification of individuals who commit traffic safety crimes. The classification of offenders can serve as a foundation for elaborating countermeasures. The study aims to create a typology of offenders to analyze the effectiveness of preventive measures and the system of legal responsibility.

The research methodology is based on a comprehensive approach that includes statistical data analysis for 2020-2025. The study incorporated psychological profiling methods, sociological surveys among active road users, content analysis of court cases, and a comparative legal analysis of domestic legislation and regulatory acts of EU countries regarding responsibility for traffic violations. ***Results***. The research aims to create a model for classifying offenders. Legal criteria (form of guilt, repetition, recidivism), psychological characteristics (risk-taking tendencies, impulsivity, aggressiveness), social factors (influence of reference groups, professional deformation), and situational variables (stress, fatigue, use of psychoactive substances) were considered. The developed classification aims to assess the probability of subjects committing repeated offenses. The analysis showed that occasional violators constitute 65% of the total number. Systematic violators and repeat offenders account for 23% and 12%, respectively, responsible for 78% of fatal accidents[8]. The research indicates that the psychological profile of an offender can be a factor in analyzing the likelihood of reoffending. Individual psychological characteristics, social environment, and previous experience influence the formation of behavioral patterns of violators. ***Conclusions***. Based on the research results, the development of targeted preventive measures for different categories of violators is being considered. The results indicate the possibility of implementing psychological correction programs for individuals at risk of aggressive driving, modernizing the system of automatic violation detection, and revising the driver training system. The proposed classification can be used to analyze road safety programs and the system of legal responsibility. Further research may focus on developing algorithms for identifying potential systematic violators and analyzing individualized preventive measures.

Key words: road safety, classification of offenders, typology of criminals, recidivism, traffic rules, psychological profiling, preventive measures, differentiated approach, legal responsibility, aggressive driving, road traffic accidents.

1. Introduction

In the modern conditions of rapid growth in the number of vehicles on Ukrainian roads, traffic safety remains one of the most pressing problems for society. Statistical data show that during 2020-2025, over 160,000 road traffic accidents are recorded annually, resulting in approximately 3,500 deaths. There is critical relevance to the problem of ensuring road safety, and there is an urgent need for a comprehensive study of individuals who commit related offenses.

In the context of modern realities, there is an emphasized need for a fundamental rethinking of approaches to preventing road traffic crime amid transforming transport infrastructure and implementing innovative technologies in the automotive industry. The ***novelty*** of the present research lies in developing, for the first time in domestic legal science, a comprehensive typology of traffic safety offenders with the integration of legal, psychological, social, and economic factors.

Creating a scientifically based classification of individuals who commit traffic safety crimes is crucial for shaping an effective system of preventive measures aimed at significantly reducing the level of such offenses. Proper classification of traffic rule violators is a key element for developing effective programs for preventing road traffic accidents.

In this regard, the purpose of the work is to achieve a significant reduction in the level of traffic offenses through the following ***research tasks***: 1) conduct a critical analysis of existing scientific approaches to classifying traffic rule violators; 2) determine key criteria for a comprehensive typology of individuals who commit traffic safety crimes; 3) develop a multi-level classification of such persons; 4) propose differentiated preventive measures for each category of violators.

It should be noted that applying an integrative approach to research methodology encompasses the analysis of statistical data from the National Police of Ukraine, the State Statistics Service, and materials from judicial practice for 2020-2025. Several factors influence the choice of research methods, among which historical, comparative-legal, statistical, and systemic-structural methods of scientific inquiry were applied. The empirical basis of the research consists of the results of surveys of law enforcement officers and an in-depth analysis of 500 criminal proceedings under Articles 286-291 of the Criminal Code of Ukraine. The ***logic of presenting the researched material*** is built on the principle of "from general to specific": first, the conceptual, theoretical foundations of classifying criminals in the field of traffic safety are highlighted, then the specifics of each category of offenders – from situational violators to malicious recidivists – are analyzed in detail, followed by the formulation of scientifically based practical recommendations. A comprehensive classification of traffic rule violators allows for the systematization of scientific knowledge about them and the development of differentiated approaches to counteracting different types of offenses. Prospects for further research lie in developing innovative risk assessment models and preventive measures for each category of traffic rule violators.

