BEST PRACTICES GUIDELINE
in road traffic management

This publication has been produced in frame of the project „Safety Information Systems in Road Traffic”, Funded in frame of the Joint Operational Programme Romania – Ukraine – Republic of Moldova 2007 – 2013, MIS-ETC 1719


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I. Foreword

This Guideline was elaborated in frame of the project “Safety Information Systems I Road Traffic” MIS-TC 1719, funded by European Union through the Joint Operational Programme Romania - Ukraine - Republic of Moldova 2007-2013 and implemented by Ungheni City Hall in partnership with Municipality of Dorohoi (Romania), Chernivtsi City Council and “Bukovinian Agency for Regional Development” (Ukraine) during December 2013 - August 2015. For more details about the project and achieved results please visit: www.ungheni.md, www.crdd.md.

The goal of Best Practices Guideline for safety road traffic was to analyse and present useful information and best practices from Ungheni (Moldova), Dorohoi (Romania) and Chernivtsi (Ukraine) regarding road safety as to encourage the adoption of best practices strategies and measures in field of road safety.

In the same time, the Guideline aims to contribute to prevention and minimizing road accidents.

We hope that this Guideline will motivate those involved both in road traffic and road safety at local, regional and national level as to take measures with a high potential to comply with road traffic rules and road safety improvement.

1.1 The content of this Guideline

The Guideline contains a variety of information regarding road safety traffic conditions, road safety problems and solutions, road safety within a legal framework, road signs and markings.

As well, this Guideline includes some measures to prevent dangerous behaviour in road traffic: useful information for children and parents, recommendations for teachers, warnings for drivers and pedestrians, road safety performances indicators, roles and responsibilities of assuring road traffic safety.

A separate chapter in the Guideline is dedicated to road safety education, which was successfully carried out through an information, sensitization and road traffic rules awareness campaign in frame of which there were accomplished a series of educational activities for preschool children and schoolchildren, teachers and parents, drivers and pedestrians.

1.2 Who will use this Guideline

This Guideline is addressed to road users, local public authorities and decision-makers, as well as to all those professionally involved in road safety at local, regional and national levels.

Although largely, most of road safety measures lay under the responsibility of Governments through the Ministries in charge, these tasks are more often appointed to local public administrations, which in case of Ungheni City Hall and Ungheni City Council (Moldova), Municipality of Dorohoi (Romania) and Chernivtsi City Council have proved that they wanted and succeeded to contribute to the improvement of road traffic infrastructure and road safety of their citizens.

1.3. Background of Best Practices Guideline

Road traffic safety involve directly all road traffic users - virtually the entire population of Republic of Moldova, Romania, Ukraine. This represent a complex issue that covers a wide range of problems and solutions. The roads represent the most dangerous environment used by most persons. In the same time, road users feel relatively safe choosing land transport over other means of transport.
Car accidents have more causes. The accidents are results of more factors that associated together lead to the failure of a safe road traffic. The practice of road traffic safety is a proactive attempt to identify factors contributing to car accidents, their interconnection and the way they may be modified and prevented in order to create a safer environment for road users.

Considering the big number of persons participating to the road traffic, the role of guardian of road safety lies on relevant institutions (Ministers, departments), which in turn should catalyse and organize other actors to carry road traffic safety activities. These institutions have a complex task, but with many potential allies.

Teacher have an important role in road traffic education among children and schoolchildren. In the same manner parents have a crucial task in children’s road education. The contribution of civil society is a useful tool for promoting the desired message.

Road safety is a top priority of all European countries Governments, although system’s structure varies from state to state. To the Communication to the Commission to the European Parliament, the Council, the European Economic Social Committee and the Committee of the Regions “Towards a European road safety area: policy orientations on road safety 2011-2020”, the European Commission has underlined the importance for Europe of social cohesion, a greener economy, education and innovation for Europe. These objectives should be reflected in the various aspects of European transport policy which should aim at ensuring sustainable mobility for all citizens, “decarbonising” transport and make full use of technological progress. A coherent holistic and integrated approach is therefore needed, taking into account synergies with other policy goals.

Road safety policies at local, national, European or international level should integrate relevant objectives of other public policies and vice versa. The European road safety policy orientations up to 2020 aims to provide a general governance framework and challenging objectives which should guide national or local strategies in frame of which there are three priority actions.

The main goal of Road Safety Strategy in Republic of Moldova 2011-2020 is based on “Zero Progressive Vision”, which objective is to reduce gradually the percentage of deaths and injured through a combination of passive and active road safety measures on vehicle factor, improvement of road traffic infrastructure, improvement of road users' behavior by education, raising awareness, licensing and enforcing traffic rules.
Romania didn’t have a long-term strategy for road safety, but has undertaken the European objective of reducing the number of deaths when joining the European Union in 2007. The National Strategy for Road Safety 2013-2020 of Romania is a long-term document of coherent and unitary policies in field of road safety that was elaborated because of unsatisfactory results of existing policies.

Official statistics show that the death rate from road accidents in Ukraine is 102 persons reported to 1 million residents, exceeding significantly the indicators of such countries as Germany or Switzerland. In this sense, there was approved the Strategy of Improving Road Safety Rate in Ukraine by 2015.

### Road Safety objectives and priorities

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<td>Road safety management;</td>
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<td>Developing, educating road users behaviour;</td>
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<td>Alignment of Moldavian standards to the European ones in field of roads infrastructure.</td>
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<td>Improvement of safety measures for vehicles;</td>
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<td>Improving safety road rate;</td>
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<td>Decreasing number of car accidents and reducing their serious consequences;</td>
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<td>Minimizing human and financial losses caused by accidents;</td>
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<td>Increasing efficiency of state policies in field of road safety;</td>
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<tr>
<td>Improving roads network;</td>
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<tr>
<td>Increasing the level of complying with road traffic rules by road users.</td>
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</table>
2.1. Road safety problems and solutions

2.1.1. Rationalisation of road safety and the measures needed

All states that have succeeded in the past 30 years to stop the trend of road accidents rising have one thing in common - political awareness. As long as policymakers do not get involved in solving the problem of road safety, few can be achieved in this issue.

Increasing the level of awareness in high developed countries have lead rapidly to the creation of road safety specialized departments, which on their turn elaborate and propose for funding to relevant sectors coordinated field action plans.

Underlying road accidents are a number of factors that most of the times are closely linked. Factors leading to road accidents are humans, vehicle and road. Alongside are a number of predisposing factors, such as weather conditions, rural or urban area, season, conditions of road traffic, etc. It is important to perceive the car, road and road users as a single system. Interactions between road users and physical elements are essential parts. The road and car are constituted in such a manner that leaves space for human errors.

2.1.2. Road traffic infrastructure

Road infrastructure viewed as a whole, including roads, road signs, markings and design is an important factor for road safety. When designing roads it should to be taken into account that people make mistakes, and the road must be designed as to minimize the consequences of human errors. It has been proved that some cheap improvements of road infrastructure can significantly reduce road accidents and their severity.

Examples of these improvements include separation of different types of road traffic, better marking and signs, safer paths for pedestrians and cyclists, the construction of visible sidewalks and crosswalks, reducing traffic speed (using speed humps, hatched road marking and roundabouts).

On existing roads, these kind of improvements should be made primarily in high risk locations, where most of accidents occur, especially on exists and entrances of high activity areas (such as shopping centres, schools, hospitals, etc.). The same enhancements should be included in the design of new roads that may become further a source of accidents. It is essential that road construction budgets include a reserve for safety. Unsafe road infrastructure is one of the critical causes of accidents, but in no case represents the main cause.

**Solutions of road traffic improvement**

There were detected three engineering features influencing significantly the road safety for drivers: speed limit, traffic calming, road signs and markings.
**Speed limit**

Excepting the cases when the speed limit is reasonable, this will have a minimum effect in avoiding collisions and drivers’ behaviour. Authorities in charge of road infrastructure have the responsibility to fix the speed limits. Speeding leads to increased risks of accidents and increased probability of deaths and injuries. Analysis of speed management show that speed limits on urban roads should not exceed 50 km / hour.

There may be adopted various methods of speed limit by using Variable Message Signs (VMS). These kind of signs may be set manually as to warn an accident. In the same time, there may be used devices of Automatic Detection of Accidents installed on different road portions that allow to set automatically the speed limit when a traffic jam was created, as well as immediate police alert. Fixed and mobile video cameras are a well-known method of automatic implementation of legislation regarding speed, which is used in many European countries (and outside Europe). The video cameras are directly linked to a central processing office, where pictures of license plates are used as to identify the vehicle’s owner, liable for violation.

**Road traffic calming**

Traffic calming involves changes to existing road infrastructure strategies in the field of road traffic infrastructure in order to reduce the number and speed of vehicles transiting high-risk accidents areas. These measures may contribute to reduce the number of accidents and their severity, but they also carry an environmental protection character and a broader social purpose. Road traffic calming is the most adequate solution in areas where transit transport is not a starting point or a place of destination in these neighbourhoods and other itineraries alternatives are available. Traffic calming on routes with increased flow of vehicles requires strong justification and in particular a very careful design of the road.

There are various potential physical modification of the road: vertical deviation, narrowing, horizontal alignment change and intersections rehabilitation. Most of the measures are executed on roads surfaces. Speed cushions allow to the heavy transport to transit easily residential areas and may be an alternative to speed humps. In residential areas where speed humps are installed, the number of accidents may be reduced by up to 60% due to reduced speed limit and not because of low flow of transport. Authorities in field of road have introduced the practice of speed reducing measures at the entrances and within the cities as to inform drivers that they are entering a different environment then highways and must drive accordingly. Taken measures may include redesigned plates, speed limit signs, hatched road marking, contrasting surfaces and median islands.

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The criterion for speed reduction is based on:

- Cars’ running speed;
- The rate of injury as a result of collisions;
- Road characteristics;
- Traffic composition.

Roundabouts are designed to reduce speed at the crossings and to avoid side and front collisions. Roundabouts have also a greater capacity then normal prioritizing crossings. A driver approaching a roundabout is forced to reduce the speed, which reduces crash severity.
An efficient method of road traffic calming is the fitting out of media islands and alleys for pedestrians and cyclists. These “islands” permit pedestrians two stages crossing of the street, giving them an intermediary refugee.

