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Yu. Krasnova[1],
orcid.org/0000-0001-7898-9603,
M. Deineha[*2],
orcid.org/0000-0002-4785-7509,
O. Makarenko[3],
orcid.org/0000-0002-3020-0658,
V. Kostytskyi[4],
orcid.org/0000-0003-1692-9810,
Ye. Morozov[3],
orcid.org/0009-0003-4200-929X

1 – State Organization "V. Mamutov Institute of Economic and Legal Research of the National Academy of Sciences of Ukraine", Kyiv, Ukraine
2 – National University of Life and Environmental Sciences of Ukraine, Kyiv, Ukraine
3 – Donetsk State University of Internal Affairs, Kropyvnytskyi, Ukraine
4 – Taras Shevchenko National University of Kyiv, Kyiv, Ukraine
* Corresponding author e-mail: marinad@meta.ua

EU TRANSPORT POLICY: CHALLENGES FOR THE DEVELOPMENT OF UKRAINIAN LEGISLATION

Purpose. To analyze the legal imperatives of EU transport policy and identify key challenges for the development of Ukrainian legislation.

Methodology. A comprehensive and objective analysis of the research subject was made possible through the use of a range of scientific methods and approaches – philosophical and worldview-based, general scientific, and specialized scientific. In the process of achieving the set objective, national legislation, European Union documents, and the national legislative practices of individual European Union member states were analyzed.

Findings. The study found that the legal imperatives of EU transport policy regarding freedom of movement and safety are of paramount importance for implementation into Ukraine's national legislation. In contrast, the imperative of competition requires gradual harmonization, taking into account the monopolization of certain segments of the transport market. Digitalization and environmental sustainability are viewed as promising areas for adaptation, capable of ensuring rapid integration with European standards. The strategic guidelines for Ukraine in the field of transport policy are defined as follows: the phased implementation of European standards, the modernization of the institutional system, and the development of legal mechanisms that will ensure the restoration of transport infrastructure, enhance its resilience, and facilitate integration into the single European mobility area.

Originality. Based on a comprehensive theoretical study of the legal foundations of EU transport policy, this work provides a doctrinal justification for the strategic guidelines and directions for harmonizing Ukraine's transport legislation with the EU acquis, which is a strategic prerequisite for integration into the European legal space. It has been established that such harmonization requires a comprehensive approach, which includes legislative adaptation, institutional reform, and infrastructure development. Corresponding amendments to Ukraine's national legislation have been proposed.

Practical value. The practical significance of the research findings lies in the possibility of their implementation in legislative activities, law enforcement practice, the academic sphere, and the educational process at institutions of higher education.

Keywords: *EU transport policy, legal imperatives, Ukrainian legislation, freedom of movement, digitalization*

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Introduction. The European Union's (hereinafter "EU") transport policy is one of the first and most important common policies enshrined in the Treaty on the Functioning of the EU. Its significance extends far beyond the economic sphere: it ensures the free movement of goods, services, and people; fosters a competitive environment; and promotes sustainable development and the integration of the internal market. Transport serves not only as a key element of economic infrastructure but also as a strategic factor in Europe's political and social unity.

For Ukraine, which is in the process of European integration and simultaneously at war, the issue of harmonizing transport legislation takes on particular relevance. The restoration of transport infrastructure, integration into European networks, and adaptation to EU law are

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not merely technical tasks but also strategic prerequisites for economic growth and political stability.

The relevance of this topic stems from several factors. First, transportation is a key element in the implementation of the Association Agreement between Ukraine and the EU, which provides for the gradual harmonization of transportation legislation. Second, current challenges – war, the destruction of infrastructure, and the blocking of traditional routes require new approaches to the development of the transportation system [1]. Third, global trends, such as digitalization and "green mobility", require Ukraine to adapt quickly to European standards [2, 3].

It is also important to note that the EU's transportation policy is comprehensive in nature: it covers road, rail, maritime, and air transport, as well as multimodal transport. Each of these sectors has its own legal imperatives that define market access rules, safety standards, environmental requirements, and digital innovations. For Ukraine, harmonization means not only the formal adoption of directives and regulations but also a profound transformation of the institutional system, management practices, and economic mechanisms.

