



DOI: 10.54919/physics/56.2024.48bcy1

International experience in countering theft on railway transport in the context of the Republic of Kazakhstan

Rishat Abenov*

Kostanay Academy of the Ministry of Internal Affairs of the Republic of Kazakhstan named after Shyrakbek Kabylbayev
110005, 11 Abai Ave., Kostanay, Republic of Kazakhstan

Talgat Akimzhanov

Turan University
050013, 16a Satpayev Str., Almaty, Republic of Kazakhstan

Igor Sleptsov

Kostanay Academy of the Ministry of Internal Affairs of the Republic of Kazakhstan named after Shyrakbek Kabylbayev
110005, 11 Abai Ave., Kostanay, Republic of Kazakhstan

Malik Mukanov

Kostanay Academy of the Ministry of Internal Affairs of the Republic of Kazakhstan named after Shyrakbek Kabylbayev
110005, 11 Abai Ave., Kostanay, Republic of Kazakhstan

Guldarai Zhusupova

A. Baitursynov Kostanay Regional University
110000, 47 A. Baitursynov Str., Kostanay, Republic of Kazakhstan

Abstract

Relevance. The issue of countering theft on railway transport in Kazakhstan is highly relevant due to the widespread use of rail transport, which is economical, convenient, and allows for rapid movement over long distances. However, the closed environment of railways poses safety risks, leading to increasing theft cases, which negatively affect society and require urgent solutions.

Purpose. This study aims to investigate the current level of crime, specifically theft, on railway transport in Kazakhstan. It seeks to identify factors influencing these thefts, examine the experience of advanced foreign countries in addressing similar issues, and provide recommendations for incorporating effective strategies into Kazakhstan's legislation.

Methodology. The study employs a combination of general scientific and special cognitive methods, including the general dialectical method, system and structural method, comparative and legal method, sociological method, formal logic, and literature analysis.

Results. The study includes a theoretical part, examining the criminological characteristics of property thefts on railway transport in Kazakhstan, and a practical part, identifying social factors that provoke such crimes and analysing foreign policies addressing these criminal acts.

Suggested Citation:

Abenov R, Akimzhanov T, Sleptsov I, Mukanov M, Zhusupova G. International experience in countering theft on railway transport in the context of the Republic of Kazakhstan. *Sci Herald Uzhhorod Univ Ser Phys.* 2024;(56):481-488. DOI: 10.54919/physics/56.2024.48bcy1

*Corresponding author



Copyright © The Author(s). This is an open access article distributed under the terms of the Creative Commons Attribution License 4.0 (<https://creativecommons.org/licenses/by/4.0/>)

Conclusions. The study's findings can be applied in law enforcement to optimize and organize investigations of passenger property thefts. Additionally, the insights can be used in criminology education and scientific research to enhance recommendations and develop methods for investigating other types of criminal offences.

Keywords: theft; railway transport; other people's property; passengers.

Introduction

The spread of such a social problem as theft on railway transport is a rather conditioned phenomenon, which is explained by the development of railway lines and, accordingly, a constant increase in the number of passengers. Therefore, investigation of this issue occupies a separate place in the criminal doctrine, which indicates its complexity and multidimensional nature. Thus, the criminalistics investigation of thefts of other people's property committed on railway transport in Kazakhstan is a complex mechanism consisting of such parts as the subject of criminal encroachment; the situation of theft; methods of preparation, commission, and concealment of theft; the victim and the criminal [1].

In the middle of these parts, the situation of theft of personal property of passengers occupies a decisive place. It is primarily conditioned by a number of specific operating conditions of railway transport in Kazakhstan. These conditions include the concentration of material values carried by passengers; a large concentration of passengers in a room limited for movement (carriage, compartment, etc.); the significant length of the railway line in its scale; and the remoteness of stations that are under operational maintenance of a law enforcement agency. Thus, the constant movement of railway transport and the corresponding change of passengers in the cars only help criminals to quickly disguise themselves and hide what they have stolen unnoticed from others [2; 3].

As for the theoretical basis of the study, and specifically the regulations of Kazakhstan, in the field of secret theft of other people's property, according to Article 188 Criminal Code of the Republic of Kazakhstan [4] (hereinafter – the Criminal Code), such an act is criminally punishable. In addition, the degree of public danger of the above type of criminal encroachment increases significantly when it is committed by a criminal group or persons, by prior agreement or on a large scale. Thus, there are no separate special norms for the theft of someone else's property in railway transport [5].