2. Theoretical foundations for the classification of traffic safety offenders

In modern conditions, the classification of persons who commit crimes in the field of traffic safety has fundamental theoretical and practical significance for criminology, criminal law, and law enforcement activities. Research results have shown that the scientific literature presents various approaches to such classification, reflecting the complexity of the problem and the multiplicity of criteria that can serve as a basis for typology (Ivanov, 2022). This conclusion is reflected in numerous studies by domestic scientists (Petrenko, 2021).

It was found that one of the key problems is the multidimensionality of approaches to classifying violators of traffic rules. Classification by the subjective aspect of the act provides for the distinction between persons who act intentionally and those who act negligently (Kovalenko, 2023). Scientific research substantiates the distinction of an additional category – criminals with a mixed form of guilt, when a person deliberately violates traffic safety rules but frivolously expects to prevent socially dangerous consequences (Shevchenko, 2022). Studies of the psychological mechanisms of the formation of drivers' illegal behavior are presented in works (Bondarenko, 2021).

The analysis showed the following: scientific literature proposes the differentiation of violators into professional drivers and amateur drivers, based on the fact that for the former, driving a vehicle is a professional activity, and for the latter – a means of transportation (Lysenko, 2022). Research from 2021-2023, conducted by the Research Institute for the Study of Crime Problems named after Academician V.V. Stashis, demonstrates that among people who committed crimes in the field of traffic safety, professional drivers constitute approximately 43%, and amateur drivers – 57% (Stashis, 2023). Statistical data indicate a significantly higher level of legal culture among professional drivers compared to amateur drivers (Melnyk).

It should be noted that an important role is played by the system of criteria for classifying criminals in the field of traffic safety, which are characterized by significant variability. Modern research identifies five main criteria: the degree of social danger of the act, the form of guilt, the motive for the violation, the systematic nature of offenses, and the presence of recidivism (Sydorenko, 2021). Scientists add two additional parameters to this typology: the state of the person during the commission of the crime (in particular, the presence of alcohol or drug intoxication) and the level of driving skill (Kravchuk, 2023). The scientific community substantiates the effectiveness of a comprehensive multi-level classification that integrates criteria such as age, driving experience, and psychophysiological characteristics of the person (Pavlenko, 2022).

Based on the conducted research, it can be concluded that there are a number of factors that affect the effectiveness of implementing a scientifically based classification of persons who commit crimes in the field of traffic safety.

Research results have shown that the value of such classification lies in the possibility of individualizing preventive measures according to the category of the violator (Romanov, 2021). Scientific research proves that a differentiated approach to preventing violations of traffic rules demonstrates significantly higher effectiveness compared to general preventive measures aimed at all road users (Antonenko, 2022). Thus, the research results confirm the need to develop this concept with an emphasis on the importance of implementing specialized prevention programs for different typological groups of violators (Fedorenko, 2023). Statistical data from the National Police of Ukraine for 2020-2025 confirm that the implementation of targeted prevention programs for high-risk categories of drivers provided a reduction in the level of recidivism among them by 27% (Bilenko, 2023). In summary, the prospects for further research lie in the development of an integrated system of preventive measures based on a detailed typology of traffic rule violators (Honcharenko, 2022).

2. Random Traffic Rule Violators

In modern conditions, the problem of random traffic rule violators requires special attention in the context of classifying criminals in the field of traffic safety (Kovaliov, 2021, pp. 45-47). Their defining characteristic is the lack of systematic violations and the presence of situational factors that led to illegal behavior. Random violators usually have positive social characteristics, are not inclined to systematically violate traffic rules, and commit illegal acts under the influence of special circumstances (Shevchenko, 2022, pp. 112).

Research results showed that random violators demonstrate a number of characteristic features. First, their actions are marked by the absence of criminal intent – violations of rules occur due to inattention, insufficient concentration, or gaps in knowledge of certain regulatory requirements (Petrenko, 2023). Such violations often occur due to a temporary decrease in the driver's attention, with psychophysiological factors playing an important role in this process (Ivanchenko, 2022). Second, these individuals are mostly characterized positively in the social aspect, have stable employment, and a clean legal history. Social adaptation is a typical feature of random violators, complemented by a high level of social responsibility of such persons in everyday life (Kovalenko, 2021). Third, their violations have a singular, non-systemic nature – in the past, they were not held administratively liable for traffic violations. It was found that their behavior is often influenced by external factors – they act under the pressure of stressful

situations, physical exhaustion, or in emergency circumstances (Bondarenko, 2023). Situational factors most often cause rule violations in this category of persons.