Literature review. Issues related to EU transport policy and its implementation in Ukraine are the subject of in-depth research by both Ukrainian and foreign scholars. In the national scientific literature, particular attention is paid to issues of legislative harmonization, the adaptation of European standards, and the search for innovative solutions for the development of Ukraine's transportation system. For example, O. Gromova [4] examined the historical development of EU transportation policy and demonstrated how its strategic guidelines can be used to reform the Ukrainian transportation system. M. Vidyakina [5] analyzed institutional changes in the EU, particularly the opening of national markets and the dismantling of monopolies in the aviation and rail transport sectors. S. Ilchenko, in collaboration with O. Nikiforuk, examined the characteristics of the European strategy for making transport more environmentally friendly through an analysis of the regulatory framework [6]. The research paper by O. Nikiforuk, O. Stasyuk, L. Chmyriova, and N. Fediai [7] is devoted to the institutional and infrastructural aspects of adapting Ukraine's transportation system to the standards of the EU's Common Transport Policy in the context of European integration and post-war reconstruction. N. Gavkalova, I. Jacyna-Gołda, and M. Salwin [8] examined innovative mechanisms for sustainable transport, digitalization, and environmental sustainability, comparing practices in the EU and Ukraine. I. Zhebelev [9] analyzed the theoretical foundations of EU transport policy formulation and the possibilities for their implementation in Ukrainian legislation.

In the international academic literature, works that examine the strategic and institutional aspects of EU transport policy are fundamental. For example, D. Banister [10] explored the relationship between transport policy, climate goals, and sustainable development strategies, emphasizing the need to transition to low-carbon mobility. Numerous publications on the development of sustainable transport are included in the collective scholarly work "Transport and Sustainability: Towards Transport Net Zero", which examines EU mobility policy and focuses on digital innovations and environmental standards [11]. L. Lupu [12], an expert with the European Commission's DG MOVE, presented an analytical overview of EU transport policy at a UNECE meeting, focusing on the European Green Deal, the Sustainable and Smart Mobility Strategy, the Fit-for-55 package, and many others.

Dyrhauge H., Gruetzmacher S. B., Vaz C. B., and Ferreira Â. P. explore the relationship between the EU's general and climate-related transportation policies. H. Dyrhauge's study [13] examines the contradictions between the liberalization of the EU transportation market and the need to achieve climate neutrality. The study analyzes the challenges of ensuring public mobility under strict environmental constraints. In another study of hers [14], the author examines the evolution of EU policy regarding the transportation sectors that are most difficult to decarbonize (particularly aviation and maritime transport). It examines institutional barriers and the role of stakeholders in creating low-carbon pathways. S. B. Gruetzmacher, C. B. Vaz, and Â. P. Ferreira [15] assessed the sustainability of the EU transport sector and its alignment with European environmental policy

Thus, the research works by Ukrainian and foreign scholars confirm that EU transport policy is a multidimensional phenomenon encompassing legal, institutional, environmental, and digital aspects.

Domestic researchers focus on specific aspects of harmonizing and adapting EU experience in the field of transportation policy, while foreign researchers focus on strategies for sustainable development, digitalization, and environmental sustainability in transportation. However, there is no comprehensive study of the legal imperatives of EU transport policy and, based on this, no justification for strategic guidelines and directions for harmonizing Ukraine's transport legislation with the EU acquis. This highlights the relevance of further research on Ukraine's integration into the European transport area.

Purpose. In this regard, the purpose of this research article is to examine the legal imperatives of EU transport policy and to identify key challenges for the development of Ukrainian legislation. The objectives of this study are: 1) to identify the main principles and legal foundations of EU transport policy; 2) to analyze current challenges for national legislation in the field of transport; 3) to substantiate proposals regarding directions for improving Ukrainian legislation, taking into account European standards.

Methods. The study was conducted using a combination of scientific methods and techniques that enabled a comprehensive and objective analysis of the subject matter – including philosophical and worldview-based, general scientific, and specialized scientific methods. The application of the dialectical method facilitated the study of EU transport policy as a complex legal phenomenon that combines economic, environmental, and social imperatives, as well as the determination of its impact on the development of Ukrainian legislation in the context of European integration and martial law. The analytical method was used in the study of scientific works by European and Ukrainian scholars on the topic of this article, as well as in the characterization of European and national legislation regulating issues of free-

dom of movement, safety, digitalization, and environmental sustainability in transportation. Using the synthesis method and the formal-legal method, the content of the provisions of EU directives and regulations (TEN-T, Fit-for-55, AFIR, ReFuelEU Aviation, FuelEU Maritime, etc.) was clarified, and proposals were developed for their adaptation into Ukraine's legal system. The use of the abstract-logical method made it possible to generalize the results of the study and formulate specific proposals for harmonizing Ukraine's transport legislation with the EU acquis.