There is a variety of traffic calming methods that involve road access restricting. However, they also have a significant effect on the permeability of the traffic flow by diverting it to other roads. They should be considered as part of a set of measures to be taken regarding road safety. Complete restriction is carried out as a last resort. Currently, applied “treatments” for road traffic calming include speed humps, speed cushions, roundabouts that are used to reduce the speed, streamlining the road traffic or to prevent road used about certain situations.

Road signs and marking

An efficient activity of repair and maintenance of road signs services may contribute to reduce by 30% the number of accidents. All European countries comply with Vienna Convention as regards road signs. However, the markings are different from one country to another.

Road signs and markings are important elements of roads’ networks safety. They are installed in order to guide, inform, warn and protect road users. Road signs are equally important for all categories of road users - cyclists, drivers, pedestrians.

Conventional direction signing can provide benefits to car users, and other traffic, by reducing journey lengths and travel times; direction signing can also be used to divert traffic away from environmentally sensitive routes. Signs and markings are also important in road safety by providing information necessary to make safe decisions while travelling. It is known that direction signing can help to reduce congestion, by reducing driver confusion, journey lengths and travel times, while regulatory signing can influence congestion by reducing the number of accidents that impede flows and generate delays.

Regarding markings on the road surface, research has shown that longitudinal road markings, including chevrons, can reduce speeds and accidents considerably. Overall, it can be concluded that markings are cost efficient, and instrumental in easing congestion and promoting safety.
2.1.3. Technical conditions of the vehicle

In frame of road traffic, the vehicle has a significant importance, as of its technical conditions largely depends occurring or avoiding of road accidents. The most important technical defects that cause road accidents are the brake system, alignment, rolling signalling.

Reasons of road accidents caused by technical defects should be linked to the human factor influence, meaning lack of concern for the construction, maintenance and appropriate overhaul of vehicles.

Requirements regarding vehicles design are set at international level (UN-ECE) and European level (CE). However, there is a distinct difference between minimum established requirements by these international bodies and what does permit the safety perspective. That is why there are significant differences between various cars as regards performances in terms of safety.

Technical defects are considered as potential causes of crashes. Most technical defects coming to light during inspection occur with parts subject to wear, such as lights, brakes and tyres. As a rule, passenger cars nowadays are equipped with a number of electronically-monitored systems, among which systems that are of direct importance for safety, and systems that, moreover, may also interfere autonomously. According to the survey carried out by organization DERKA, from 15,809 crashes, 5% were the direct result of a technical defect. In 4% of the cases the technical defect played a part in the crash and in another 4% the technical defect was the probable cause. According to the same studies, 24.6% of the vehicles involved in a crash showed serious defects.

The condition of parts subject to wear, which can only be momentarily assessed by an MOT-test, can increasingly be monitored continuously by means of built-in sensors and detectors. This applies to, for instance, brake pads, lights, tyre pressure and tyre tread depth. The driver is immediately given a warning signal by these devices if necessary. As defects of these kinds of parts are still relevant, despite the MOT and the increased vehicle quality, it is to be recommended to equip all new cars with automatic warning systems. With respect to tyre pressure, the European Commission already indicated in 2001 that they would present a proposal. It has meanwhile been consolidated by Decree (EG) Nr. 661/2009 that, from 1 November 2012, new types of passenger cars will no longer be certified if they are not equipped with a tyre pressure control system. From November 1\textsuperscript{st} 2014, new passenger cars must be fitted with such a system to be allowed in traffic.

"Passive Safety" aims to mitigate the effects of car accidents, even during their production. In motor vehicles design, especially of passenger cars there are made efforts to ensure minimum standards of security, which mainly aims to avoid deaths or serious injuries to passengers. In most countries, use of safety belts became compulsory, which aims to avoid passenger’s hitting by the tough parts of the car body and keeping the passenger in his seat during any accident.
Fastening the seat belt is a simple gesture that should become habit! It reduces by 50% the risks of deaths or serious injuries.

Use of car seats reduce death risks for infants (<1 an = cu 71%); children (aged between 1-4 years) with 54%.

Safe binnacle equipped with:
- Rounded, padded dashboards
- Caoutchouc buttons
- Telescopic shaft wheels
- Avoiding drivers’ chest traumas
  - Resistant carcasses
  - Anterior and posterior parts of cars bodies made of deformable materials
  - Absorbs much of striking energy

The seat belts are classified into three categories according to their fastening:
- With two fastening points arranged on the diagonal;
- With three fastening points (belly-oblique), which hold the body more evenly;
- With four fastening point, made of two shoulder straps and a belly strap, called “ham”.

The seat belts with three fastening points reduce four times the risk of serious accidents compared to those from the first category, while the “hams” are used frequently in race cars, being very efficient in collisions produced on very high speed or in case of repeated roll-over.

Another accessory with which are equipped cars manufactured lately are the head restraint mounted on the backrest of the seats, which diminishes till avoidance injuries that can be caused to the backbone during accidents by telescoping (back collision), reducing the intensity of the impact. The most recommended solution for head restraints are the ones incorporated into the backrest, anchoring on armrests the separate restraints being susceptible to deformation or breakage, during receipt of shock with serious effects on passengers.

Currently, vehicles’ designers pay an increased attention to the organization and construction of the interior cabin (binnacle). In the same time, in order to prevent fires during vehicle collision, car bodies are made of fireproof materials and fuel tanks - of special plastic materials.

Equally, drivers’ intelligent assistance technologies, including in-vehicle...
technologies and between the vehicle and the road, helps the driver to fulfil safely the tasks, preventing errors and violations that could lead to an accident.

2.1.3. Human factor

Road traffic accidents due to human factor have an overwhelming share, representing approximately 90% of all traffic accidents, which determined to be confirmed that there are no car accidents, but drivers’ accidents. The behaviour of road users is actually the main cause of road accidents, injuries and deaths as a result of road accidents.

Among the risk factors involved in road accidents or increased severity of injuries, the most common are:

- Ignoring the safe belt fastening;
- Refusing to wear helmets (for cyclists, motorcyclists);
- Excessive or inappropriate speeding;
- Driving under alcohol influence.

Each of these risk factors involve 30% -50% of accidents with fatalities worldwide. States that have introduced action plans as to combat at least one of the listed above risk factors, have registered diminishing of road accidents occurrences with 20%-40% in few years, even if previously it was a rising trend.

Most causes determining road accidents occurrence in case of drivers are common also for other categories of road users. The high number of accidents involving pedestrians, for example, are due to lack of discipline in using and crossing public roads, drunkenness, non-supervision of children and getting in or getting out of running, breaking rules regarding traffic on public roads.

Statistics registered over long periods proved that in order to reduce the rate of road accidents occurrence there is needed to change road users’ behaviour. For that purpose there may be listed short term measures that might be introduced immediately, as well as long term measures, which are equally important, but need more time for implementation and for achieving planned results.
In all its aspects, road education plays an important role in sustainable road safety, but which has so far been somewhat underdeveloped. “Sustainable Safety” defines five behaviour topics as educational objectives, as follows:

- Low level of road safety issues awareness and low acceptance of sustainable security measures;
- Lack or insufficient use of strategic considerations choices made in terms of traffic (vehicle choice, itinerary);
- Conscious violations;
- Incorrect and dangerous behavioural habits;
- Low level of training of freshmen drivers.

These five topics are very relevant to road safety, involving a relatively large group of road users, while road education is an appropriate tool to achieve these topics. Education should focus not only on topics that traffic participants can learn being in traffic because relations of various aspects is equally important. An example might be the relation between road safety and driving speed, organization transport system, roads design, allowed manoeuvres. More than this, road education must focus on avoiding dangerous situations. The concept of road education must be extended, becoming a task for all: authorities, civil society, private sector, etc.

<table>
<thead>
<tr>
<th>5 short term measures:</th>
<th>5 long term measures:</th>
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<tr>
<td>Raising national awareness of road safety problem, first among decision makers;</td>
<td>Improving general technical conditions of vehicles;</td>
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<tr>
<td>Establishing a system of data collection and analysis of accidents (risks’ causes, 'black spots);</td>
<td>Introducing safety features on all existing roads and on planned road systems;</td>
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<tr>
<td>Establishing a Road Safety Agency, in charge of elaboration and implementation of a coordinated action plan;</td>
<td>Improving or introducing road safety education in schools and evaluating and improving the quality of driver training and testing;</td>
</tr>
<tr>
<td>Fighting the four major risk factors through awareness campaigns in the media, supported by a dedicated system of fining;</td>
<td>Improving emergency services and the care of road crash victims and those disabled in road crashes;</td>
</tr>
<tr>
<td>Encouraging participation of private sector, civil society and national associations.</td>
<td>Encouraging international cooperation.</td>
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5 short term measures:

- Raising national awareness of road safety problem, first among decision makers;
- Establishing a system of data collection and analysis of accidents (risks’ causes, 'black spots);
- Establishing a Road Safety Agency, in charge of elaboration and implementation of a coordinated action plan;
- Fighting the four major risk factors through awareness campaigns in the media, supported by a dedicated system of fining;
- Encouraging participation of private sector, civil society and national associations.

5 long term measures:

- Improving general technical conditions of vehicles;
- Introducing safety features on all existing roads and on planned road systems;
- Improving or introducing road safety education in schools and evaluating and improving the quality of driver training and testing;
- Improving emergency services and the care of road crash victims and those disabled in road crashes;
- Encouraging international cooperation.
### 2.2. Road safety in an ideal legal framework

#### 2.2.1. Adopting a comprehensive long term road safety vision

States with best practices constantly adopt long term road safety visions and establish new frontiers as to achieve performances of road safety for medium and long term. Road safety visions range from the desire to take primacy at local, national, regional levels up to setting as final to minimize deaths and serious injuries. Broad road safety visions promote situation’s improvement at all levels and go beyond essential performances and implicit acceptance of deaths due to road accidents and injuries relative to the performance indicators of these countries. A road safe vision is therefore, an expected result on long term that together with intermediary quantitative objectives are at the basis of national road safety strategies. If a vision is well and highly promoted, it may determine creation of a unitary unit as to introduce interventions and contribute to the development of road safety strategies.