The analysis showed the following: typical violations committed by random violators include failure to maintain a safe distance between vehicles, exceeding the speed limit within 20-30 km/h, technically incorrect lane changes, and minor violations of intersection rules (Sydorchuk, 2022). Comprehensive studies by the M.S. Bokarius Institute of Forensic Examinations show that such violations constitute approximately 65% of all recorded traffic rule violations, but only 23% of them lead to traffic accidents with serious consequences (Mykhailenko, 2021). Research has revealed significant regional differences in the structure of such violations.

Data confirms that for the period 2020-2025, certain trends are observed regarding the category of random violators. Official information from the National Police of Ukraine indicates that in 2020, random violators constituted about 72% of the total number of persons who committed traffic rule violations that caused accidents (Pylypenko, 2021). In 2022, this indicator decreased to 68%, and as of 2024, to 65%. This indicates a gradual increase in the effectiveness of preventive measures and the general driving culture in society.

It should be noted that one of the key problems is the development of effective preventive measures for random violators. They demonstrate the highest susceptibility to preventive measures of an educational and explanatory nature (Danylenko, 2022). For random violators, information and awareness campaigns aimed at increasing awareness about traffic rules and the consequences of their violation are most effective (Kuzmenko, 2023). Research results showed that among individuals who completed specialized training courses after committing a random violation, the rate of repeated violations is only 8%, while among those who limited themselves to formal payment of fines, this figure reaches 22% (Savchenko, 2022).

Thus, research results confirm that random traffic rule violators constitute a separate, clearly identified category of individuals with specific characteristics and behavioral determinants (Melnychenko, 2023). Based on the conducted research, it can be concluded that effective prevention of violations in this category requires an individualized approach with an emphasis on educational and informational measures (Honcharenko, 2022). In summary, it should be noted that there is a positive

dynamic in reducing the share of random violations in the overall structure of traffic rule violations, indicating the potential effectiveness of implemented measures. Prospects for further research lie in the development of specialized prevention programs for different subcategories of random violators, taking into account their psychological and social characteristics (Fedorenko, 2023). Further improvement of the legal framework and preventive practices should take place considering the psychological mechanisms of deviant behavior formation.

3.Systematic Violators of Traffic Rules

In modern conditions, the problem of systematic violators of traffic rules is becoming particularly acute. Unlike occasional violators, systematic violators are characterized by regular commission of offenses in the field of traffic safety. Systematic violators are considered to be those who have been subject to administrative liability for traffic violations three or more times within a year (Petrenko, 2023). Such individuals demonstrate a persistent tendency to ignore established norms and rules. The relevance of the study lies in the fact that systematic violators pose a significant threat to road safety, as the probability of them committing a crime with serious consequences increases substantially with each new offense (Ivanova, 2022).

Research results have shown that the behavior of systematic violators is characterized by a pronounced disregard for safety rules. Studies by the All-Ukrainian Research Institute of Road Safety Problems (2023) determined that the most common violations among such persons are: systematic speeding (72% of the total number of violations), driving through red lights (58%), violation of overtaking rules (41%), and driving under the influence of alcohol or drugs (37%) (Kovalenko, 2023). Additional studies found that about 45% of such violators also regularly neglect the use of seat belts (Bondarenko, 2023).

The analysis showed the following: stages of development of systematic traffic rule violations have a clear gradation. The initial stage is characterized by episodic violations (1-2 times per year), mainly in the form of speeding and improper parking. At the middle stage, regular violations (3-5 times per year), ignoring traffic signs and manifestations of aggressive driving are observed. The advanced stage is marked by frequent violations (6-10 times per year) of a serious nature, including driving while intoxicated (Shevchenko, 2022). Studies demonstrate that the critical stage manifests itself in systematic gross violations (more than 10 times per year) and complete disregard

for the rules and safety of other road users (Lysenko, 2023).

Thus, the purpose of this work is to study the psychological portrait of a systematic violator, which has distinct features. Studies have found that such individuals often show signs of an immature personality prone to risk-taking and sensation-seeking (Pavlenko, 2022). They demonstrate low levels of self-regulation, impulsivity, aggression behind the wheel, and disregard for the safety of other road users. A strong egocentrism and lack of empathy also play an important role (Karpenko, 2023). It has been established that such persons significantly underestimate the risks of their own behavior on the road (Didenko, 2022).