The analysis of the European legal foundations of transport policy served as the initial stage of the study. The second stage of the research involved assessing the current state of harmonization of national transport legislation with European standards. The final stage of the study was devoted to outlining theoretical and legal approaches to identifying key challenges and directions for improving Ukraine's transport legislation. In addition, materials from international agreements were utilized (the Common Aviation Area Agreement, Ukraine's participation in TEN-T projects).

In the process of achieving the set goal, not only domestic legislation was analyzed, but also European Union documents and the national legislative practices of individual member states. In particular, the study examined the experience of France and Germany in implementing environmental standards and developing infrastructure for alternative fuels; Italy and Spain – in the areas of digitizing transportation processes and integrating multimodal transport; Poland – as an example of a country gradually harmonizing its transportation legislation in the context of integration into the TEN-T; the Netherlands and Belgium – in the field of maritime transport and the implementation of FuelEU Maritime; Sweden – as a leader in implementing "green" mobility policies and the use of sustainable aviation fuel in accordance with ReFuelEU Aviation.

Results. ***Legal imperatives of EU transport policy.***

The legal imperatives of the EU's transport policy have evolved gradually, beginning with the Treaty of Rome of 1957, which identified transport as one of the key areas of common policy. Even then, the idea of creating a single market was being laid out, in which the mobility of goods, services, and people was to be guaranteed not only by economic but also by legal mechanisms. The Treaty on the Functioning of the EU established transportation as an area in which member states transfer part of their powers to EU institutions, meaning that regulations and directives are binding on all market participants. Thus, transportation policy has become not only a technical instrument but also a legal mechanism for integration that ensures the unity of the economic area [16].

In its current form, EU transport policy is based on several fundamental principles that take the form of legal imperatives. Freedom of movement is a basic condition for the functioning of the internal market, since without an effective transport system, it is impossible to realize the four freedoms of the EU – the movement of goods, services, capital, and people [17]. Competition serves as a guarantee against the monopolization of transport markets: the EU creates conditions for equal access to infrastructure, stimulating the development of private carriers and ensuring a balance between government regulation and market mechanisms. Safety in the transportation sector has not only a technical but also a legal dimension: EU directives establish standards for the technical condition of vehicles, drivers' working conditions, and the certification of aviation and maritime operators, thereby creating a single safety area where the responsibilities of carriers and government agencies are clearly defined [18]. Environmental sustainability is integrated into the EU's "Green Deal", which calls for a 90 % reduction in emissions by 2050, a transition to electric transportation, the development of rail transport, and the promotion of multimodal solutions. Finally, digitalization is becoming a key factor in efficiency: the EU is implementing e-services, smart logistics, and digital platforms for managing transport flows, ensuring transparency and control [17].

These principles are enshrined in a number of strategic documents. For example, the TEN-T Regulation outlines the creation of a trans-European transport network encompassing railways, roads, ports, and airports, establishing standards for infrastructure development and priority corridors of strategic importance for EU cohesion [19]. The 2020 "Sustainable and Smart Mobility" Strategy outlines a set of measures for the transition to green and digital mobility, combining environmental and technological imperatives. It contains 82 specific measures aimed at reducing emissions, digital transformation, and enhancing the resilience of the transportation system to crisis challenges.

Regulation (EU) 2021/1119 of the European Parliament and of the Council of June 30, 2021, establishing a framework for achieving climate neutrality (the so-called "European Climate Law"), identifies transportation as one of the key sectors for achieving climate neutrality, integrating transportation policy into the Union's overall environmental strategy.

As part of the implementation of this law, the Fit-for-55 package has been adopted, which directly integrates transportation into the EU's overall climate policy by establishing mandatory emission reduction standards and mechanisms for monitoring them [20]. Of particular importance within the package is the reform of the Emissions Trading System (EU ETS), which extends its scope to the transportation and construction sectors, including fuel for vehicles and heating. For the transportation sector, Fit-for-55 is of fundamental importance. It provides for a gradual tightening of CO_2 emission standards for cars and vans, which effectively means a transition to electric mobility and the phase-out of internal combustion engines by 2035. On the international front, the package introduces a Carbon Border Adjustment Mechanism (CBAM), which imposes a "carbon duty" on imports from countries that lack sufficient measures to reduce emissions, thereby preventing "carbon leakage" and ensuring the competitiveness of European industry.