European states adopt individual action plans that are adequate to achieve specific objectives established at national level. Except France, which has adopted action plans only for the national roads network, all other countries have implemented road safety specific action plans at national

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<th><strong>DOs</strong> while on driving:</th>
<th><strong>DON'Ts</strong> while on road traffic:</th>
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<tr>
<td><img src="image" alt="Car" /></td>
<td><img src="image" alt="Safety First" /></td>
</tr>
<tr>
<td><strong>If You are a driver:</strong></td>
<td><strong>Do not use horns unnecessarily; use it only to avert danger.</strong></td>
</tr>
<tr>
<td>1. Give way to traffic on your right at junctions.;</td>
<td><strong>Do not over speed or jump traffic lights. The time that you gain is not worth the risk to life and limb;</strong></td>
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<tr>
<td>2. Keep your vehicle in good condition. Exhaust fumes cause air pollution and endanger health;</td>
<td><strong>Don’t haste. Show courtesy and consideration to the less fortunate - the pedestrians, the cyclists and two wheelers.</strong></td>
</tr>
<tr>
<td>3. Show courtesy and consideration to the less fortunate - the pedestrians, the cyclists.</td>
<td><strong>Never over take on the left.</strong></td>
</tr>
<tr>
<td>If you are a two wheeler rider:</td>
<td><strong>Don’t push your way forward through any opening in the traffic at traffic signals.</strong></td>
</tr>
<tr>
<td>1. Stick to the left lane and leave the right lane to faster traffic;</td>
<td><strong>DONT's while on road traffic:</strong></td>
</tr>
<tr>
<td>2. Wear a helmet for your safety;</td>
<td>1. Do not use horns unnecessarily; use it only to avert danger.;</td>
</tr>
<tr>
<td>3. 2 stroke engines are big polluters because of carbon monoxide emission. Keep your engine tuned.;</td>
<td>2. Do not over speed or jump traffic lights. The time that you gain is not worth the risk to life and limb;</td>
</tr>
<tr>
<td>4. Remember you are vulnerable: in any collision you are more in danger than car or bus.</td>
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level, aiming to achieve predefined objectives. In most countries, national action plans regarding road safety provide a general framework where different road safety actions are grouped in broader categories. In some states, there are drafted and adopted few different action plans depending on level of implementation. For example, in Netherlands there are action plans on three distinct levels. At European level the measures related to technologies (active and passive safety) are priority.

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<th>Regional plans - priorities:</th>
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<td>Selecting efficient road infrastructure measures;</td>
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<tr>
<td>Selecting efficient road infrastructure measures;</td>
<td>Programs for drivers’ behaviour improvement;</td>
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<td>Maintenance of national roads;</td>
<td>Applying speed limits;</td>
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<td>Training of beginners drivers;</td>
<td>Using helmets and seat belts;</td>
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<td>Campaigns of road safety and cars’ control.</td>
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2.2.2. European vision for enhancing road safety

In its communication “EUROPE 2020 - European strategy for intelligent growth, sustainable and favourable to inclusion”, the European Commission has highlighted the importance of social cohesion, a greened economy, education and innovation for Europe.

Member states are encouraged to contribute to the accomplishment of this common objective through their own national strategies in road safety by establishing specific national objectives.

European Commission objective for road safety

“Halving the total number of deaths in road accidents in the European Union by 2020, starting from 2010”

European of Transport Safety Council (ETSC) has identified different organizational aspects of Transport Safety in terms of the roles and functions within a global network of transport safety, connecting the main functions.

Functions in frame of the global safety network:
- Policy of Planning, Implementation and Evaluation
- Safety Design and Engineering
- Organizations Management and Operation
- Information, Education and Training
- Constraint, Monitoring and Inspection
- Research and Development
2.2.2. International best practices

**Vision „Zero” in Sweden**

In 1997, the Swede Parliament has adopted “Zero” vision, a new road safety policy, based on four principles:

- **Ethics:** human life and health are supreme values and take priority over mobility and other objectives of the road transport system;
- **Accountability:** Providers, professional organization and professional users are responsible for system’s safety. Users are responsible to comply with standards and regulations. When the users don’t comply with standards and regulations, the responsibility lays on system’s providers;
- **Safety philosophy:** People make mistakes; road traffic systems should minimize errors and produced damages when mistakes occur;
- **Change of road mechanisms:** Providers and authorities responsible for applying road traffic system should make efforts as to assure all citizens’ safety and all road users should be prepared to change as to guarantee the safety.

**Measures undertaken in Sweden:**

- Setting safety performance goals for various parts of the road traffic system;
- Focusing on vehicle crash protection, and support for the consumer information program of the European New Car Assessment Programme (EuroNCAP) and securing higher levels of seat-belt use and fitting smart, audible seat-belt reminders in new cars;
- Installing crash-protective central barriers on single-carriageway rural roads and encouraging local authorities to implement 30 km/h zones;
- Wider use of speed camera technology; and an increase in the number of random breath tests;
- The promotion of safety as a competitive variable in road transport contracts.

Vision “Zero” has been adapted according to local peculiarities also in other countries with tradition in road safety:

<table>
<thead>
<tr>
<th>Country</th>
<th>Vision</th>
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<tr>
<td>Sweden</td>
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<td>Austria</td>
<td>Road safety levels compared with the first three countries from the European Union</td>
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<td>Netherlands</td>
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<td>Danemark</td>
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<td>Canada</td>
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<td>New Zealand</td>
<td>A culture of road safety that will give to the world the best practices in land transport safety</td>
</tr>
</tbody>
</table>
Sustainable safety in Netherlands

Sustainable safety was the dominant vision in the road safety policy in the Netherlands since the early 90s.

A road traffic system with sustainable safety has as objective prevention of road accidents and, if they still occur, to minimize their consequences. This system is based on the idea that people make mistakes and are physically vulnerable. The vision on sustainable safety has considerable influence on practical work on road safety. For example, one of the consequences of the homogeneity principle is that motorized traffic and vulnerable road users (pedestrians, cyclists) can only interact if the vehicle speed is reduced. If the speed can not be maintained at a low level, there are needed separate facilities for vulnerable road users. To this end there were introduced measures such as substantially increasing of the number and size of restriction areas of 30 km / h in residential areas, creating restriction areas of 60 km / h outside these areas and speed reduction at crossings.

It was assessed that undertaken measures in road traffic infrastructure in frame of “sustainable safety” approach have lead to decrease of deaths and traumas with 6% in the entire country. The costs, in particular those related to roads’ reconstruction are high, but may be included in the budget for current maintenance works.

Hierarchy of achieving the goals of road safety in New Zealand

- Overall objective is to reduce socio-economic costs;
- To be achieved by meeting the second level of targets, requiring specific reductions in the numbers of fatalities and serious injuries;
- A third level of targets consists of intermediate outcomes (also known as performance indicators) including those related to speed, drink driving and rates of seat-belt wearing that are consistent with the targeted reductions in final outcomes; and
- A fourth level of targeting is concerned with institutional delivery outputs such as the enforcement outputs that are required to achieve the third-level targets.
Road safety audits

Road safety audit is a formal procedure for independent assessment of road accidents occurrences possibilities and probable performances in this field of a certain road project or measures referring to the road traffic that carried out at four phases - whether it relates to a new road, or regarding modifications of an existing road.

The idea of road safety audit first appeared in the United Kingdom and it is applied currently in many countries. Road safety audits are often described as a first step in implementing a comprehensive roads system of quality management. The benefits of roads’ safety audits are the ones that lead to the reduce of potential risks of accidents caused by new infrastructures introduced in transport field and undesignedly effects of the way the road traffic system is designed, as well as reduce of costs on long term related to potential accidents. The costs for audits range between 600 and 6 000 EUR for each stage. In general, estimates from various countries show that the cost of audits, compared to the time required to elaborate them, represent less than 1% of the construction cost of the whole project.

Assisted driving

Through the reform introduced in 1993 in Sweden, the minimum age for taking driving lessons was reduced from 17½ to 16 years, while driving license issuance remaining 18 years. The aim of reducing the age was the one as to give to novice drivers the possibility to gain more experience by practicing the assisted driving before the driving license test. Taking driving lessons at 16 is voluntary, but many drivers in Sweden being under trainings took advantage of this opportunity.

In the first year after obtaining a driving license, the risk of committing an accident per million kilometers by novice drivers under the old system was of 0.975, while the risk in the new system is of 0.527, which means decreasing the risk by 46%.

When comparing the costs of the measure regarding accidents during practicing assisted driving and benefits on reducing the number of accidents after obtaining a driving license, the benefits seem to outweigh the costs by a factor of 3030. Reduced risk of accidents during assisted driving was also identified in the United Kingdom and Finland.
2.3 Road traffic infrastructure

Road traffic infrastructure is the central element of a road transport system. It can be defined as consisting of facilities, services and installations needed for the functioning of basic transport highways, roads and streets. Road traffic infrastructure is a wide field and includes territory’s use and network planning, construction/reconstruction and design of road sections and crossings, signalling and markings, maintenance and equally, quality assurance procedures such as audits, impact analyses and safety inspections. In general, road infrastructure should be designed and operated so that system users know what they can expect and what is expected of them taking into consideration the limited human capacity for processing information and, accordingly, errors that people can commit.

Areas with low speeds in the most crowded neighbourhoods of a city

What is it about?

Reduced speed is essential for safety when vehicles use the same spaces as pedestrians and cyclists. In these circumstances, it is recommended introducing low speed zones in residential areas, near schools and shopping centres, nearby food markets and crowded places. These low speed areas are part of broader measures to mitigate road traffic. Banks, flowerbeds, playgrounds and trees improve the aesthetic impression of low speeds areas.

For example, in Europe the most speed limit areas are those of 30 km/h. In residential areas, the maxim speed is even lower: 10-15 km/h. In both cases, installation of a speed limit traffic sign is not enough. Low speed must be also maintained through physical measures such as road narrowing, deceleration thresholds and curves.

Road traffic mitigation doesn’t refer only to imposing lower speeds, but also by reducing cars’ traffic in certain areas or within the cities by prohibiting transit transport and promoting walking and cycling, as well as public transport.

What are the factors involved?

Traditionally, the initiative to introduce residential areas or areas where the speed is restricted to 30 km/h is taken by the urban (traffic) authorities. Involving residents in the planning process increases the public support. Initiatives to introduce speed limits areas can also come from the residents themselves. Road safety organizations can provide guiding about the required procedures.