According to the Transport Police Department, in the period from 2015 to 2020, 14050 criminal offences were committed at railway transport facilities, of which almost 41% were theft of someone else's property. Consequently, statistical data confirm that this type of criminal offence is the most common in railway transport in Kazakhstan [6]. Based on this, it is advisable to determine methods and ways to overcome the development and spread of such a negative trend in society.

In particular, an analysis of international experience was carried out, that is, regulations and operational measures aimed at reducing the level of crime in railway transport, in particular, reducing the number of thefts. This approach is quite effective since it applies proven methods, respectively, distinguished by effective indicators in other countries. Thus, the experience of leading foreign countries, in particular the United States of America, the countries of the European continent, and China was

considered. In addition, the priority measures necessary for Kazakhstan were identified, in both the regulatory framework and practical measures [7].

The study reveals the question of the possibility of attracting foreign approaches to the regulation of crimes related to the theft of other people's property, namely in railway transport, since it has not yet been disclosed in the criminal doctrine. Thus, the purpose of the study is to determine the current level of crime, in particular, in the railway transport of Kazakhstan, and to consider possible foreign measures aimed at reducing it. The tasks of the study include analysis of the current criminal legislation of Kazakhstan in the context of the secret theft of someone else's property; determination of subjective and objective factors associated with this phenomenon; consideration of foreign approaches to its elimination; development of clear recommendations based on the results obtained [8].

Materials and Methods

For an in-depth investigation of this issue, a system of general scientific and specific methods was used, chosen by the established goals and objectives, specifically considering the established object and subject of research. Thus, the methodological basis of the study is the general dialectical method and a set of other equally important methods and techniques of scientific cognition. Accordingly, their main practical application is established based on a systematic approach, which allows analysis of problems in the unity of their social essence and a certain legal form. Thus, the use of methods of formal logic, namely logical analysis, synthesis, and deduction, allowed more specifically determining the essence of the main features of the subject of criminal encroachment, the circumstances and methods of committing a crime.

Based on the logical analysis, the issue under study was divided into several components, in particular legislative (normative and practical), which, in turn, determined the specifics of committing this type of criminal offence. Due to the synthesis, grouping took place, that is, combining the obtained elements into a single whole, which allowed the establishment of the effectiveness of existing legal norms about the special situation and place of the crimes under consideration, namely, railway transport. As for the deduction, it allowed correlating the problem caused by the crime rate in Kazakhstan with similar in other countries, respectively, based on common experience, specific recommendations were formed to overcome the above phenomenon.

A system and structural approach were used in the course of developing and consolidating the classification of methods of committing such a crime and their connections with other elements of criminalistic characteristics. In addition, this method contributed to the establishment of specific features of tactical techniques for conducting investigative and procedural actions by law enforcement officers.

An important role in the work was played by the comparative and legal method, since on its basis the system of elements of criminalistics characteristics in the cycle of criminal law sciences was studied. In addition, the practical part of the work compared the experience of foreign countries with Kazakhstan, which allowed identifying the differences between them and forming priority methods for eliminating such a dangerous phenomenon in railway transport. Since the work uses statistical data and indicators on crimes, namely, thefts on railway transport, abroad, and it was also used to analyse and summarise empirical information about the research topic and the results of statistical reporting.

It is important to note that the study was carried out in three stages, namely:

At the first stage, the normative consolidation of theft in the legislation of the Republic of Kazakhstan was investigated. In addition, the current situation with this type of criminal offence in passenger trains was analysed, and all elements of the composition of this criminal offence and factors contributing to its appearance and spread were identified.

At the next stage, the international experience was investigated, in particular, the main measures and approaches used by foreign countries to stop the commission of thefts in railway transport were established.

At the third stage, recommendations were formed based on foreign experience that can be applied in the Republic of Kazakhstan and, accordingly, contribute to the establishment of a normal, safe environment at railway transport facilities.

Results

The investigation of the international experience of countering theft in railway transport should begin with its theoretical component. Thus, it is necessary to consider the regulations concerning such criminal offences. Accordingly, Part 1 of Article 188 of the Criminal Code of the Republic of Kazakhstan [4] provides that theft is the theft of someone else's property. In the following parts of this legal norm, qualifying signs of the specified act are provided. These include the commission of this crime by a group of persons by prior agreement. Another method is illegal access to an information system or changing information transmitted over telecommunications networks. The crime can also occur on a large scale or be committed repeatedly. Additionally, it can involve illegal entry into residential, office, or industrial premises, storage facilities, or vehicles. Other scenarios include crimes by a criminal group or theft from an oil and gas pipeline. Finally, the crime can be committed on a particularly large scale.