A key instrument for achieving these goals is Regulation (EU) 2023/1804 on Alternative Fuels Infrastructure (AFIR), which requires member states to develop a network of charging stations for electric vehicles and infrastructure for hydrogen-powered transport. This lays the foundation for the transition from traditional fuels to environmentally friendly technologies. In the

aviation and maritime sectors, ReFuelEU Aviation (Regulation (EU) 2023/2405 of October 18, 2023) and FuelEU (Regulation (EU) 2023/1805 of September 13, 2023) have been adopted, which establish mandatory quotas for the use of sustainable aviation fuel and environmentally friendly marine fuels, aimed at reducing dependence on fossil fuels in the "heaviest" transport sectors.

Directive 2003/59/EC establishes requirements for the professional qualifications of drivers, ensuring a uniform level of competence and safety in the road transport sector. This document introduces a system of initial vocational training designed to guarantee the basic level of knowledge and skills necessary to perform professional duties, and also establishes the obligation to undergo periodic training every five years to maintain and update qualifications, thereby enhancing the competitiveness of the transportation market and building confidence in the quality of transportation services.

At the same time, it should be noted that starting in 2026, EU transport policy will take on new characteristics that define it as a comprehensive system of imperatives. First, environmental sustainability becomes a key principle: new road tolls linked to CO_2 emissions levels are being introduced, the scope of the Fit-for-55 package and ETS2 is being expanded to include the transportation sector, and the Carbon Border Adjustment Mechanism (CBAM) is coming into effect, which directly impacts international transportation. Second, digitalization is established as a mandatory requirement: starting in July 2026, all light commercial vehicles (2.5–3.5 metric tons) must be equipped with second-generation "smart" tachographs (Smart Tachograph G2V2), and the Import Control System 2 (ICS2) is being extended to road and rail transport, ensuring advance cargo declaration. Third, safety is being integrated into legal standards: new requirements for trucks and buses include automatic emergency braking (AEB) systems and event data recorders (EDR) [21]. Finally, multimodality remains a strategic priority, although the EU temporarily postponed the revision of the Combined Transport Directive in 2026, a move that drew criticism from rail operators.

Certain provisions, in particular the Fit-for-55 package and the extension of the ETS2 to the transportation sector, have already been incorporated into Ukraine's implementation plans. At the same time, such instruments as the Smart Tachograph G2V2, the Import Control System 2 (ICS2), as well as the Sustainable Urban Mobility Plans (SUMPs) (SUMP Guidelines and Decision Makers Summary) and others are now covered for the first time in Section 14 "Transport" of Cluster 4 "Green Agenda and Sustainable Connectivity" of the National Program for the Adaptation of Ukrainian Legislation to European Union Law (EU acquis), approved by Resolution No. 438 of the Cabinet of Ministers of Ukraine dated April 1, 2026, and have not yet been fully implemented in specific legislation.

European experience in the field of sustainable transport and "green" mobility demonstrates a systematic approach in which strategic goals are combined with specific legal instruments. This experience is extremely important for Ukraine, as harmonization with the EU acquis in the transport sector is impossible without taking into account the requirements of the Fit-for-55 package and other acts that define the new paradigm of sustainable development.

The practices of EU member states demonstrate various models for implementing the legal imperatives of transport policy, which are enshrined in national legislation. In France, for example, the primary source is the Code des transports (2010), which codified numerous laws and decrees and integrated the provisions of EU directives and regulations. In addition, the Loi d'orientation des mobilités (2019) is in effect, which details the environmental and digital aspects of mobility, explicitly referencing European strategies for "green" and "smart" mobility. Italy employs a delegation mechanism: the Legge di Delegazione europea (2012) defines the procedure for transposing EU directives into national law, while EU regulations on passenger rights are directly applicable, ensuring the unity of the legal framework. Spain incorporates EU provisions through modern mobility laws, notably the Ley de Movilidad Sostenible (2025), which mandates the digitization of transport documents and sets environmental standards, as well as through Real Decreto 1211/1990 (1990), updated in 2026, which mandates the use of electronic consignment notes (e-CMR).

Germany implements the directives through the Straßenverkehrsgesetz (1909) and numerous subordinate regulations governing road transport, as well as through laws on rail and air transport. EU regulations on passenger rights are directly applicable and are integrated into the federal legal system. Poland transposes these regulations through the Ustawa o transporcie drogowym (2001) and the Prawo o ruchu drogowym (1997), and also enacts special laws to implement TEN-T provisions governing the development of transport corridors. In the Netherlands, EU provisions are enshrined in the Wet personenvervoer 2000 (2000) and the Scheepvaartverkeerswet (2025), which explicitly refer to EU directives and ensure their application in the areas of passenger and freight transport.