How effective it is and what are the costs for this practice?

Introducing speed limits of 30 km/h show that the number of accidents, crashes causing damages and serious accidents are being significantly reduced. Among other benefits are increased number of pedestrians and cyclists and to facilitate access for persons with reduced mobility.

Costs as to apply this practice and to maintain it depend on sizes of speed limit areas and existing facilities.

Environmentally harmful carbon emissions can be reduced by avoiding the need to repeatedly accelerate and decelerate, and decreasing car use due to transit road traffic transport.
1.4 Road traffic signs and marking

Road traffic signs and marking may provide important information as to improve road safety. They regulate, warn and guide road users. When road users are informed about what they should be expected, it is more probable that they react and behave adequately. Road signs and marking must be installed consistently, be placed in logical locations, to be easily understandable and visible. This also means that road traffic regulations, such as local speed limits should be set on the basis of clear and consistent principles. The visibility of signs and markings should be checked regularly, so that they should not be covered by tree branches or fade due to the sun. It required to use retro reflective materials as to ensure visibility during the night.

Road signs installed at the roadside should be rare, because the traffic participants may process a limited quantity of information.

Variable message signs

- **What is it about?**

  Adaptation of speed limits and communication of warnings by variables-message signs depending on road traffic, weather - can be successfully applied in particular on crowded segments of highways or accident-prone. Dynamic speed limits can help to harmonize traffic flow and increase traffic capacity on the busiest sections of road. Many of these schemes can be introduced as to solve a specific problem, e.g. “warning systems regarding fog” and “warning systems regarding traffic jams”. It was noted that speed limits justified by warnings or explanations have significant effects.

  A novelty for Ungheni city (Moldova) is that on the main arteries and busiest streets were installed signs with the message “Your Speed” which determines the speed of vehicles on roads and warns drivers to be more cautious.

  It has been already proved that this warning message significantly affect drivers' behaviour in road traffic and warns them if speed is not adopted in compliance with speed limits set for these areas of the city.

- **What are the factors involved?**

  Local Police Inspectorate is mainly responsible for the introduction, management and maintenance of variable message signs in the city. Identification of relevant sections is generally carried out in cooperation with experts in road safety and responsible for overseeing road traffic safety.

- **How effective it is and what are the costs for this practice?**

  In many evaluation studies carried out for different types of variable message signs, there are clear evidences that they contribute to reducing accidents and casualties and harmonize traffic flow.
III. Measures to prevent dangerous behaviour in traffic

3.1 Useful information for children and parents

Useful information for children

To be safe, children should comply with the following 14 essential rules of road traffic:

1. To cross streets only on ZEBRA (zebra crossing), and where traffic lights are installed only on the green light; if the green signal starts flashing, You should hurry up as the red signal will appear shortly!

2. In intersections without zebra, crossing from a sidewalk to another is made only at street’s corner and only when cars are not running in that place!
3. Careful look left and right and ensure whenever You want to cross the street!
4. Never cross the street running!
5. On the public roads situated outside towns, or having no sidewalks, move only on the left side of the road, as close to its edge!
6. Use reflective vest or light-coloured clothing during the night, that will make You more visible in cars’ headlights!
7. Play far away of cars, in safe places, specially fitted out for children!
8. Wear the helmet each time You are riding the bicycle!
9. If You are not 14, no riding the bicycle is allowed on public roads with a busy traffic!
10. Walk on the right part of the road!
11. Walk besides the bicycle, do not ride it, when crossing the streets on zebra crossings!
12. It is not allowed to travel in pairs or more in the same row on the bike, except sports organized competitions!
13. It is not allowed to ride the bicycle by two, unless it is specifically fitted out for two people!
14. Do not do stunt when You are riding a bicycle on a public road or on the sidewalk, going on a wheel, or taking your hands off the handlebars or feet off the pedals; don’t keep hands on cars or vehicles in motion!

Useful information for parents

Now, more than ever in the past, parents need to help children as early as possible to learn and comply with traffic rules and road safety, to train their entire understanding and experience and
apply it as to assure children’s safety, lives and health, helping them not only to know the traffic rules but rather, to realize the need of complying them in all circumstances.

Parents should start with the easiest things: small children don’t have a complex understanding of the reality, because they don’t perceive the reality of road traffic the same way adults do, and don’t know the traffic rules of cars on the streets. That is why it is good if parents start in a simple way to explain them how quickly cars are running, how difficult it is for drivers to see children, how big is the braking and off distances, and that the streets are forbidden to them as pedestrians.

Children of kindergarten age through third grade (5-10 years), learn to become independent. They prefer walking, cycling and playing outside. They still don’t have full responsibility to handle in road traffic alone, but they may begin understanding road safety rules. For this age group, the role of parents in forming responsible behaviour is particularly emphasized, they are the main model followed by the child at this stage of development.

*Repetition is the key* - whenever parents are with their children on road, this can be a traffic lesson and, of course, never let the children unattended near the street.

A simple rule, but absolutely necessary should work put with all small children:

- **Parents should never them alone on the streets.**
- **Parents should be strict if their children draw away by themselves in a curve!**
- **Parents should not hesitate and to be firm when it comes to their children’s safety!**

Often parents assume that quick-wittedness, balance or other characteristics shown by their children make them to be prepared to handle in road traffic alone, before this thing become true.

**What should know every parent as to avoid this mistake ?:**

- Children don’t have necessary capacities to identify and avoid risky situations in road traffic up to the age of 10.
- Boys are more prone to accidents than girls, because, by their nature, boys take more risks.
- Bicycles are vehicles. Children should not ride the bikes on the roads, until they fully understand the traffic rules and until they show that they can follow them exactly.
- Children often act before thinking and don’t behave as parents and drivers expect them to.
- Children are smaller than adults and can not see over cars, bushes and other objects.
- Children assume that if they see the car, then the driver sees them too!
- Children can not appreciate the speed and I think that a car can stop instantly!
What can parents do to, so that their children be safe in road traffic:

Do not overrate capacities of Your children!

- Children are small and it’s harder for them than for an adult to be careful in traffic and be seen by drivers.
- Children can’t approximate well the speed, distance or direction. For this reason they have an unrealistic understanding of what is happening in the traffic, which can often be the cause of accidents involving children as victims!
- If children see a car, they automatically considered that the driver has seen them too!

Protect Your children when they are outside!

- It is recommended that a responsible adult supervise children permanently when they are out! This recommendation must be taken into consideration especially in those situations when the playing grounds are situated near a busy street, hiding a lot of dangers for children!
- Always hold Your child hand when crossing the street!
- Do not rely on older children to supervise younger children. They can be careless too!
- NEVER LET A CHILD LESS THAN 8 YEARS TO CROSS THE STREET BY HIS OWN!

Be a good example to be followed!

- Children learn by watching adults. Comply with all those rules that You want that Your child should follow!
  - Don’t cross the street among parked cars. Even if for an adult this does not mean life threatening, for a child things are different!
  - Comply with road traffic rules!
  - Cross the street only on the green light of the traffic light or on zebra crossings!
  - When crossing the street on unmarked places, be sure that these places are not a danger for You and Your children! More then this, in this situation, they should explain the following rule to their children: “Stop! Look! Listen! Think!” and be sure that they will apply it when being in similar situations.
- When walking with Your child explain him the road signs, importance of complying with them and their relevance for him as a pedestrian!
Be an example for Your child while driving! The child should see Your responsible behaviour and the way You are trying to keep pedestrians’ safety!

Repetition is the key: use every opportunity to pass on Your child the importance of road safety and responsible behaviour in traffic, regardless of the role assumed under it, driver or pedestrian!

EDUCATE YOUR CHILDREN TO BE SAFE!

3.2 Recommendations for teachers

Current road traffic is more intense than in the past, due to the increased number of highly upgraded vehicles and because of the high speed cars are running. Statistics show that due to these causes, annually die many children in road accidents committed by their faults, even more are seriously injured, some of them remaining infirm for the entire life. As to get to kindergarten or to school children cross the streets, some of them with busy traffic, or without traffic lights, with or without pedestrian crossings, sometimes with reduced visibility curves.

Road accidents and their consequences is one of the main healthy problems of population of Republic of Moldova, Romania, Ukraine. In terms of age of those affected, the largest impact lays on in pre-schoolers and schoolchildren. That is why, now more then ever it is requested the need of road traffic education, especially for children who represent a vulnerable group in this context. Road safety must be one of the main topics in education of each child, following development of responsible attitudes and behaviours, which should be transferred further to other essential field of individual personality.

Why include road education in school?

Road Education in schools is necessary first of all in order to prevent road accidents involving pupils that often have a tragic ending. It is important that road safety education be integrated among other road safety measures such as enforcement of road infrastructure in the wider context of school, if it is an action under the education system.

Teachers are recommended to carry out their activities focusing on various road safety issues from pedestrians’ perspective. These activities may be used as basis for a road traffic education program, through their personalization and individualization depending on the age of their students pupils.

Below are some examples of activities that can be used by teachers in teaching key concepts for road education for school children. It should be noted that it is not an exhaustive presentation of all topics or activities that can be prepared and included in a road education program. The information presented in this guide can serve as a basis for a consistent curriculum to include the most important information in order to form the behavior patterns that promoting road safety.

Most presented activities are addressed to school children from primary schools and have a strong interactive character, starting from specific non-formal education methods and creating a framework stimulating children’s learning taking into account individual characteristics.

Some of the examples provided were used in frame of traffic rules information, sensitization and awareness campaign “Let’s be responsible in traffic!” organized within the project "Information systems and traffic safety."
Activities and/or thematic lessons are recommended to begin with an “ice-breaking” game, as to relax the atmosphere and especially for capturing children’s attention. Certainly, the game should be adapted to the specific age of the children/class, but also to the limitations of the environment in which the activity is carried out.

Here are some titles of activities and thematic lessons of road traffic safety that may contribute to the formation of a responsible road behaviour of school children based on road rules knowledge and observance.