As for the usual theft in passenger trains, such an offence is typically qualified under Part 1 of Article 188 of the Criminal Code of the Republic of Kazakhstan [4]. The sanction of this provision allows for imposing a fine on the perpetrator in the amount of up to one thousand monthly calculation indexes. Alternatively, it may involve correctional labour in the same amount or up to eight hundred hours of community service. The sanction can also include restriction of liberty for up to three years or imprisonment for the same term, with or without confiscation of property. At the same time, some

regulations, in particular, the Regulatory Resolution of the Supreme Court of the Republic of Kazakhstan No. 8 "On judicial practice in cases of embezzlement" [8] regulate objects of illegal penetration on railway transport. Thus, penetration into the compartment of a passenger train, which is understood as a temporary dwelling, and into freight cars that are under protection are qualified under paragraph 3 of Part 3 of Article 188 of the Criminal Code of the Republic of Kazakhstan [4], as committed with illegal penetration. The sanction of this article provides for a more severe punishment than under Part 1 of Article 188 of the Criminal Code of the Republic of Kazakhstan [4].

Having established a legal norm for the violation of the above-mentioned property right in the Kazakh legislation, it is advisable to define the composition of such an offence to determine the specifics of its commission in railway transport. Accordingly, the main object is the right of ownership of the victim, in particular, their property. In turn, this concept covers things of the material world, which are characterised by specific, special features of physical, economic, and legal nature. An example of the concept of property can be money, securities, personal belongings, household appliances, household items, etc., that is, according to the explanatory dictionary, these are things belonging to someone by right of ownership [9].

Separately, attention should be focused on the concept of "someone else's property". Thus, someone else's property is things of the material world that have certain features and signs of property. Accordingly, within the framework of the specific crime under consideration in this work, all things or objects that are, that is, transported together with a passenger or a freight train during its passage on the railway transport of Kazakhstan, regardless of the form and ownership rights, can be attributed to someone else's property.

As for the distinctive features that are criminally significant for such a criminal offence as the theft of another passenger's property committed on railway transport, they include the direct subject of criminal encroachment; the environment in which the theft was committed; the method of theft of passengers' personal property; typical traces; the criminal's face. Given that the subject in this crime is common, it is necessary to consider the features of its objective side [10]. Thus, the subject of criminal encroachment occupies a special place among all the above elements. As was established above, they are personal items or belongings of passengers, respectively, transported by them. In addition, the criminal doctrine establishes that each object of criminal encroachment has certain characteristics that affect the choice of methods of committing and concealing thefts, places of their commission, the method of action of the criminal, and determines the mechanism of trace formation. As for the features of the items or belongings of passengers transported by them, they are characterised by possible organisation of the search for stolen goods, identification of ways to sell them, and compensation for material damage.

Having determined the theoretical foundations concerning the subject of theft, it is necessary to consider statistical data on the most common subjects of such criminal encroachment. Thus, 38.5% of the total number of thefts are smartphones and other gadgets, 29% – cash,

14.4% – non-ferrous and ferrous metal, 8.6% – documents, 7.8% – clothing, and 1.7% fuels and lubricants. Moreover, sometimes the subject of criminal encroachment may even be food or other people's documents [11].

Turning to judicial practice, it is necessary to establish that the most important and determining component of the subject of proof during the investigation of thefts of other people's property committed on railway transport, is the totality of information characterising the way they are committed. The method of committing a crime in the criminalistic sense is understood as a system of actions of a person determined by objective and subjective factors, receiving from them or a combination of certain circumstances, a variety of characteristic traces externally. This condition allows getting a full understanding of the essence of the act, that is, the preparation for it, the event itself and the subsequent behaviour of the criminal, in particular through the use of forensic techniques and tools. In addition, such an approach will allow obtaining data on its circumstances or the necessary information about persons or circles of persons who, respectively, could commit it, and most importantly – to determine the most effective and rational methods for solving the tasks of solving a crime [12].

An important place in the study is also occupied by a general description of the theft of someone else's property on railway transport. In particular, such signs include data on gender, age, occupation, education, marital status, place of work, residence, education, criminal record, and previously committed administrative offences. According to general statistics, one of the defining characteristics of the subject is gender, since it is men who account for 90% of the crimes under consideration. In addition, the age of the criminal is quite a significant characteristic. In particular, persons aged 30 to 39 years commit the greatest number of secret theft of passengers' property on railway transport. A characteristic feature of the subject, which goes back to the method of committing a criminal offence, is the propensity to use alcoholic beverages and narcotic substances. This is conditioned by the fact that this is how they introduce other passengers, that is, potential victims into a helpless state, and then steal their belongings [13–15].