Belgium is characterized by a fragmented and flexible implementation model. There is no single transport code, but there is the Code de la route (1975) and a number of special laws and royal decrees (Arretes royaux) that regulate the activities of specific modes of transport. It is through this system of royal decrees that EU directives are transposed into national law. For example, directives on road transport safety are implemented through decrees on technical requirements for vehicles; directives on passenger rights are integrated into railway transport legislation; and provisions regarding maritime transport are enshrined in the Maritime Navigation Act and relevant royal decrees.

Sweden, in turn, demonstrates another model that combines parliamentary laws and administrative regulations. The primary source in this area is the Vägtrafiklagen (2019), which incorporates the provisions of the EU directive on road transport. For rail transport, the Järnvägslagen (2004) applies, transposing EU directives on safety and operator certification. In the fields of aviation and maritime transport, Sweden applies EU regulations directly, supplementing them with national laws – the Luftfartslagen (2010) and the Sjölag (1994). Regulations issued by the Transportstyrelsen (Swedish Transport

Agency) also play an important role, as they elaborate on the provisions of the directives and ensure their practical implementation.

Thus, the implementation of EU provisions in the field of transport is carried out through various legal models: codification (France), delegated laws (Italy), modern mobility laws (Spain), incorporation into federal statutes (Germany), sector-specific laws (Poland, the Netherlands), a system of royal decrees (Belgium), and a combination of parliamentary laws and agency regulations (Sweden). What all these countries have in common is that EU directives are transposed into national laws, while regulations are directly applicable, creating a single legal framework for mobility and safety.

With regard to the direct applicability of EU regulations in the field of transport policy, it is important to note that these documents ensure the unity of the legal framework and a uniform level of protection for the rights of passengers and carriers in all member states. For example, Regulation (EU) No. 1371/2007 on the rights and obligations of rail passengers establishes minimum standards of protection, including the right to compensation in the event of a delay or cancellation. Regulation (EU) No. 181/2011 on the rights of bus and coach passengers guarantees accessibility for people with disabilities, the right to information, and compensation in the event of long delays. Regulation (EU) No. 1177/2010 on the rights of maritime passengers establishes standards for information, assistance, and compensation in the event of disruptions to the schedule.

Of particular importance is Regulation (EU) No. 261/2004, which sets forth rules for compensation and assistance to passengers in the event of denied boarding, flight cancellations, or significant flight delays. This regulation has become one of the best-known examples of the direct effect of EU law, as it is directly applicable in the courts and administrative bodies of all member states. Another important piece of legislation is Regulation (EU) No. 913/2010 on the establishment of a European rail network for competitive freight transport, which defines international corridors and the standards for their operation. Finally, Regulation (EU) No. 2021/1119 (the European Climate Law), although of a general nature, explicitly identifies transportation as one of the key sectors for achieving climate neutrality, integrating transportation policy into the Union's broader environmental strategy.

Thus, the EU has established a comprehensive system of legal imperatives that form a single area of sustainable transport.

Challenges for Ukraine's transportation legislation. In the context of Ukraine, these imperatives take on a nuanced significance. Freedom of movement is a fundamental condition for integration into the EU's internal market and is of paramount importance under martial law, when traditional routes are blocked [22]. The imperative of safety is also crucial, as the quality of its implementation affects not only the lives and health of citizens but also the stability and development of the country's economy. The digitalization of the transportation system is one of the most realistic avenues for adaptation, which can be implemented rapidly thanks to relatively low financial costs and the high potential of digital services [23].

At the same time, while the imperative of competition is strategically important, it requires gradual implementation. The Ukrainian transportation market is characterized by the monopolization of certain segments, primarily rail transport, which is dominated by a state-owned operator. A sudden opening of the market without transitional mechanisms could lead to socioeconomic upheaval, including job losses and reduced access to transportation services in the regions. That is why the implementation of this imperative must be carried out in stages, with transition periods and institutional reforms, in line with EU practice regarding candidate countries and actual trends in Ukraine, including those outlined in the aforementioned National Program for the Adaptation of Ukrainian Legislation to European Union Law (EU acquis).

Regarding the environmental imperative embedded in the EU's "Green Deal", it should be noted that it calls for a radical reduction in emissions and a transition to environmentally friendly modes of transportation, a goal supported by the authors of this article. While this is strategically important for Ukraine, its implementation needs to be postponed. The war has caused widespread destruction of transportation infrastructure, and the state's financial resources are directed, first and foremost, toward basic restoration and ensuring mobility. Under these conditions, the transition to electric transportation and the development of infrastructure for alternative fuels can only occur gradually, with the involvement of international financial support and the establishment of transition periods, which will help avoid an excessive burden on the economy and society.