<table>
<thead>
<tr>
<th>Activities with the topics:</th>
<th>Thematic lessons:</th>
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<tbody>
<tr>
<td>1. <strong>Activity „My city”</strong></td>
<td><strong>Lesson 1:</strong> Children and the street</td>
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<tr>
<td>2. <strong>Activity the Rule „Stop! Look! Listen! Think!“</strong></td>
<td><strong>Lesson 2:</strong> How to cross the street safely</td>
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<td>3. <strong>Activity „Safety in the car – safety seat belt”</strong></td>
<td><strong>Lesson 3:</strong> At the crossing</td>
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<td>4. <strong>Activity „The car of the future”</strong></td>
<td><strong>Lesson 4:</strong> How to move on</td>
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<tr>
<td>5. Activity “Traffic light – my friend”</td>
<td><strong>Lesson 5:</strong> Safety on the bicycle</td>
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<td></td>
<td><strong>Lesson 6:</strong> Safety seat belt</td>
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</table>
IV. Education for road safety

4.1 Information, sensitization and awareness campaign of road traffic rules

Road safety education aims to promote knowledge, understanding of road traffic rules and traffic situations, improve skills through information, training and experience and strengthen or attitudes’ change towards risk awareness, personal safety and the safety of other road users.

It would be rational to give to the road safety education a permanent character, from birth to death, but in practice, the majority of road safety education programs are targeting children from primary and secondary grades. Pre-school and secondary school children and certainly, persons over this age are less involved in road safety education.

Road safety education may be carried out through various methods, techniques and instruments, totally differing of drivers’ trainings. This type of education that addresses both pre-school children and school children from primary secondary and high grades, as well as all adults, especially pedestrians and drivers, are part of road education campaigns with various consultative, practical and demonstration activities.

Road safety campaigns have a significant effect on road safety of road users and are extremely important as support for the measures relating to information, sensitization and awareness of traffic rules that lead to modification and adoption of appropriate behaviour on streets.

In Ungheni road safety education was carried out through information, sensitization and awareness campaign of traffic rules “Let’s be responsible in traffic!”, which aimed to contribute to road users’ change of behaviour and increase road safety in Ungheni.

The campaign general objective targeted awareness and creation of population responsible attitude towards the compliance with traffic rules and improvement of road safety.

The campaign specific objective was to attract attention of general public to the necessity to adopt a correct behaviour in road traffic by unfolding street and informative-educative actions with preschools, pupils and drivers.

The campaign „Let’s be responsible in traffic!” with the message „Together in traffic!” and motto „Let’s move correctly in traffic!”, was unfolded in 3 stages, within them there was organized a wide range of activities and events with the participation of general public that contributed to accomplishing the final goal to change the behaviour in traffic both for personal road safety of each pedestrian and the other participants in road traffic.

Preparing the Stage I of the informing and awaring campaign „Let’s be responsible in traffic!” (March-June 2014) targeted the elaboration of necessary supporting materials:

- informing and awaring campaign plan with the message „Together in traffic!” and motto „Let’s move correctly in traffic!”
- informative materials: press-release regarding campaign launching, selecting mass-media channels for promoting campaign messages/ Euronova TV, VerTamar TV, regional newspaper „Expresul” and local newspaper „Unghiul”; identifying persons responsible for promoting messages and disseminating informative materials; setting up responsibilities and data of actions unfolding (two adult persons from each kindergarten, primary school, lyceum/ managers, educators, teachers); editing informative leaflets for encouraging the correct participation of population in road traffic
- design and text for T-shirts printing
- working tools (2 questionnaires for drivers and pedestrians)
- scenarios for demonstrative street activities and model educative hours outdoor
Campaign activities in the Stage I, Week of small pedestrian and European Day of road safety included demonstrative street actions, testing and integrated informative-educative activities regarding traffic rules with preschools, pupils, drivers and pedestrians, a Flash-mob etc. (the activities are described in details below, at point 4.2).

Preparation phase of Stage II of the Informing and sensitizing campaign „Let’s be responsible in traffic!” (August- November 2014) foresaw the elaboration of the following supporting materials:

- text/questions of the questionnaire „ABC of traffic rules”, with choosing the correct answer, regarding the testing of pupils from gymasia and lyceum forms
- text of Regulations draft for school traffic patrol
- design concept of informative leaflets with topics „Attention! Pedestrian pupils, traffic rules are for you!” and „Dear pedestrian pupils, move correctly in traffic!” for disseminating at the meetings of the road police representatives with pupils from gymasia and lyceum forms and parents
- PowerPoint presentation with the topic „Street is not a place to play”
- draft of scenario for meetings of the road police and drivers’ union representatives with pupils from gymasia and lyceum forms and their parents, school managers for complying with traffic rules
- schedule of meetings of road police representatives
- necessary images for conceiving and designing the sticker

Stage II within the Campaign was highlighted by activities of testing the pupils from gymasia and lyceum forms of Theoretical Lyceums „I.Creanga”, „M.Eminescu”, „V.Alessandri”, „Gh.Asachi” from Ungheni City: there were applied and evaluated 238 questionnaires „ABC of traffic rules”, by choosing the correct answer.

Also, there were unfolded meetings of road police and drivers’ union representatives with pupils from gymasia and lyceum forms and their parents, school managers, where there was used the PowerPoint presentation with the topic „Street is not a place to play”.

For Stage III within the Informing and awaring campaign „Let’s be responsible in traffic!” (March-June 2015) the elaborated supporting materials were:
- scenarios of topic hours „Road education, education for life” with pupils from I-IV forms, parents and teachers from 4 Theoretical Lyceums and a primary school from Ungheni City.
- schedule of school traffic patrols contest „ABC of traffic rules”
- regulations of the contest on road education topics „Qualifying VERY WELL for … street discipline”
- scenarios of integrated activities for preschools from kindergartens
- scenario of flash-mob „Stop to road accidents!”
- questionnaires for drivers and pedestrians
- concept of scenario for project closing festivity
- design of a sticker.

Stage III within the Campaign was dedicated to the Week of small pedestrian and European Day of road safety and included topic hours „Road education, education for life” with pupils from primary forms, contests on road safety topics for school traffic patrols with pupils from gymnasia and lyceum forms, integrated activities/ art, science, table game, role game/ with children from kindergartens, Flash-mob „Stop to road accidents!” for awaring pedestrians and drivers.

Campaign activities were mediatized in written and video mass-media at local, regional and national level, there were promoted and were known to general public the message of the informing and awaring campaign „Let’s be responsible in traffic!” and the motto „Together in traffic!”

4.2 Road education activities for pre-school and school children / best practices

In frame of the information sensitization and awareness campaign of traffic rules “Let’s be responsible in traffic!” there were organized and carried out various road safety education activities for pre-schoolers and pupils, with active involvement of kindergartens, primary schools and high schools within Ungheni, which covered various traffic situations and roles that children and pupils of different ages are actively or passively facing.

- Educational classes / demonstrative and integrated street actions in kindergartens

During the week of small pedestrian, as to know better and comply with traffic rules, in the kindergartens “Tereza Sobolevski”, “Andries”, “Gugută” and primary school “Spiridon Vangheli” from Ungheni city there were organized demonstration street activities and educational classes with the topic “My friend policeman” with pre-schoolers from medium and preparatory kindergarten groups and school children from 3rd grade. These events were attended by parents, representatives of
traffic police and local authorities. As a result there have been developed and enhanced knowledge and skills of over 250 children regarding correct behaviour in road traffic.

Pictures from demonstrative street actions from the kindergartens “Tereza Sobolevschi”, “Andries”, “Guguta”

The week of small pedestrian marked the European Road Safety Day by organizing model outdoor activities at the kindergarten “Steluta” from Ungheni, as to teach small children to comply with traffic signs. The activities were attended by children’s parents and representatives of local Traffic Police. The activities aimed to raise awareness of preschool children on appropriate

Pictures from the educative lesson in the primary school “S.Vangheli”
behaviour and personal safety on road, which they must apply practically in order to avoid their involvement in road accidents. During these events, there was organized thematic competition of road education “Cross the road safety!”.

Children from preparatory classes were involved in a road traffic situation being simulated with a real one. For this purpose in the kindergarten’s yard was arranged “a thematic park for pedestrians equipped with signs and traffic lights”, where children were trained through games and theatre activities learnt to comply with road traffic rules.

Pictures from model outdoor activities at the kindergarten “Steluta”, in the European Road Safety Day

Police Inspectorate representatives have taught children how to move on the street, they gave advices and answered their questions. Children learned what kind of road traffic rules they must comply with, how to move from home to kindergarten and the reverse, how to choose a playground and safe places for playing. They have also memorized road markings and signs that they should know and comply with as pedestrians or passengers and learned about the risks they are facing if non-compliance.

Pictures from model outdoor activities at the kindergarten “Steluta”, in the European Road Safety Day
Children’s knowledge from preparatory classes regarding road traffic on correct behaviour have been developed and strengthened, parents were informed and sensitized on the necessities to follow traffic rules jointly with their children. Through these activities, information and awareness campaign’s message “To be responsible in traffic” and the slogan “Together in traffic!” were promoted and became known to the public.

Children gladly attended these road educational activities, where they learned that traffic rules must be strictly complied with. After these activities, representatives of the local authorities and Police Inspectorate distributed colouring books for children on traffic education topics.

Also, during the **European Road Safety Day** all kindergartens within the city have held integrated activities / art, science, table games, role play / improving awareness of children from medium and preparatory groups about traffic signs and road traffic rules behaviour.

*Pictures from integrated activities in all kindergartens*

- **Thematic lessons for children from primary, secondary and high classes**

Thematic lessons of “Road education for life” organized in the Week of small pedestrian with primary school pupils ” I. Creanga”, ” M. Eminescu”, ”Gh. Asachi, primary school” S. Vanghelie “enriched their knowledge of road signs and the correct behaviour in traffic.
School traffic patrols in schools

School traffic patrols are a particular form of road traffic education that schoolchildren can put into practice in real road traffic conditions, knowledge regarding movement on public roads, acquired during the road educational activities.

Schoolchildren participation in school activities of traffic patrols show the positive effect on their behaviour in road traffic and is a way to strengthen the skills and knowledge regarding road safety rules.

Establishing schools patrols

- What are the school patrols? School patrols are addressed both to primary and secondary classes pupils. As to establish school patrols and be operational, schools have to work on the following four topics:
  
  i. Integrating road safety education in the school curriculum (e.g. road safety teachers, specific events like “traffic safety week”);
  
  ii. Stimulating a safe and healthy school environment in road traffic (e.g. easy access to school, environmentally friendly modes of transport, bicycle racks, safe itineraries to school);
  
  iii. Parents involvement in road traffic education of (e.g. development of an information system for parents; patrols assistance in crossing made up of parents);
  
  iv. Performing various practical training and road education projects.