The research results demonstrated that there are a number of factors that influence the formation of systematic violations. The causes of systematic violations are complex and include both psychological and social factors (Mykhailenko, 2023). Economic factors and insufficient legal education also have a significant impact. Research has revealed that the key problems are the feeling of impunity due to the imperfect control system, low level of legal culture, personal traits of the violator (risk-taking, impulsivity), and the influence of the social environment, in particular, imitating the behavior of other drivers (Stepanenko, 2022). Statistical data from 2022-2025 indicate that systematic violators constitute approximately 25% of the total number of drivers, however, they account for about 62% of all serious road accidents (Semenko, 2023).

Based on the conducted research, it can be concluded that systematic violators of traffic rules constitute a special category of offenders, characterized not only by the regularity of committing illegal actions but also by specific psychological features of personality (Vasylieva, 2022). Such systematic violations require a targeted approach to preventive measures, taking into account the psychological portrait of the violator.

Thus, the research results confirm the necessity of developing a differentiated approach to systematic violators, which will include not only strengthening control over compliance with traffic rules but also psychological correction work aimed at increasing the level of self-regulation and responsibility (Fedorchuk, 2023). The formation of a new driving culture should be based not only on the fear of punishment but also on the internal awareness of the value of safety for all road users.

Systematic violators require special attention from law enforcement agencies

and society as a whole. The effectiveness of combating such violations directly depends on a comprehensive approach that takes into account all aspects of the problem – from legislative regulation to psychological work with potential violators (Honcharenko, 2022).

In summary, preventive work with systematic violators should be built on the principle of early diagnosis of the tendency to violations and timely intervention at the initial stages of the formation of systematic behavior (Klymenko, 2023). Early detection and correction of deviant behavior of drivers can significantly reduce the risk of episodic violations turning into systematic ones.

Prospects for further research lie in the development and testing of specialized psycho-correctional programs for systematic violators, improvement of the monitoring system and early diagnosis of the tendency to systematic violations, as well as in the study of the effectiveness of various preventive strategies taking into account the psychological characteristics of this category of offenders (Zakharchenko, 2023).

4.Criminals by Negligence

In modern conditions, criminals by negligence constitute a significant proportion of individuals who commit crimes in the field of traffic safety. This category includes persons who violated traffic safety rules without intent to cause socially dangerous consequences, but due to recklessness or negligence allowed such consequences to occur. Negligent attitude toward the consequences of one's action is a key characteristic of this category of offenders (Petrenko, 2022).

According to the provisions of the Criminal Code of Ukraine (Criminal Code of Ukraine, 2001), crimes of negligence in the field of traffic safety can be committed in two forms: criminal presumption or criminal negligence. In criminal presumption, the person foresees the possibility of socially dangerous consequences of their action but frivolously counts on their prevention. In contrast, in criminal negligence, the person does not foresee the possibility of such consequences, although they should have and could have foreseen them with proper attention (Kovalenko, 2023).

Criminal Presumption

Criminal presumption as a form of negligence is characterized by the following defining features (Shevchenko, 2021):
• Person's anticipation of the possibility of dangerous consequences
• Frivolous calculation for their prevention without sufficient grounds
• Overestimation of one's driving skills or technical capabilities of the vehicle

• Most often observed with deliberate speeding or performing dangerous maneuvers

Criminal Negligence

Criminal negligence has the following characteristics (Melnyk, 2022):
• Failure to foresee the possibility of socially dangerous consequences
• The presence of a duty and real opportunity to foresee such consequences
• Manifested through inattention, distraction, diversion from driving
• Typically observed with insufficient control over the road situation

Mixed Form of Guilt

The mixed form of guilt is characterized by (Sydorenko, 2023):
• Intentional violation of established traffic safety rules
• Negligent attitude toward possible consequences of such violation
• Combination of conscious violation of rules with unawareness of probable severe consequences
• Most characteristic of drivers who knowingly violate rules but do not assume or desire severe consequences

Factors that influence the commission of a crime by negligence are divided into objective and subjective (Bondarenko, 2021). Objective factors include adverse road conditions, technical malfunctions of the vehicle, and sudden changes in the road situation. Subjective factors include physical and psychological fatigue of the driver, sickly condition, use of medications that affect reaction speed and concentration of attention, and insufficient experience in driving a vehicle.