Against the backdrop of progressive changes in European transportation legislation, Ukraine's regulatory framework faces a number of systemic challenges. First, the lack of harmonization between Ukraine's Law "On Alternative Fuels" and the provisions of the AFIR Regulation creates the risk of falling behind European standards for electric mobility and hydrogen transportation. Second, provisions regarding sustainable aviation and maritime fuels (ReFuelEU Aviation, FuelEU Maritime) remain outside the scope of legal regulation, which reduces the competitiveness of Ukrainian carriers. Third, the digitization of transportation processes in Ukraine is currently at the pilot project stage (e-CMR, electronic tickets) but lacks comprehensive legislative support, while the EU is moving toward full digital integration. Fourth, multimodal transport and integration into the TEN-T are only partially implemented: participation in projects is taking place, but the domestic regulatory framework does not ensure adequate coordination and funding. An additional challenge is the need to incorporate the provisions of Mobility Package I regarding driving time, driver assignments, and mandatory tachographs; otherwise, Ukrainian carriers will face barriers in the European market.

This disparity in the pace and capacity for implementation is directly reflected in the state of national legislation. This is precisely why Ukraine's legal framework in the transport sector currently appears fragmented and incomplete, a situation attributable to the uneven adaptation of certain requirements and the objective constraints of wartime.

The process of aligning Ukrainian transportation legislation with the EU acquis is carried out through amendments to fundamental codes and laws, the adoption of new laws and technical regulations, and participation in international agreements. It covers aviation, road, rail, and maritime transport, as well as the digitalization of transportation services. In the field of air transport, a key step was the revision of the Air Code of Ukraine and the signing of the Common Aviation Area Agreement, which provides for the implementation of the provisions of Regulation (EU) No. 261/2004 on the rights of air passengers, as well as directives on the certification of air operators and flight safety standards, though it has not yet entered into force. With regard to road transport, alignment with EU requirements was achieved through amendments to the Law of Ukraine "On Road Transport" and the introduction of the "Euro 5" and "Euro 6" environmental standards. The harmonization of domestic legislation in the field of rail transport with EU requirements was achieved through amendments to the Law of Ukraine "On Rail Transport" and participation in TEN-T projects, which provide for the integration of rail corridors into the European network. However, the domestic regulatory framework does not yet comply with the requirements of Regulation (EU) No. 913/2010 on establishing a European rail network for competitive freight transport. In the field of maritime transport, the Code of Merchant Shipping of Ukraine has been updated; however, the provisions of FuelEU Maritime regarding the use of environmentally friendly marine fuels remain outside the scope of legal regulation for now. The digitalization of the transport sector began with amendments to the Law of Ukraine "On Electronic Documents and Electronic Document Management", but integration with the European ICS2 systems and smart logistics has not yet been implemented.

At the same time, a number of systemic problems have emerged: the lack of a unified strategic framework that would integrate the environmental, digital, and social aspects of transportation policy; the piecemeal nature of environmental standards; institutional fragmentation, which complicates coordination; the impact of martial law, which has shifted priorities toward defense logistics; and the lack of investment incentives, which limits the implementation of legislative provisions.

To summarize the above points, it is important to note that the fragmented nature of Ukrainian legislation lies in the fact that it ensures only minimal compliance with environmental standards through technical regulations and standards, but does not establish a comprehensive "green" mobility policy. The lack of strategic integration with EU documents, institutional fragmentation, the military context, and the lack of investment incentives create legal gaps that require systematic reform.

Ways to improve Ukraine's transportation legislation. The development of Ukraine's transportation policy in the context of European integration and martial law requires systemic reform. Adaptation to the EU acquis must involve not only the formal adoption of individual directives or regulations but also a profound transformation of the institutional system, management practices, and economic mechanisms.

One of the key areas is the implementation of the provisions of EU strategic documents, in particular the Sustainable and Smart Transport Strategy, AFIR, ReFuelEU Aviation, FuelEU Maritime, the TEN-T revision, and the Fit-for-55 package. This requires the adoption of specific laws that would establish mandatory standards for reducing emissions, develop infrastructure for alternative fuels, digitize transportation processes, and integrate European transport corridors into.