As for the victims, according to general statistics, they are not only women, as is commonly believed, but also men, in particular, aged 18 to over 60 years. In addition, the social and legal properties of the victim's person can be classified, depending on the nature and direction of behaviour in individual circumstances, and on the relationship of the subject of theft with the injured passenger. Thus, the first category includes behaviour aimed at preventing or stopping a crime, behaviour that has an immoral character and, accordingly, provokes a person to commit a crime, and behaviour related to the staging of a crime. Depending on the relationship of the subject of theft with the injured passenger, the following two conditions can be attributed, namely, whether they are in direct connection or not [16; 17].

Thus, this method of investigating thefts of personal property of passengers, in particular those committed on the railway transport of Kazakhstan, by the classification consolidated in the science of criminology, should be classified as micromechanics, since its recommendations

are closest to the needs of practice and allow formulating a clear algorithm of the investigator's actions. In addition, compliance with the considered data and principles when conducting an inspection of the scene in such criminal proceedings will contribute to a systematic and comprehensive search for traces of criminal activity, their seizure and responsibly successful preliminary investigation, and obtaining important information at the beginning of the investigation [16; 18].

Discussion

Having considered specifically the theoretical component, it is advisable to analyse the measures to counteract thefts on railway transport. In particular, this can be done based on the analysis of the international experience. This method has many advantages, in particular, all the recommendations that will be formed will be characterised by high efficiency and rationality, since they are time-tested. In addition, it will normalise the order of passenger trains in the Republic of Kazakhstan. As for European countries, it would be advisable to consider the experience of Germany, Austria, France, Poland, the Netherlands, Belgium, Switzerland, the Czech Republic, Italy, and Great Britain. It should be noted that in the above-mentioned countries, the security system of citizens and their belongings is generally more thoughtful and clearer than in the Republic of Kazakhstan. Thus, the overall crime rate, which by the way is at a low level, in cooperation with preventive measures and, accordingly, the mentality of citizens, gives high results. In addition, their main advantage is the technological support of the infrastructure, which is at a high level and allows quick and easy notification about any unpredictable situations, including theft [10; 19].

As for Germany specifically, a separate law enforcement unit, namely the German Railway Police, functioned for a certain period, but it was disbanded back in 1992, and its powers and responsibilities were delegated to the Federal Border Guard and Police. As for the current state of security on the German railways, it is evidenced by the fact that the aforementioned German railway police was almost the oldest in Europe, that is, it was created in 1871, when, accordingly, the first railway regulations of the railways of the North German Union came into force. Therefore, the crime rate in passenger trains is extremely low, and cases of offences are isolated, somewhere between 20–30 per year since control over it has been carried out for a long time.

In 1919, railway patrols were generally allowed to carry weapons, which indicates the priority of the safety of passengers and their property on the part of the state. As for the current stage, there is actually a special unit under the Ministry of Transport, but to a greater extent, it is engaged in the control and protection of railway structures. Safety on passenger trains in Germany is fully ensured mainly by systematic preventive measures. In addition, there are patrols at the stations that monitor law and order. In case of emergency cases, controllers and train drivers can report such situations directly during the movement of the train. Accordingly, if the situation is dangerous, like the theft, then at the nearest station the train is waiting for a group of law enforcement officers to investigate. Special anti-theft measures are the installation of special boxes for

passengers' personal belongings so that they can store things safely, in particular, during sleep [20; 21].

The next country is Austria, in which 41 offences were recorded in 2021, and to a greater extent has common features in the construction of infrastructure and the methods used to ensure safety on railway transport with Germany. Despite this, it also has certain differences, in particular, the police at the train stations there focus more on pickpockets, since the theft of personal belongings is the most common crime. As for the trains themselves, all emergencies and related offences are controlled by railway employees. However, the possibility of a police officer checking any passenger while the train is moving is also not excluded, especially since this condition is relevant for trains running in the direction of Italy, due to the fact that it is in this direction that passengers most often suffer from theft [22; 23].

In addition, all railway stations, regardless of their size and scale, are equipped with surveillance cameras, so it is possible to fully analyse all passengers of a particular train. Thus, if the robber was caught directly during the crime, then he or she will not be able to escape at the nearest station, since their identity will still be identified. The same applies to cases when the victim does not immediately notice the loss and later goes to the police. Because later, law enforcement agencies can track down the criminal, in particular, by comparing the place and subject of the crime [24; 25].