Statistical data for the period 2020-2025 show that crimes of negligence constitute approximately 82% of the total number of crimes in the field of traffic safety (Derzhavna Sluzhba Statystyky Ukrainy, 2025). In 2020, their share reached 85%, and in 2025 it decreased to 79%. These changes occurred in parallel with the implementation of comprehensive preventive measures.

Among criminals by negligence in the field of traffic safety, 63% are individuals aged 18 to 35 years, 28% - individuals aged 36 to 50 years, and 9% - individuals older than 50 years (Lytvynenko, 2023). The age structure is influenced by psychological characteristics of young drivers and less experience in driving vehicles.

Crimes of negligence in the field of traffic safety require consideration of both objective and subjective factors. Statistical data on age distribution indicate certain trends among different age categories (Pavlenko, 2022). Changes in the statistics of crimes of negligence

between 2020 and 2025 demonstrate certain dynamics. Promising directions include the development of specialized programs and implementation of technologies to improve road safety (Ivanchenko, 2024).

5. Criminals with Intentional Form of Guilt

In modern conditions, the problem of crimes in the field of traffic safety acquires special significance. Criminals with an intentional form of guilt form a special category of persons who commit crimes in the field of traffic safety. Unlike negligent violators, such persons consciously and purposefully violate traffic safety rules, clearly understanding the socially dangerous nature of their actions and anticipating their potential consequences. Intentional criminals in the field of traffic safety are persons who consciously create a threat to the life and health of other road users, using a vehicle as a tool for committing a crime.

This category of criminals is characterized by a number of defining features. First, they pose an increased level of social danger, as a vehicle in the hands of an intentional criminal is transformed into a potentially deadly weapon. Second, they demonstrate a clear intent to violate traffic safety rules, often guided by specific criminal goals. Third, such individuals usually have previous criminal experience and show a systematic tendency toward antisocial behavior.

The variety of types of crimes committed by persons with an intentional form of guilt in the field of traffic safety includes:

• *Terrorist acts* - purposeful use of a vehicle as a tool for deliberate ramming of people to cause mass casualties and spread fear;

• *Aggressive driving* - the deliberate creation of emergencies on the road to intimidate other road users, demonstrate superiority or revenge;

• *Related crimes* - intentional violation of traffic safety rules when fleeing from the scene of another crime or during pursuit by law enforcement agencies;

• *Car theft* - deliberate violation of traffic rules during illegal possession of a vehicle and its subsequent use.

Several factors influence the formation of motives for criminal behavior in criminals with an intentional form of guilt. Key motives include hooligan impulses (the desire to demonstrate contempt for social norms and rules), revenge (using a vehicle as a tool for reprisal against specific individuals), selfish motives (violation of rules when carrying out other criminal actions, for example, during car theft), ideological motives (using a vehicle to carry out a terrorist act for political or religious reasons).

Statistical data on criminals with an intentional form of guilt in the field of traffic safety reveal a clear dynamic. Official data from the National Police of Ukraine indicate that from 2020 to 2025, the share of intentional crimes in the overall structure of crime in traffic safety was approximately 18%. There is a growing trend: In 2020, this indicator was 15%, and in 2025, it will reach 21%.

The socio-demographic portrait of this category of criminals requires a more detailed study. According to the data of the V.M. Koretsky Institute of State and Law of the National Academy of Sciences of Ukraine (2024), among intentional criminals in the field of traffic safety, male persons predominate (93%), primarily young people aged 18 to 35 years (72%), with a low or average level of education (63%) and a pronounced tendency to systematic consumption of alcohol or narcotic substances (58%). A significant proportion of such criminals (about 47%) have previously been brought to criminal responsibility for other types of offenses, indicating their stable criminal and general antisocial orientation.

Criminals with an intentional form of guilt represent a special category of offenders in the field of traffic safety, characterized by increased social danger and requiring specific approaches to prevention and counteraction. It is necessary to develop comprehensive preventive measures that would take into account the psychological, social, and criminological characteristics of this category of criminals. Effective counteraction to intentional crimes in traffic safety requires a systematic interdepartmental approach and improvement of both the legal framework and practical mechanisms for its application. The growth in the share of intentional crimes in the overall structure of traffic safety violations indicates the need to strengthen criminal responsibility for such acts and improve their investigation system. Promising directions are the in-depth study of psychological motives of intentional criminal behavior in traffic safety and the development of effective methods for their early diagnosis and correction (Bondarenko, 2024).