An important task is the integration of the TEN-T and other European networks into the Ukraine already has a legislative framework for multimodal transport (the Law of Ukraine "On Multimodal Transport"), but the domestic regulatory framework does not yet ensure adequate coordination and funding in accordance with the revision of the TEN-T Regulation. In this context, it is advisable to amend the current law to define priority transport corridors, financing mechanisms, and institutional responsibilities. Such a step would facilitate the development of multimodal transport based on the existing legal framework, reduce the burden on road transport, and integrate Ukraine into the Single European Transport Area.

The digitalization of the transportation sector must become a priority. This involves the implementation of electronic consignment notes (e-CMR), the creation of a unified digital platform for transportation management that is compatible with the European standards ICS2 and AES/ECS2 PLUS, as well as the development of electronic tickets and smart logistics systems. This will enable the integration of Ukrainian carriers into the European digital space and help avoid barriers to international transport.

Equally important is the implementation of environmental standards and the development of a "green" mobility policy. Ukraine must incorporate the provisions of AFIR and Fit-for-55 into national legislation, establishing mandatory standards for reducing emissions and developing infrastructure for electric vehicles and hydrogen-powered transport. In the aviation and maritime sectors, the provisions of ReFuelEU Aviation and FuelEU Maritime should be implemented by setting quotas for the use of sustainable fuels. A law on "green" mobility must be adopted, setting targets for reducing emissions in the transportation sector, mechanisms to incentivize the use of alternative fuels, and support for innovative technologies. This will ensure the environmental compliance and investment attractiveness of Ukraine's transportation sector.

Adapting road transport to Mobility Package I is a prerequisite for the competitiveness of Ukrainian carriers. Complying with new requirements regarding driving time, driver assignments, and the mandatory use of the Smart Tachograph G2V2 will help avoid barriers to entry in the European market.

Institutional reform should aim to overcome fragmentation and create a unified coordination mechanism that ensures the coherence of actions by all agencies operating in the transportation sector. Its task should be to integrate environmental, digital, and infrastructure priorities into a single management system. An important area of focus is strengthening the authority of the central executive body responsible for transportation policy, as well as implementing transparent oversight mecha-

nisms, independent audits, and anti-corruption tools. Implementing the "single window" principle for investors and carriers will simplify administrative procedures, reduce bureaucratic barriers, and enhance the transport sector's investment appeal.

At the same time, it is worth noting that Cluster 4 of the aforementioned National Program for the Adaptation of Ukrainian Legislation to European Union Law (EU acquis), approved by Resolution No. 438 of the Cabinet of Ministers of Ukraine dated April 1, 2026, focuses primarily on the establishment of independent bodies to investigate transportation accidents. Although this approach complies with the requirements of the EU acquis, it is too narrow in scope. Transportation safety is not limited to responding to incidents; it includes systematic monitoring, assessing the effectiveness of regulatory implementation, ensuring the quality of vehicle inspections, ensuring carriers' compliance with social standards, and ensuring transparency in the management of transportation assets. The lack of a comprehensive vision may result in new institutions performing only a "post-facto" function – investigating accidents – whereas the key task should be to prevent risks and ensure high-quality implementation of the relevant provisions.

Conclusions. To summarize the study, it can be stated that the European Union's transport policy has evolved into a coherent system of legal imperatives that ensure the unity of the internal market and define strategic directions for the development of mobility. Its fundamental principles: freedom of movement, competition, safety, environmental sustainability, and digitalization are integrated into EU strategic documents and regulations, including the Sustainable and Smart Transport Strategy, the European Climate Law, the Fit-for-55 package, AFIR, ReFuelEU Aviation, FuelEU Maritime, TEN-T, ECS2, CBAM, and ICS2. These acts not only form the legal framework for the functioning of the EU's transport system but also define a new paradigm of sustainable development, where environmental and digital imperatives are combined with economic and social objectives.

For Ukraine, harmonizing its transport legislation with the EU acquis is a strategic prerequisite for integration into the European legal space. This requires a comprehensive approach that includes legislative adaptation, institutional reform, and infrastructure development. At the same time, Ukrainian legislation faces a number of challenges: insufficient harmonization of the Law of Ukraine "On Alternative Fuels" with AFIR, the lack of implementation of the provisions of ReFuelEU Aviation and FuelEU Maritime, the low level of digitization of transportation processes, partial integration into the TEN-T without proper coordination and funding, as well as the lack of adaptation to the new requirements of Mobility Package I, which will become mandatory for carriers in the EU starting in 2026.