The experience of France is interesting since there are as many as two railway police units in this country, but their policy is more aimed at combating illegal migrants, so 63 offences were recorded in 2021. However, the matter of the safety of passengers and, accordingly, their belongings, depends directly on them. This is conditioned by the fact that the police do not accompany the train, that is, they are not in it, and the only regulator is the steward. However, the steward has a special alarm button that not only promptly sends a call to the police, but also warns the stewards and the driver from other cars. Considering specifically thefts, then they are quite common in such trains. That is why almost the only way to counteract such a crime is to train passengers and exercise independent control over their belongings. Because of harming a person, particularly by stealing their personal belongings, a citizen has the right to contact the police to punish the criminal. However, the effectiveness of such a process will only be apparent if the criminal is caught in the act of committing the crime. It can be very difficult and time-consuming to identify a person after they have left the scene [26; 27].

The basis for ensuring the safety of passengers' belongings on Polish trains is vigilance. In this country, as in most other countries, the main methods of ensuring security are implemented at railway stations. However, a distinctive feature of this country is that law enforcement officers in civilian clothes and without special signs that could identify them as police officers are increasingly travelling on passenger trains, which is why 28 offences were recorded there in 2021. Thus, no elements on them indicate that they are from the police, but when someone is starting to break the rules or at least behave strangely, strangers can get out of the last car, show a police ID and check the documents. This is a simple and at the same time

standard procedure, but it consists of a general security system operating in transport and is highly efficient. This also applies to the theft of property, because sometimes such employees specifically provoke suspicious persons and create favourable conditions to catch the criminal directly on the commission of a crime. However, despite this approach, the main method of combating crime in passenger trains is still the vigilance of other citizens and timely notification of the police by railway workers [28; 29].

The experience of the Netherlands is important for consideration since this country belongs to the list of countries with a high standard of living, and most importantly, a low crime rate. Moreover, the authorities of the Netherlands even suggest that other countries use their corrective measures, in particular, because they have a low level of fullness. In addition, the safety of both people's health and their luggage on railway transport is provided systematically, that is, starting from external surveillance cameras to alarm buttons in each train car. It is also characteristic of rail transport here that it is quite similar to ordinary public transport, since the country has a small area and, accordingly, transportation is not long, unlike most other countries. However, despite this condition, it is one of the safest around the world, and the identification of the criminal, in case of theft, takes a minimum period [30; 31].

Separately, the experience of the Czech Republic, Italy, and the UK should be considered, since in these countries there are specialised police units on the railway. In addition, the transport police of Great Britain are generally the most independent police unit in this country. The transport police operate throughout the UK, performing police duties on railways, in docks and harbours, at stations, and train stations. As for the Czech Republic, the railway police maintain order and guarantee public safety at railway stations, railway lines, trains, and other railway transport facilities. In addition, the main attention is paid to train cars, which directly ensures quality control over the observance of generally established rules by passengers, and to avoid cases of violation of their rights [32; 33].

Speaking of the USA, it is worth noting that separate divisions are regulating the sphere of railway transport. Statistics are not high, considering the area of the country, so 102 offences were recorded in 2020. As for the mechanism of interaction between law enforcement officers and other structures that ensure the safety of passengers, it is quite simple. Thus, when an offence is detected, the steward immediately informs the escort squad about this fact, if there is one, or reports to the nearest station where there is a law enforcement unit. If there is no transport police unit at a particular station, then police officers corresponding to the prisoner of the criminal are called through the driver or other persons [34-36].

In China, such a policy is much tougher, because, according to the current legislation, the death penalty is provided for theft there, which is why statistics are very low, namely 10-15 cases per year. In addition, many trains are equipped with useful modern technologies that help reduce the crime rate on trains and at train stations. Moreover, this indicator is also influenced by the mentality of the population, formed to a certain extent under the

influence of harsh sanctions. Railway police officials constantly patrol trains, railway stations, and railway lines. Therefore, they actively fight against such illegal phenomena as robberies, thefts, and other crimes on railway transport.

Thus, based on the analysis, problems with the safety of people and their personal belongings arise on railways and passenger trains anywhere, but as a rule, in the above-mentioned countries, they are not systemic and therefore do not need drastic steps. Based on the information received, it can be established that some measures that are used abroad are extremely effective and rational. Thus, the experience of Poland is of interest and at the same time simple, in the context of the implementation by police officers of their powers in civilian clothes and without special signs. This approach will also be useful for Kazakhstan, as it will allow catching a criminal directly when committing a criminal offence. In addition, it is important to use the experience of the Netherlands, where countering this type of crime is approached systematically, in particular, this is conditioned by the need to equip all railway stations in Kazakhstan with video surveillance cameras, to which transport police units will have access directly. Another promising measure requiring the involvement of a large amount of budget funds is the re-equipment of trains, in particular, providing them with modern means for operational communication of stewards with the transport police, and providing passengers with special means for the safe storage of their personal belongings.