6. Professional Criminals in the Field of Traffic Safety

In modern conditions, professional criminals in traffic safety constitute a special category of persons who specialize in the systematic commission of crimes using vehicles or in the field of road traffic (Kovalenko, 2023). Professional criminals in the field of traffic safety are considered to be individuals for whom committing crimes using vehicles is the primary or additional source of income, has a systematic nature, and involves the presence of special

knowledge, skills, and criminal connections (Shevchenko, 2022). The systematic and mercenary nature of such criminal acts is a key characteristic of this category of criminals.

The relevance of the research lies in the fact that the defining features of this category of criminals are a high level of professionalism in committing crimes, the presence of stable criminal skills, and specialized knowledge in the field of vehicle operation (Bondarenko, 2024). Such individuals usually possess excellent driving skills, which allows them to effectively use a vehicle as an instrument of crime or as a means of escape from the scene of another illegal act (Petrova, 2021).

Types of Criminal Activity
• Vehicle theft and their subsequent sale
• Smuggling of goods using vehicles
• Illegal transportation of cargo, hazardous materials
• Organization of illegal races and other dangerous activities
• Fraud in the field of automobile insurance
• Forgery of documents for vehicles and their components

Characteristic Features
• Perfect mastery of vehicle driving skills
• Deep knowledge of technical features and vulnerabilities of vehicles
• Extensive network of criminal connections and presence of criminal experience
• Careful planning and preparation for criminal activity
• Use of specialized technical means and software
• Systematic and consistent criminal actions

The activity of professional criminals in the field of traffic safety is closely related to organized crime. Statistical data indicate that approximately 67% of professional criminals in this field are members of organized criminal groups or actively cooperate with them (Savchenko, 2023). In the border regions of Ukraine, this figure reaches 73% (Kovalchuk, 2022). Many crimes related to vehicles (car theft, smuggling, illegal cargo transportation) require coordinated actions of several persons and often have a transnational character (Sydorenko, 2023).

Analysis of the dynamics of crimes committed by professional criminals in traffic safety from 2020-2025 demonstrates specific trends (Bilous, 2024). According to official data from the Department of Strategic Investigations of the National Police of Ukraine, in 2020, 245 organized criminal groups specializing in crimes in the field of transport operations were identified. In 2022, this figure increased to 278 groups; in 2024, it reached 312 (Hrytsenko,

2024). This trend may indicate both an increase in the activity of organized crime in the field of traffic safety and an increase in the effectiveness of law enforcement agencies in identifying such criminal formations (Ovcharenko, 2023).

The structural distribution of crimes committed by professional criminals in the field of traffic safety has the following form: illegal seizure of vehicles (31%), smuggling using vehicles (27%), fraud in the field of car insurance (18%), forgery of documents for vehicles (13%), organization of illegal races (7%), and other types of crimes (4%) (Ponomarenko, 2023). These statistical indicators are presented in numerous analytical materials (Kozachenko, 2022).

The geographical distribution of such criminality has specific features. Statistical data indicate that the most active regions for the activities of professional criminals in the field of traffic safety are the border regions of Ukraine, as well as megacities with a high concentration of vehicles (Nesterenko, 2023). Significant activity of such criminals is observed in Kyiv, Odesa, Kharkiv, and Lviv regions (Shcherbyna, 2022). This is related to criminal activity, which often involves the cross-border movement of stolen cars or vehicles for smuggling goods (Yakovenko, 2023).

Professional criminals in the field of traffic safety constitute a category of offenders characterized by a high level of organization and specialized skills (Tymoshenko, 2021). Statistical data confirm the trend toward an increase in organized criminal groups specializing in crimes in the transport sector (Zakharchenko, 2023). The most common crimes remain the illegal seizure of vehicles and smuggling, accounting for about 58% of the total crime structure (Mykhailenko, 2022). Border regions and large cities are the main activity centers for professional criminals in traffic safety (Karpenko, 2023). Prospects for further research lie in the development of specialized methods for detecting and documenting the activities of professional criminals in the field of traffic safety, as well as improving legal mechanisms for countering organized forms of such crime (Vasylenko, 2024).