  For all these above themes there are elaborated guidelines, proposals and educational materials in various forms (books, booklets, films, CDs).

- Who is involved in school patrols? Besides pupils and schools’ teachers, in establishing process of school patrols there must be involved local authorities, Police Inspectorate and other institutions / organizations concerned with road safety and, equally pupils parents.
What role school patrols have? School traffic patrols play an important role in road education of children and parents that can contribute to:

- Training of road traffic behaviour based on knowledge and comply with road traffic regulations in order to prevent accidents among children;
- Correct assimilation of traffic rules and compliance by children;
- Accustom schoolchildren with traffic rules by involving them in practical activities of compliance with road rules.

REGULATION REGARDING ESTABLISHMENT AND OPERATION OF ROAD TRAFFIC SCHOOL PATROLS IN UNGEHNI CITY

School Patrols are founded by the initiative of schools as to meet compliance of road traffic on streets / public roads around schools and other locations destined for educational activities.

CHAPTER I
GENERAL PROVISIONS

Art.1. Road traffic school patrol is a particular form of traffic education through which pupils can put into practice in real traffic conditions knowledge of road traffic on streets / roads assimilated during educational road traffic formal and non-formal activities.

Art.2. Organizing of school patrols aim at achieving an institutional framework as to ensure safe movement of pupils on the streets / roads from the perimeter of schools and other educational places destined for educational activities as to prevent their involvement in road accidents.

Art.3. Road traffic school patrols are organized by Police Inspectorate / specialized service of technical supervision and accidents / and schools under this Regulation.

Art.4. (1) Traffic school patrols are set up in schools and are made up of pupils of V - XII grades.
(2) School traffic patrols operate in the perimeter of schools, streets / roads with more than two lanes of traffic.
(3) School traffic patrols act only on properly marked pedestrian crossings through markings and signs.
(4) School traffic patrols work on the streets / roads with more than one lane direction of travel, on national roads are prohibited.

Art.5. There may be established one or more school traffic patrols in each school, taking into account: the number of pupils enrolled at that school, road traffic density in the area where the school is located, the curriculum’s organization.
Art. 6. School traffic patrols are directly subordinated to one advisor teacher, appointed by the teachers of educational institutions that meet and coordinate the work of school traffic patrols members.

Art. 7. (1) Education and training of appointed teachers to coordinate the work of school traffic patrols lays under the responsibility of Police Inspectorate through its specialized structures (technical and accidents supervision service).

(2) Education and training courses are held at the beginning of each school year, in September, and consist of assimilation of road traffic regulation, ways of improving the modalities and measures that need to be taken, as to increase the effectiveness of school traffic patrols and risk reduction in road events involving their members.

CHAPTER II
ESBALISHING AND COMPOSITION OF ROAD TRAFFIC SCHOOL PATROLS

Art. 8. School traffic patrols activity, in each school, is guided by the teacher referred to in art. 6, which satisfies the following conditions:

a) Possesses a driving license for less than one year;

b) It is appointed by the head of school, following the notification given by staff of the school board;

c) to be/ was part, as much as possible if possible among teachers who prepare / prepared pupils teams for traffic education competitions or is performing / has performed related activities regarding the road traffic.

Art. 9. The teacher guide will be accompanied by a road police officer appointed by the Police Inspectorate, which has an obligation to be involved in organizing and continuous training of members of school traffic patrols and to participate directly in their activities.

Art. 10. The teacher guide together with designated traffic policeman have the obligation to participate directly in school traffic patrol activity as to ensure the safety of their members, their correctness mode of action, to comply with road rules by road users.

Art. 11. The teacher guide referred to in Article 6, together with designated traffic police appoint the patrol commander among its members.

Art. 12. The teacher guide must take care of regular exposure to school board educational materials - preventive, giving examples of situations of non-compliance by pupils of the road rules or signals, of indications addressed by members during organized activities, as well as cases of disregard of traffic school patrols activity, situation that endangers them on the correct road traveling on public road.

Art. 13. Traffic school patrol will be mandatory constituted of six members, three girls and three boys; their selection will be made, particularly from team members participating at municipal, regional, national or zonal competitions on topics of road traffic for pupils, organized annually jointly by the Police Inspectorate and the schools under the aegis of Department of Education, Youth and Sports Ungheni and Ministry of Education of Republic of Moldova.

Art. 14. Members of school patrols stipulated in Article 4 must know and comply with traffic rules, to be an example of discipline and conduct in school and beyond, to be an authority and to be respected by colleagues.
Art. 15. In school traffic patrols composition there will be considered that their members should be aged over 11 years (grade V), to be close in age and concerns, (grades V - VI, VII - VIII, IX - X, XI - XII), to ensure, according to the daily school curricula, supervision and orientation of children’s movement to and from lessons.

Art. 16. Choosing members of school traffic patrols will be made taking into account the criteria set out in art. 13, 14 and 15, and the manifestation of the pupil’s personal desire to participate in such an activity under the written consent of parents, guardian or legal representative of each member of the school patrol.

Art. 17. Establishment school traffic patrols is made at the beginning of each school year, and their number and nominal members are established and validated, at the proposal of their teacher designated to handle traffic education activities in schools, in accordance with this Regulation.

Art. 18. The activity of school traffic patrols are conducted during the school year.

CHAPTER III

RIGHTS AND DUTIES OF COMMANDER AND MEMBERS OF ROAD TRAFFIC SCHOOL PATROLS

Art. 19. The pupil, member of the school patrol, has the following rights:
For outstanding achievements in carrying out specific responsibilities (helped identifying some drivers and pedestrians who violated road traffic Rules or any attitude that contributed to the prevention of road accidents), the head of school, Police Inspectorate and the Department of Education, Youth and Sports Ungheni:
- to be distinguished and rewarded through prizes, diplomas, awards;
- To receive free of charge a place in a summer camp or trip;
- To be invited to the national phase of competitions on road traffic issues for pupils.

Art. 20. The pupils commander or member of the traffic school patrol, has the following duties:
- to acquire right and comply by his own example the traffic rules on streets / public roads;
- to support school activities organized for the pupils’ knowledge of road traffic rules;
- to orient correct and safe movement of pupils, during the organized actions;
- to position themselves in places where they have good visibility of public roads both to the left and to the right;
- Be sure and firm when giving school patrol members the command of cars “stop” and allowing crossing by groups of pupils/ pedestrians;
- To wear the equipment and distinctive marks stipulated by this Regulation, during the organized action;
- to inform the teacher responsible for guiding this activity in the school, breaches of rules or attitudes of non-compliance by other pupils, activities of patrol’s members;
- Respond promptly to teacher’s guide requests and patrol commander as to carry out the tasks set by pupils supervision and orientation while crossing the public road;
- to take its entrusted place at the appointed hour, to supervise and orient pupils’ movement, according to the commands;
- to show seriousness during ongoing actions and, especially, do not cause by excessive zeal, situations that could endanger his, pupils or other road users physical integrity;
- not taking action in its own name, such as those carried out in frame of patrols in the school and not to use the equipment, which it has as a member of the patrol in other purposes than those provided in this Regulation;
fully respect the provisions of this Regulation, the indications of the teacher guide, Police workers involved in traffic school patrol.

Art. 21. Low level of learning results, committing violations of conduct and school rules and failure to comply with this Regulation, will lead to the loss of school traffic patrol membership.

CHAPTER IV
OPERATION OF ROAD TRAFFIC SCHOOL PATROLS

Art. 22. (1) Traffic school patrols must be placed at the pedestrian crossing 20 minutes before the start of the lessons, at least, 10 minutes before the lessons are over.

(2) Operation of schools’ patrols shall be determined by common agreement between the school and the Police Inspectorate.

Art. 23. (1) Operation of school patrol will take place only during the day, until nightfall.

(2) School patrols operate only on the sidewalk at the edge and places for pedestrians crossing, signalled by markings or signs and only under the supervision of the teacher guide and designated traffic policeman.

(3) School patrols will not enter into action when weather conditions are unfavourable (strong wind, fog, rain, snow).

(4) Before any school patrols activities the equipment will be checked, patrol members will be training on how to act under specific peculiarities of traffic at that time.

Art. 24. a) The school patrol’s teacher guide and appointed policeman are required to post members at pedestrian crossings, to check traffic intensity, so as at their signal its members take their seats established on both sides of public road, to the left of pedestrian crossing.

b) The patrol’s teacher guide verify if cars approaching intend to stop.

c) The pupil commander of the patrol checks once again the actual situation on the road and a communicate it to patrol members using the word “FREE”, after this patrol members raises vertical arm paddle “STOP” on which it sits, then, horizontal plane perpendicular to the axis of the road, with the inscription “STOP” to vehicles drivers, and the one with “PEDESTRIAN CROSSING” to pupils. The pupil commander of the patrol launches the command “CROSS NOW,” giving an audible whistle.

d) When the last pupil - pedestrian completed the crossing and is on the sidewalk, patrol’s members will simultaneously raise blades that will be hold horizontally, with the indicator “STOP” to pupils - pedestrians on the sidewalk, indicating the ban of public road crossing and announcing the end crossing by an audible with whistle.

e) In busy traffic, there will be waited for “a traffic break”, after which allowing placement of patrol members to enter in action. In these circumstances, road police officer and the teacher advisor will act, compulsory along with patrol, positioning on both sides of a public road with pupils. As to synchronize children’s actions and safety, one of them will take over command of the school patrols in terms of ordering.

f) Stopping vehicles is prohibited by school patrols to allow passage of only one or two pupils. It is expected the formation of a group of at least 10 children and other pedestrians to start crossing the street in terms of safety requirements of this Regulation.

CHAPTER V
CHAPTER OF SCHOOL PATROLS MEMBERS

Art. 25. The equipment of each school patrols member and the teacher guide consists of:
• **reflective vest** with fluorescent vertical elements, both in the front and in the back sides and carries the inscription "SCHOOL PATROL", both in the front and on the back; **reflective beret / cap** that in the front side indicates "SCHOOL PATROL";

• **pallet**, made of plastic material to be easily manipulated, will have the inscription “STOP ” on one side, and the other specific indicator that allows crossing the public road;

• **whistle**, is used after giving the verbal signal for crossing and to its finalizing by the groups of pupils / pedestrians.