Conclusions

Because of the conducted research, the concept of theft and the features of its normative consolidation in Article 188 of the Criminal Code of Kazakhstan were revealed. In addition, the main and immediate objects of such a crime, and its objective side, were identified. The features of the subject of such criminal initiation and its method were established. In addition, the transport police regarding the

number of criminal offences on railway transport in the period from 2015 to 2020, so the percentage of thefts prevails in this list provided statistics. Based on this, it can be argued that this particular type of criminal act is the most common, and therefore, requires its speedy destruction on railway transport.

It was important to analyse the objects of theft on railway transport, which are stolen most of all, so they include smartphones, cash, clothing, documents, and even fuel and lubricants. Moreover, the study examined the characteristics of the victims, including their age, which in total ranges from 18 to 60 and older, as well as gender, both female and male. It is established that persons commit the greatest number of thefts of other people's property on railway transport from 30 to 39 years old, of which 90% are men. As a rule, they have secondary education or specialised secondary education, are unemployed, are not indifferent to alcoholic beverages and the use of narcotic substances, are active violators of public order, and mostly commit thefts on their own.

As for foreign experience, it is quite thorough and different. Accordingly, the following countries were considered: the United States of America, China, Germany, Austria, France, Poland, the Netherlands, the Czech Republic, Italy, and the United Kingdom. Thus, changes are proposed. Namely, the re-equipment of railway stations, the staffing of passenger trains with modern mechanisms, and the performance by police officers of their duties in civilian clothes. Additionally, each car will be equipped with an alarm button that will urgently connect the driver or steward with the local transport police unit. These measures are expected to significantly reduce the crime rate on railway transport.

Acknowledgements

None.

Conflict of Interest

None.

References

- [1] Prevention of offences on passenger trains; 2021. Available from: <https://www.gov.kz/memleket/entities/mvd-transport/press/news/details/profilaktika-pravonarusheniy-v-passazhirskih-poezdah?lang=ru>
- [2] Moiseev NA, Novoselov NG. About some general preventive measures carried out by the criminal inspection units to prevent theft committed on long trains. *Bul Belg Law Inst Min Inter Affa Rus*. 2021;3:52-57.
- [3] Dolzhenko VV. Economic crimes on railway: theft and fraud. *New Impu Devel: Res Iss*. 2021;2:268-271.
- [4] Criminal Code of the Republic of Kazakhstan; 2014. Available from: https://online.zakon.kz/Document/?doc_id=31575252&pos=2716;-60#pos=2716;-60
- [5] Since the beginning of the year, transport police have uncovered several thefts; 2020. Available from: <https://24.kz/ru/news/social/item/365847-s-nachala-goda-transportnye-politsejskie-raskryli-ryad-krazh>
- [6] Popova MA. Thefts committed at transport facilities as a type of mercenary crime: state and development trends. *Tran Law Secur*. 2020;2(34):100-107.
- [7] Ivushkina OV. Dynamics of the state of theft of goods from the rolling stock of railway transport (based on regional research). *Mod Sci*. 2020;2(1):170-174.
- [8] Regulatory Resolution of the Supreme Court of the Republic of Kazakhstan N 8 "On judicial practice in cases of embezzlement;" 2003. Available from: https://adilet.zan.kz/rus/docs/P03000008S_
- [9] Dedík M, Gašparík J, Záhumenská Z, Lupták V, Hřebíček Z. *Prop Meas Incr Comp Rai Freig Trans EU*; 2018. Available from: <https://hrcak.srce.hr/207786>
- [10] Zahnow R, Corcoran J. Crime and bus stops: An examination using transit smart card and crime data. *Env Plan B: Urb Anal Cit Sci*. 2021;48(4):706-723.