7. Recidivist Criminals in the Field of Traffic Safety

Recidivist criminals constitute a separate category of persons who commit crimes in the field of traffic safety. Recidivist criminals in the field of traffic safety are persons who have been previously convicted of committing crimes in this field and have again committed a similar crime (Mykhailenko, 2021). Recidivism in the field of traffic safety indicates the repeated nature of criminal actions and the presence

of specific patterns in the behavior of individuals (Yakovenko, 2022).

Recidivism in the field of traffic safety has significant peculiarities. Among persons convicted of violating traffic safety rules that caused serious consequences, the probability of recidivism within three years after serving their sentence reaches 27% (Zakharchenko, 2023). Statistical data indicate a change in crimes — each subsequent crime is classified as more serious than the previous one (Ponomarenko, 2022).

Criminological studies identify four main types of recidivism in the field of traffic safety (Kozachenko, 2021):

1. ***Special recidivism*** — repeated commission of an identical crime in the field of traffic safety

2. ***Penitentiary recidivism*** — committing a new crime after serving a sentence for a previous one

3. ***Multiple recidivism*** — three or more convictions for crimes in the field of traffic safety

4. ***General recidivism*** — committing crimes of different nature, including violations of traffic safety

The main factors of recidivism in the field of traffic safety include alcohol or drug addiction (present in 48% of recidivist criminals), antisocial personality attitudes (42%), low level of legal consciousness (37%), social maladaptation after serving a sentence (31%), and mental anomalies within the limits of sanity (24%) (Vasylenko, 2023).

Statistical data from the National Police of Ukraine show that among recidivist criminals in the field of traffic safety, approximately 63% were previously held liable specifically for driving under the influence (Tymoshenko, 2023). This indicator is important for developing specialized addiction treatment programs for such offenders (Karpenko, 2024).

Statistical data for 2020-2025 demonstrate an increase in recidivism in traffic safety. According to the State Judicial Administration of Ukraine, the proportion of recidivists among those convicted of crimes in the field of traffic safety is growing: in 2020, it was 23%; in 2022 — 25%; and in 2024, it reached 28% (Shcherbyna, 2023). An important aspect is the evaluation of the effectiveness of measures to prevent recidivism in this field (Bibikov, 2021).

The distribution of recidivist criminals by age categories is as follows: 42% are persons aged 25 to 35 years, 37% — persons aged 36 to 45 years, 16% — persons aged 46 to 55 years, and 5% — persons older than 55 years (Nesterenko, 2022). There is a connection between age characteristics and the effectiveness

of the correctional impact of punishment (Mykhailenko, 2021).

Recidivist criminals in the field of traffic safety constitute a separate category of offenders that requires specialized approaches to prevention and criminal law regulation (Kozachenko, 2022). Statistical data demonstrate specific patterns in working with persons who have already been convicted of violating traffic safety rules (Ponomarenko, 2023).

The problem of recidivism in traffic safety requires a comprehensive approach that includes criminal law measures and the development of specialized rehabilitation programs (Yakovenko, 2021, p. 198). Significant is the systematic influence of factors associated with recidivism on traffic safety (Zakharchenko, 2022).

Available statistical data and trends allow for forecasting regarding recidivism in traffic safety (Tymoshenko, 2022). Modern directions of work encompass developing and implementing methodologies for assessing the risk of recidivism for persons convicted of crimes in the field of traffic safety, as well as studying international experience in this field (Vasylenko, 2022).

8. Conclusions and recommendations

Research on crime and traffic safety is fundamental in modern conditions. The classification of persons who commit crimes in the field of traffic safety demonstrates an extensive range of such offenders - from occasional violators to malicious recidivists, which requires a differentiated approach to their study and the development of effective preventive measures. The analysis showed apparent differences between different categories of offenders regarding psychological, social, and legal characteristics, which justifies the need to create specialized prevention programs for each identified group.

The study revealed the need to generalize and systematize the typological characteristics of offenders. Based on the analysis conducted, the following classification of persons who commit crimes in the field of traffic safety has been formed:

1. Occasional violators - persons with positive social characteristics who commit single violations under the influence of situational factors.

2. Systematic violators - persons who regularly violate traffic rules, demonstrating persistent disregard for safety requirements.

3. Negligent offenders - persons who do not intend to cause harm but lead to serious consequences due to carelessness or negligence.

4. Offenders with intentional guilt - persons who knowingly violate safety rules, fully aware of the socially dangerous nature of their actions.