• **Plate**, bearing the traffic sign of “crosswalk” with dimensions 25/25 cm and 150 cm length of the handle, in accordance with EU regulations in the field to provide visibility into traffic and to protect the pupils using it.

Art. 26. In any action of school patrol, all its members will wear complete equipment.

Art.27. Local government representatives having responsibilities of supporting extracurricular educational activities situated in the area of the school will provide, according to legal provisions, the amounts necessary for manufacturing the equipment for each member of school traffic patrols.

**CHAPTER VI**

**FINAL PROVISIONS**

Art.28. Places where traffic school patrols will operate shall be established by common agreement, by schools administrations, local authorities and Police Inspectorate.

Art.29. Members of traffic school patrols must be acknowledged with: the activity of school traffic patrols, the importance of civic activity role in its performing, the need for cooperation with other members of school patrol and their colleagues and their duties.

Art.30. Periodically, road policeman and teacher guide appointed to be in charge of the activity of patrols organize training courses for members of the activity of patrols organize training courses for members of the school traffic patrols will discussing issues related to the activity of patrols and their operation. In frame of these meetings there may shown road safety related issues movies, practical demonstrations, exchanges of experience.

Art.31. **Schools** can, with the support of the Police Inspectorate, governmental or non-governmental organizations, print brochures, leaflets, designed to support road education of pupils.

**SCHOOL „ ”**
_____________________________**DIRECTOR**

**POLICE INSPECTORATE UNGHENI**
_____________________________**INSPECTOR**

**UNGHENI CITY HALL**
_____________________________**MAYOR**
School traffic patrols “ABCs of traffic rules” were created in the theoretical school “Mihai Eminescu,” Ion Creangă “,“ Vasile Alecsandri”, “Gheorghe Asachi” from Ungheni in order to put into practice the knowledge complying with traffic rules on the one hand, and on the other hand, jointly with representatives of local traffic police to facilitate entry and exit of pupils from lessons in front of schools. Little police officers of traffic school patrols, aged between 12-14 years, help their peers and adults to cross the street properly; they warn drivers that they must prioritize pedestrians. They also ensure the safety of their colleagues and regulate pupils crossing on pedestrian crossings around the schools.

Pupils within school traffic patrols from every school / high school, oriented by representatives of local Traffic Police and coordinating teachers, help their peers to cross the street safely and to put into practice, in real traffic conditions knowledge regarding circulation on public roads, learned during the road traffic demonstration educational activities.

Traffic inspectors and coordinating teachers always accompany the patrols during patrolling process near the schools and help them to direct the traffic during these practical-applicative activities on street. Pupils from the newly created school patrols had the opportunity to see live the procedure by which a vehicle is stopped in traffic when you arrive in front of crosswalks and the way a traffic ticket is detected and penalized.

Also, traffic inspectors accustom school patrols with traffic rules and positive / negative examples of their activity as to enhance their knowledge and skills of appropriate behaviour in road traffic. In turn, members of school patrols have drawn up a list of the “10 good advices! “ told by the policeman in the first patrolling activities.

Pupils-policemen, equipped with reflective vests and paddles, demonstrate a thorough knowledge of traffic rules by other pupils road users learning and empowering to behave appropriately when crossing streets.

With the support of school traffic patrols there will be solved major problems of irregular children crossings, and the failure to give priority by drivers when pupils cross on the crosswalk (these issues / causes were highlighted by the traffic police).

School traffic patrols contest entitled “ABCs of traffic rules,” recently held in Ungheni during the small pedestrian Week, aimed at increasing pupils safety and reduce risks in road traffic. Contest’s motto “Road education means education for life” has been very successful chosen by contest participants.

The first stage of the competition of school traffic patrols “ABCs of traffic rules” was the initial testing of pupils through a questionnaire with choosing the correct answers. The questionnaire included some road traffic rules that pupils must follow when running on the street as pedestrians and to behave properly when they are passengers in cars or in public transport.
**QUESTIONNAIRE / TEST**
“ABCs OF TRAFFIC RULES FOR PUPILS PEDESTRIANS”

*EACH CORRECT ANSWER IS EQUAL TO ROAD SAFETY*

Choose the correct answers:

1. Which categories of road users should be concerned by road traffic regulation?
   a. Only drivers
   b. Only pedestrians
   c. All categories of road users

2. How should we make sure before crossing the street on the crosswalk (without traffic light)?
   a. First right then left
   b. First left then right
   c. Only on the right side

3. At what traffic light will look pedestrians to ensure before crossing the street?
   a. At the traffic lights oriented towards cars
   b. At the traffic light from the left
   c. At the traffic light oriented towards pedestrians

4. If in an intersection there is a traffic light and a policeman who guides the traffic, pedestrians will comply?
   a. Colours of the traffic light
   b. Police officer indications if they correspond to the traffic light’s colours
   c. Police officer indications.

5. On which side of the road should pedestrians circulate if there are no pavement or crosswalks there?
   a. Right
   b. Left

6. How should pedestrians cross public roads outside towns, which are not equipped with pedestrian crossings?
   a. Only on special fitted out places
   b. Only on the nearest crossings
   c. In brisk, perpendicular to the axis of the road, after a thorough assurance from both sides

7. In low visibility conditions pedestrians are obliged:
   a. To use a light source and, if possible, reflective objects
   b. To walk on sidewalks or side trails
   c. To be careful and to cross only on special places
8. How should pedestrians cross the street when they got out of the vehicle they have travelled?
   a. Crossing the street behind the vehicle
   b. To cross the street in front of the vehicle
   c. Wait for the vehicle to leave the station

9. How should behave pedestrians while driving the bus?
   a. To travel on the bus’s scale
   b. To hold the grip of the bus’s lounge bars
   c. To open bus’s doors

10. Which of the statements are true?
    a. Persons travelling by car are called pedestrians
    b. We should ride bicycles not fitted with ringing, lighthouse, brakes and cat eye
    c. It is prohibited to pedestrians to walk or stand in groups on the roadway

Who answered correctly all the questions from the questionnaire obtained the licence of good pedestrian!
The second phase included simulation activities of guiding and supervising of streets’ crossing process by pupils around the schools.

The little policemen succeeded successfully with the simulation that they made in frame of the competition school traffic patrols, their example will be replicated in other villages of the district of Ungheni. Starting with the new school year, school traffic patrols accompanied by traffic inspectors will be hold monthly and / or quarterly by demonstration activities in all schools of Ungheni and will inform children and pupils about the main street traffic rules and public roads.

Road education contests in schools

The weeks of small pedestrian, with participation of primary school pupils from Ungheni, have been distinguished by organizing various traffic education competitions, one of which was a drawing competition on the theme „While drawing, we learn road traffic!“ . Over 130 drawings of participants in the contest were exposed at an exhibition in the lobby of Ungheni City Hall, in this way being appreciated pupils’ knowledge on correct behaviour in road traffic, winners received diplomas and prizes.

Pictures from the drawing contest

Ceremony of rewards of drawing competition winners
Another important competition on road education themes has been “VERY GOOD for... street discipline” organized with elementary and high school students from the schools “I. Creanga”, “M. Eminescu”, “Gh. Asachi”, “V. Alecsandri”, where the winners were generously awarded with diplomas and gifts, and has successfully promoted the campaign’s message “Together in traffic” and the slogan “Running properly on roads!”. 

Pictures from the competition “VERY GOOD FRO... STREET DISCIPLINE”

❖ Meetings with representatives of Traffic Police in schools

SCENARIO OF MEETINGS IN SCHOOLS
WITH THE THEME “STREET IS NOT A PLACE FOR GAMES!”

MOTTO: BE THE PEDESTRIAN THAT ARRIVES HOME!

The meetings in schools with the theme “Street is not a place for games” are not a publicity exercise, there are information and education activities with elementary and high school students as to comply with road traffic rules justifying the phrase “give priority to life...”. Traffic rules are an attribute of civilized behaviour and, above all, a condition of existence.

Goal: Informing pupils on the importance of complying with traffic rules and prevent involvement in road accidents
General objectives:
- Improved levels of knowledge and awareness of the dangers pupils violating traffic rules are exposed to;
- Aware the problem, improve knowledge and empowering pupils with the road traffic discipline and compliance of traffic rules.

Specific objectives:
- Prevention of secondary and high classes’ pupils involvement in road traffic accidents due to illegal crossing of streets / public roads;
- Reducing the risk of pupils involvement in road incidents and enhance the feeling of safety by knowing and complying to road traffic rules;
- Information initiative development and attracting pupils in volunteering activities as to extend messages regarding the rules of road traffic to a greater number of pupils;
- Creating traffic school patrols as to apply appropriate conduct on public streets, roads.

Participants:
- Pupils of secondary and high classes, their parents and teacher from the schools „I.Creangă”, „M.Eminescu”, „V.Alescandri” and „Gh.Asachi” from Ungheni city;
- Representatives of Technical and accidents supervision service / Traffic Police / and of the Drivers’ Union, Ungheni branch.

I. Tasks
Representatives of Technical and accidents supervision service and of Drivers’ Union will inform pupils about:

- importance of following traffic rules for pedestrians and risks they face by adopting imprudent behaviour;
- road rules that students must take into account when they want to cross the street as to avoid becoming victims of road accidents;
- message that the education of students as to comply with road traffic rules should be parents’ concern too, in order to stimulate and encourage children to become responsible pedestrians.

Schools’ administrations will provide presence of secondary and high classes pupils at the meetings on the theme “Street is not a place for games!”