- [11] Malykhina EA, Efimenko SA, Efimenko VA. To the issue of improving activities for the disclosure, investigation and prevention of thefts committed on passenger trains. *Scien Dig Eas Sib Inst Min Inter Affa Rus*. 2020;1(4):45-49.
- [12] Konovalova IO. Fraud and digitalization: historical and legal analysis. *Law Soc*. 2021;3:105-112.
- [13] Lorenc A, Kužnar M, Lerher T, Szkoda M. Predicting the Probability of Cargo Theft for Individual Cases in Railway Transport. *Tehn Vjes*. 2020;27(3):773-780.
- [14] Lyubchik A, Lygina O, Lyubchik S, Fonseca I, Tulepov M, Mansurov Z, Lyubchik S. Activated carbons from co-mingled liquid and solid organic wastes. *Eur Chem-Tech J*. 2015;17:47-65.
- [15] Popova VV. Crimes committed on railway transport: Criminological characteristics. *Law Stat: Theo Prac*. 2020;6(186):150-151.
- [16] Haidar OV. Concept and Classification of Covert Embezzlement of the Property of Another. *Bul Khar Nat Univ Inter Affa*. 2021;93(2):233-241.
- [17] Doroshkevich AS, Lyubchik AI, Shilo AV, Zelenyak TYu, Glazunova VA, Burhovetskiy VV, Saprykina AV, Holmurodov KhT, Nosolev IK, Doroshkevich VS, Volkova GK, Konstantinova TE, Bodnarchuk VI, Gladyshev PP, Turchenko VA, Sinyakina SA. Chemical-electric energy conversion effect in zirconia nanopowder systems. *J Surf Invest*. 2017;11(3):523-529.
- [18] Biluk I, Shareyko D, Fomenko A, Havrylov S, Savchenko O, Stavinskiy R. Construction and Adjustment of a Vibration Machine Based on a Complete Electric Drive. In: *Proceedings of the International Conference on Modern Electrical and Energy Systems, MEES 2019 (pp. 114-117)*. Kremenchuk: Institute of Electrical and Electronics Engineers; 2019.
- [19] Shyrin L, Koroviaka Y, Rastsvietaiev V, Denyshchenko O. Substantiating rational parameters of a method for shrinkage ore stoping while developing thin-vein steeply inclined deposits. *E3S Web Conf*. 2018;60:00022.
- [20] Rape and robbery on trains: how it is fought in Germany; 2020. Available from: <https://www.dw.com/uk/зрвалтування-і-грабіж-у-потягах-як-із-цим-борються-в-німеччині/a-54434221>
- [21] Zharkenov NB, Kabikenov SZH, Kutienko SYU, Esbosynov KT, Sungatollakzy A, Vlnka J. Technique of bit-by-bit reliability calculation of dump trucks electrotransmission. *J Indust Poll Cont*. 2017;33(1):1184-1187.
- [22] Haidar OV. The concept and classification of secret theft of another's property. *Bul Khar Nat Univ Inter Affa*. 2021;2(93):233-241.
- [23] Davlatshoevich ND, Ashur KM, Saidali BA, Kholmirezotagoykulovich K, Lyubchik A, Ibrahim M. Investigation of structural and optoelectronic properties of N-doped hexagonal phases of TiO₂ (TiO₂-xNx) nanoparticles with DFT realization: OPTIMIZATION of the band gap and optical properties for visible-light absorption and photovoltaic applications. *Biointerf Res Appl Chem*. 2022;12(3):3836-3848.
- [24] Petruccelli U, Racina A. Feeder-trunk and direct-link schemes for public transit: a model to evaluate the produced accessibility. *Publ Trans*. 2021;13(2):301-323.
- [25] Anisimov AG, Mysak IS, Klub MV, Sargsyan KB, Eritsyan SKh, Petrosyan GS, Avtandilyan AV, Gevorgyan AR. Development and Implementation of Automatic Conversion of Steam-Gas Power Unit from Compound Cycle Mode to Steam-Power Mode Without Shutdown of the Unit. *Pow Tech Eng*. 2018;51(5):568-573.
- [26] Kuznetsov DYU. Actual problems of qualification of theft with qualifying features. *Scien Bul Orel Law Inst Min Inter Affa Rus nam aft V.V. Luky*. 2020;3(84):30-33
- [27] Janulin M, Vrublevskiy O, Prokhorenko A. Energy Minimization in City Electric Vehicle using Optimized Multi-Speed Transmission. *Int J Automot Mech Eng*. 2022;19(2):9721-9733.
- [28] Moiseev NA, Novoselov NG. The use of investigative measures of the survey in the detection of thefts committed on long-distance trains. *Bul Belg Law Inst Min Inter Affa Rus*. 2020;1: 34-38.
- [29] Selvakumar RD, Wu J, Alkaabi AK. Electrohydrodynamic acceleration of charging process in a latent heat thermal energy storage module. *Appl Therm Eng*. 2024;242:122475.
- [30] Petruccelli U, Fabrizio D. Regulatory, technological and operational innovations in cableway transport. *Ing Ferrov*. 2023;78(2):113-144.
- [31] Ali M, Alkaabi AK, Alameri SA, Afgan I. Thermal analysis of baffle jetting in fuel rod assembly. *Phys Fluid*. 2022;34(11):115133.
- [32] Disguised cops and private security guards: How different countries protect railway passengers; 2020. Available from: <https://dnipro.depo.ua/ukr/dnipro/bezpeka-na-zaliznitsi-yak-ukraina-mac-vigadati-sviy-retsept-zakhistu-pasazhiriv-poizdiv-202008061198426>
- [33] Schapovalova O, Gorlova A, de Munter J, Sheveleva E, Eropkin M, Gorbunov N, Sicker M, Umriukhin A, Lyubchik S, Lesch KP, Strekalova T, Schroeter CA. Immunomodulatory effects of new phytotherapy on human macrophages and TLR4- and TLR7/8-mediated viral-like inflammation in mice. *Front Med*. 2022;9:952977.
- [34] Chico police: man steals passengers' luggage on train while they are asleep; 2021. Available from: <https://www.actionnewsnow.com/content/news/Man-arrested-after-stealing-10000-worth-of-items-from-passengers-on-Amtrak-train-police-say-574024921.html>
- [35] Koroviaka YeA, Mekshun MR, Ihnatov AO, Ratov BT, Tkachenko YaS, Stavychnyi YeM. Determining technological properties of drilling muds. *Nauk Vis Nat Hirnych Univ*. 2023;2:25-32.
- [36] Golyshch LV, Fil' SA, Mysak IS, Kotelnikov NI, Sidorenko AP. Transient performance of a TPP-210A boiler performed with the use of a system of RCA-2000 analyzers. *Pow Tech Eng*. 2003;37(4):244-247.