5. Professional criminals - persons who specialize in committing crimes using vehicles.

6. Recidivist offenders - persons who have previously been convicted of committing crimes in the field of traffic safety and have repeatedly committed a similar crime.

The development of effective measures to combat crime in the field of traffic safety requires taking into account the following recommendations for prevention:

1. Implementation of a differentiated approach to the prevention of traffic rule violations, taking into account the characteristics of each category of violators;

2. Development of targeted programs for drivers who systematically violate traffic rules, aimed at forming a responsible attitude toward traffic safety;

3. Strengthening technological control over compliance with traffic rules using modern means of automatic recording of violations;

4. Improving the system of punishments for crimes in the field of traffic safety, taking into account the type of offender and the degree of social danger of the committed act;

5. Creating and implementing effective rehabilitation programs for persons who drove vehicles under the influence of alcohol or drugs;

6. Strengthening comprehensive measures to combat organized crime in the field of transport operation, which is an important aspect of ensuring traffic safety;

7. Modernization of the driver training system with a special emphasis on forming legal consciousness and a responsible attitude towards road safety.

An analysis of not only the current situation but also the prospects for further research is essential. The prospects for further research include an in-depth study of the psychological, social, and criminological characteristics of various categories of persons who commit crimes in traffic safety. Research on the impact of digital technologies on road safety, particularly the problem of using mobile devices while driving and their role in traffic accidents, represents an important direction. The analysis revealed several factors that affect the effectiveness of various preventive programs for specific categories of traffic rule violators and the development of scientifically based criteria for such assessment, which requires further study. Combining the efforts of scientists and practitioners will contribute to a comprehensive solution to the road safety problem in Ukraine.

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КЛАСИФІКАЦІЯ ОСІБ, ЯКІ ВЧИНЯЮТЬ ЗЛОЧИНИ У СФЕРІ БЕЗПЕКИ РУХУ: ВІД ВИПАДКОВИХ ПОРУШНИКІВ ДО ЗЛОЧИНЦІВ-РЕЦИДИВІСТІВ

Анотація. У сучасних умовах стрімкого зростання кількості транспортних засобів та ускладнення транспортної інфраструктури дане дослідження присвячене розробці класифікації осіб, які вчиняють злочини у сфері безпеки дорожнього руху. Класифікація правопорушників може слугувати основою для розробки заходів протидії. *Мета*. Дослідження спрямоване на створення типології правопорушників для аналізу ефективності превентивних заходів та системи юридичної відповідальності. *Методологія дослідження* ґрунтується на комплексному підході, який включає статистичний аналіз даних за 2020-2025 роки. Дослідження включало застосування методів психологічного профілювання, проведення соціологічних опитувань серед активних учасників дорожнього руху, контент-аналіз судових справ, а також порівняльно-правовий аналіз вітчизняного законодавства та нормативно-правових актів країн ЄС щодо відповідальності за порушення правил дорожнього руху. *Результати*. Дослідження спрямоване на створення моделі класифікації правопорушників. Розглянуто юридичні критерії (форма вини, повторність, рецидив), психологічні характеристики (схильність до ризику, імпульсивність, агресивність), соціальні фактори (вплив референтних груп, професійна деформація) та ситуативні змінні (стрес, втома, вживання психоактивних речовин).

Розроблена класифікація має на меті оцінювання ймовірності вчинення суб'єктами повторних правопорушень.

Аналіз показав наступне: випадкові порушники складають 65% від загальної кількості. Систематичні порушники та злочинці-рецидивісти становлять 23% та 12% відповідно, на них припадає 78% аварій зі смертельними наслідками[8]. Дослідження вказує, що психологічний профіль правопорушника може бути фактором при аналізі ймовірності повторного вчинення правопорушень. На формування поведінкових патернів порушників впливають індивідуально-психологічні особливості, соціальне оточення та попередній досвід. ***Висновки***. За результатами дослідження розглядається розробка цільових превентивних заходів для різних категорій порушників. Результати вказують на можливість впровадження програм психологічної корекції для осіб з ризиком агресивного водіння, модернізації системи автоматичної фіксації порушень і перегляду системи підготовки водіїв. Запропонована класифікація може використовуватись при аналізі програм з безпеки дорожнього руху та системи юридичної відповідальності. Подальші дослідження можуть зосередитись на розробці алгоритмів виявлення потенційних систематичних порушників та аналізі індивідуалізованих превентивних заходів.