These challenges can be overcome through systematic improvements to Ukraine's transportation legislation. It is necessary to amend and supplement existing laws, in particular the "Law on Multimodal Transport" and the "Law on Alternative Fuels", integrate the provisions of ReFuelEU Aviation and FuelEU Maritime into the aviation and maritime transport sectors, and legally enshrine digital services (e-CMR, a unified freight management platform compatible with ICS2 and AES/ECS2 PLUS), and implement Regulation (EU) No. 913/2010 for the development of TEN-T multimodal corridors, as well as adapt road transport to Mobility Package I. An important step should be the adoption of a law on "green mobility", which would set emission reduction targets and establish mechanisms to incentivize innovative technologies as part of Ukraine's post-war recovery.

Comprehensive reforms in the transportation sector are impossible without institutional changes aimed at overcoming fragmentation and ensuring coordinated action among all agencies operating in the sector. This involves not only creating new institutions but, above all, strengthening the capacity of existing agencies and establishing independent bodies in areas where the EU acquis explicitly requires them (railway safety, investigation of transportation incidents, and maritime and aviation incidents).

An important task is to integrate environmental, digital, and infrastructure priorities into a unified management system, which will help avoid duplication of functions and ensure transparency in processes. In this context, it is crucial to strengthen the authority of the central executive body responsible for transportation policy, as well as to implement transparent oversight mechanisms, independent audits, and anti-corruption tools. Implementing the "single window" principle for investors and carriers will help reduce bureaucratic barriers, increase investment attractiveness, and build trust in the transportation system. Thus, institutional reform must combine preventive oversight, high-quality implementation of the EU acquis, and strategic coordination, which together create the conditions for Ukraine's integration into the single European transport area.

Consequently, the strategic conclusion is that the adaptation of Ukraine's transport legislation to EU standards must be proactive, focused not only on current directives but also on future imperatives ECS2, CBAM, new safety standards, and digital customs systems. Only such an approach will enable Ukraine to ensure the competitiveness of its carriers, integration into a single legal space for mobility, and the sustainable development of its transportation system in the context of European integration and post-war recovery.

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Транспортна політика ЄС: виклики для розвитку законодавста України

Ю. Краснова[1], *М. Дейнега*[*2], *О. Макаренко*[3], *В. Костицький*[4], *Є. Морозов*[3]

1 – Державна установа «Інститут економіко-правових досліджень імені В. К. Мамутова Національної академії наук України», м. Київ, Україна
2 – Національний університет біоресурсів і природокористування України, м. Київ, Україна
3 – Донецький державний університет внутрішніх справ, м. Кропивницький, Україна
4 – Київський національний університету імені Тараса Шевченка, м. Київ, Україна
* Автор-кореспондент e-mail: marinad@meta.ua

Мета. Аналіз правових імперативів транспортної політики ЄС і визначення ключових викликів для розвитку законодавства України.

Методика. Всебічний та об'єктивний аналіз предмета дослідження став можливим завдяки використанню комплексу наукових методів і підходів – філософсько-світоглядних, загальнонаукових і спеціально-наукових. У процесі досягнення поставленої мети було проаналізоване національне законодавство, документи Європейського Союзу й національні законодавчі практики окремих держав-членів Європейського Союзу.

Результати. За результатами дослідження встановлено, що правові імперативи транспортної політики ЄС щодо свободи руху й безпеки мають першочергове значення для впровадження у національне законодавство України. Натомість, імператив конкуренції потребує поступової гармонізації з урахуванням монополізації окремих сегментів транспортного ринку. Цифровізація та екологічність розглядаються як перспективні напрями адаптації, здатні забезпечити швидку інтеграцію до європейських стандартів. Стратегічними орієнтирами для України у сфері транспортної політики визначені: поетапне впровадження європейських норм, модернізація інституційної системи та формування правових механізмів, що забезпечать відновлення транспортної інфраструктури, підвищення її стійкості та інтеграція до єдиного європейського простору мобільності.

Наукова новизна. На основі комплексного теоретичного дослідження правових засад транспортної політики ЄС доктринально обгрунтовані стратегічні орієнтири й напрями гармонізації транспортного законодавства України з acquis ЄС, що є стратегічною умовою інтеграції до європейського правового простору. Встановлено, що така гармонізація потребує комплексного підходу, який включає адаптацію законодавства, інституційну реформу й розвиток інфраструктури. Запропоновані відповідні зміни до національного законодавства України.

Практична значимість. Практичне значення результатів дослідження полягає у можливості їхнього впровадження у законотворчу діяльність, правозастосовну практику, наукову сферу й освітній процес закладами вищої освіти.

Ключові слова: *транспортна політика ЄС, правові імперативи, законодавство України, свобода руху, цифровізація*