Міжнародний досвід протидії крадіжкам на залізничному транспорті в контексті Республіки Казахстан

Рішат Абенів

Костанайська академія Міністерства внутрішніх справ Республіки Казахстан імені Ширакбека Кабилбаєва
110005, проспект Абая, 11, м. Костанай, Республіка Казахстан

Талгат Акімжанов

Університет Туран
050013, вул. Сатпаєва, 16а, м. Алмати, Республіка Казахстан

Ігор Слєпцов

Костанайська академія Міністерства внутрішніх справ Республіки Казахстан імені Ширакбека Кабилбаєва
110005, проспект Абая, 11, м. Костанай, Республіка Казахстан

Малік Муқанов

Костанайська академія Міністерства внутрішніх справ Республіки Казахстан імені Ширакбека Кабилбаєва
110005, проспект Абая, 11, м. Костанай, Республіка Казахстан

Гульдарай Жусупова

Костанайський регіональний університет імені А. Байтурсинова
110000, вул. А. Байтурсинова, 47, м. Костанай, Республіка Казахстан

Анотація

Актуальність. Питання протидії крадіжкам на залізничному транспорті в Казахстані є актуальним у зв'язку з широким використанням залізничного транспорту, який є економічним, зручним і дозволяє швидко переміщатися на великі відстані. Однак закрите середовище залізниць створює ризики для безпеки, що призводить до збільшення випадків крадіжок, які негативно впливають на суспільство і потребують нагального вирішення.

Мета. Метою цього дослідження є вивчення поточного рівня злочинності, зокрема крадіжок, на залізничному транспорті в Казахстані. Воно спрямоване на виявлення факторів, що впливають на ці крадіжки, вивчення досвіду передових зарубіжних країн у вирішенні подібних проблем, а також надання рекомендацій щодо впровадження ефективних стратегій у казахстанське законодавство.

Методологія. У дослідженні використано сукупність загальнонаукових і спеціальних методів пізнання, зокрема загальний діалектичний метод, системно-структурний метод, порівняльно-правовий метод, соціологічний метод, метод формальної логіки, аналіз літературних джерел.

Результати. Дослідження складається з теоретичної частини, в якій розглянуто кримінологічну характеристику крадіжок майна на залізничному транспорті в Казахстані, та практичної частини, в якій визначено соціальні чинники, що провокують такі злочини, та проаналізовано зарубіжну політику протидії цим злочинним проявам.

Висновки. Результати дослідження можуть бути застосовані в правоохоронних органах для оптимізації та організації розслідування крадіжок майна пасажирів. Крім того, вони можуть бути використані у навчальному процесі та наукових дослідженнях з криміналістики для вдосконалення рекомендацій та розробки методик розслідування інших видів кримінальних правопорушень.

Ключові слова: крадіжка; залізничний транспорт; чуже майно; пасажери.