II. Initiatives
The schools will launch the initiative for the creation and endowment of road traffic patrols which during the school year / in case of our project, in the third phase of the campaign:
- Organize and carry out practical and applied road traffic prevention, having the role of informing pupils and pedestrians on the compliance of traffic rules as to prevent their involvement in traffic accidents;
- Will be present, under the guidance and supervision of traffic police at entrances in schools as to facilitate entry / exit pupils from classes, both to streamline the traffic and increase pupils’ safety;
- Each school will be equipped with patrol equipment in accordance with the Regulation on establishment and operation of school traffic patrols, namely:
  - Reflective vests with the inscription and logo “road traffic school patrol”
  - Caps with the inscription and logo “school patrol;
III. Dissemination of information materials with the message: "Green for road traffic education"

There will be distributed the leaflets "Dear students pedestrians, run correctly on roads!", "Attention, pupils pedestrians, road traffic rules are for you!", which will contain useful information and advices for pupils in order to prevent their involvement in road traffic accidents due to illegal streets / roads crossing. The leaflets will be read in classes, discussed and then disseminated to pupils and parents.

NOTE. Each school will display the contact details of the Technical and accidents supervision service /Traffic Police. They will be encouraged to organize meetings with pupils in schools continuously.

Meetings in schools with representatives of Police Inspectorate Ungheni, Igor MAXIMCIUC and Sergiu NOROC, senior inspector of the Technical and accidents supervision service and Drivers’ Union, Ungheni branch, Igor CAZILU, auto school teacher on the topic "Street is not a place for games" were very important and useful. The main theme of the meetings was to comply with traffic rules.

Impressive was the number of participants in these meetings: over 900 pupils and 100 parents, all school managers and over 30 teachers guide, who were informed and sensitized on the dangers and consequences of non-compliance with traffic rules.

Participants learned about the situation on road accidents in the city of Ungheni and adjacent towns in 2014 due to the non-compliance and ignoring traffic rules, they received information about correct behaviour in road traffic and importance of being disciplined pedestrian and two useful leaflets "Warning! Students pedestrian traffic rules are for you!" and "Dear pupils pedestrians, run correctly on roads!".

Also at these meetings there were exposed convincing arguments on the need and role of school traffic patrols in schools, contributing to the training and development of pupils' abilities to cross correctly public streets and roads.
Events for road safety in the city for pedestrians and drivers

The weeks of small pedestrian were made visible in the city through the outdoor activities organized and carried out for pedestrians and drivers: Flash-mobs “Let’s run correctly on roads!” and “Stop road accidents!”.

These two events organizers and street entertainers were 27 volunteer pupils, dressed in T-shirts and caps with the logo of the EU that were riding the bicycles and walking on two main streets in the city and distributed leaflets, flags and white balloons to pedestrians and drivers.

So they drew the attention of road users on the risks they face when they do not comply with the road rules and were sensitized on the dangers and consequences of non-compliance.

The sociological survey of pedestrians and drivers, another street event, highlighted the perception and attitudes of these road users related to road infrastructure in Ungheni.
4.3. Post road accidents Guideline

Statistics of World Health Organization show that on worldwide, around 1.2 million of people lose their lives annually in road accidents and around 20-50 millions of people are seriously injured. These statistics are due partially to inadequate roads, rush, irresponsible driving and non-compliance with road traffic rules by pedestrians, but much of the deaths can be attributed to the fact that most accident victims do not receive adequate medical care and first aid on time.

The care after an accident usually consist of several integrated steps: first aid, emergency calls, efficient response of emergency systems, security and protection of the accident site, transportation and medical care that allow transporting victims, extra care in health centres and psychological assistance for victims and their relatives.

4.3.1. First aid

Of the total number of fatalities in road accidents, 57% die within the first minutes after the crash, before the arrival of emergency services. First aid measures provided on the spot in these vital first minutes save lives and provide psychological support for the victim and other people involved.

The „ideal” system of first aid care within a country should be composed of:
- First aid courses in schools, repeated every year as to refresh the knowledge;
- Compulsory courses of first aid while training the drivers;
- Giving authorization to drivers to provide first aid at regular periods of time;
- Optional: first aid campaigns as to motivate the adults that don’t belong to the drivers category.

The first medical care and transportation of victims

Professional wounds care in the first critical hour after the accident (*the golden hour*) is of paramount importance. If the patient with critical injuries doesn’t receive adequate medical care in the first 60 minutes, the chances for fully recovery are dramatically reduced. Professional treatment at the crash site, stabilizing patients for transportation, and fast and safe transport to a medical centre increase the chances of survival and decrease the chances of permanent damage.

If during a travel by car You pass by the scene of a car accident or are involved in an accident, follow the next steps:

1. **Pull over and stop**

Keep in mind that further accidents are often caused because...
oncoming cars crash into vehicles obstructing the road after an accident. Park in a safe position on the road verge, and some way back from the accident. This is particularly important if the accident is over a rise or on a bend, so oncoming vehicles get due warning of the accident scene up ahead.

- Turn on your headlights and hazard lights.
- Put on your reflective vest.

2. Call emergency services

The emergency call services (Police, ambulance) will likely ask you about the location of the accident, and other relevant information e.g. numbers of people injured.

3. Secure the scene

- Put out warning triangles well in advance of the accident site, giving drivers plenty of time to slow down.
- If possible, find two volunteers to stand about 100m either side of the incident to signal to traffic to slow down. They should ideally be wearing reflective vests.

4. Assist the injured

Remember that you can only help others if you are safe yourself: don't put yourself in any position where you might also sustain an injury.

<table>
<thead>
<tr>
<th>Things to carry in the car if a road accident occur:</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ A first aid kit, but also knowledge to use efficiently the kit;</td>
</tr>
<tr>
<td>➢ A fire extinguisher;</td>
</tr>
<tr>
<td>➢ A reflective vest;</td>
</tr>
<tr>
<td>➢ Traffic warning triangles;</td>
</tr>
<tr>
<td>➢ A torch.</td>
</tr>
</tbody>
</table>
1. **Check yourself first:** If you have been injured in the accident, first check yourself for any injuries. Try to assess how well you can move your limbs, and if you experience symptoms such as dizziness etc. Remember you need to be fit enough to help the others!

2. **Check the other persons for injuries:** If other people are injured, first assess the extent of his/her injuries (e.g. is the bleeding from the head, neck, arms, legs, abdomen, back etc.). Treat the quietest person first, they are usually more seriously injured or cannot breathe. People who can talk or scream, on the other hand, can breathe; therefore, can be treated a little later. Ask for the patient’s name; if he responds, it means he is able to understand the situation and has most likely not suffered a severe head injury.

3. **Look for signs of breathing:** Check if the person is breathing and if he has a pulse.

4. **Call for help:** Immediately call for an ambulance or rush the person to a hospital. Once you know more about the patient’s condition you will be in a better position to tell the doctors about his/her condition.

5. **Check for obstructions in the person’s mouth and throat:** If you do not hear any breath sounds, check his/her mouth for any obstructions. If there is something obstructing the airway, use your index and middle finger to clear the airway.

6. **Perform life saving techniques:** If there is no pulse, start CPR (Cardio pulmonary resuscitation) or EAR (External Air Resuscitation).

7. **Ways to help victims in grave situations:** If there is bleeding from the mouth or the patient is vomiting, turn the person to his/her side. This will avoid any chances of the person choking. Place the person’s arm that is under him straight out and the arm closest to you across his chest.
8. **Deal with open wounds**: If there are extensive wounds, try to control the bleeding using pressure to the area using a cloth. Press down with your palms rather than your finger tips.

9. **Always suspect spinal injuries**: If the person’s neck is in an awkward position (or the person is unconscious, do not move the patient. Get help immediately. This could mean that the person’s neck is broken, and moving him/her in such a situation can cause more harm than good.

10. **Keep the person warm**: Usually accident victims feel excessively cold due to shock. Therefore keeping them warm is essential to survival. You can use whatever you have to do this, such as a T-shirt, jacket, etc.

11. **Avoid feeding the person**: Do not give the person any water, food or other fluids through the mouth, it could lead to the patient choking.

   Even it is not recommended to transport accident victims to the hospital, though there are some tips if you have ignored the recommendation to wait for specialized help.

<table>
<thead>
<tr>
<th>Tips to remember while shifting a person to the hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ The patient should be transported on a stretcher or a shifted board. This is important as reducing the amount of movement the person experiences is essential to avoid injuries from becoming worse.</td>
</tr>
<tr>
<td>➢ Keep the person’s neck and back straight. Place a rolled up towel or thick cloth under the neck for better support.</td>
</tr>
<tr>
<td>➢ Ensure that the person is lying down flat.</td>
</tr>
<tr>
<td>➢ If there is only a limb injury, the patient can be transported in a sitting position.</td>
</tr>
<tr>
<td>➢ In case of a bleeding injury, lift the injured part above the person’s body level and apply on the region. Keep applying pressure till you reach the hospital. This helps control and eventually stop bleeding.</td>
</tr>
<tr>
<td>➢ Make sure the person has pulse and is breathing on the way to the hospital. If the person stops breathing, be prepared to start CPR or EAR.</td>
</tr>
</tbody>
</table>

**F**

First aid for in case of road accidents is a complex of urgent measures to be applied before the intervention of specialized medical staff. First aid is particularly important for saving the injured and to minimize the effects of road accidents. While respecting local rules and regulations of road traffic, the contents of a first aid kit should allow the user:

- to act safely;
- to control visible bleeding;
- to stabilise bone trauma;
- to prevent victim heat loss and deterioration into shock.
The kit should be packed in a solid, visible and protective container. A summary sheet should be placed inside with step-by-step guidance and telephone numbers of the emergency services.

When you travel it is always good to be prepared by keeping a car safety kit in your car. You can often buy ready made car safety kits but you can also create your own car safety kit. All you need are a few essentials that will assist in an emergency situation.

- A first aid kit in case you are involved in an accident or come across an accident in the road.
- A reflective jacket so you can be seen by other road users if your car breaks down.
- A torch with spare batteries in case your car breaks down at night or in poor light.
- A road map if you get lost during your trip. Don’t always rely on your phone or satellite navigation.
- A bottle of anti-freeze to help defrost your windows in chilly weather.
- A blanket for warmth if you break down, are stuck in heavy traffic or are involved in a traffic collision.
- A warning triangle to warn drivers of your presence if you break down on a corner or in an area where it may be difficult to see.
- A waterproof jacket, as when you break down or are involved in an accident you will have to stand away from your vehicle.
- A milestone in case you are involved in a traffic collision.

When you travel it is always good to be prepared by keeping a car safety kit in your car. You can often buy ready made car safety kits but you can also create your own car safety kit. All you need are a few essentials that will assist in an emergency situation.
4.3.2. Emergency calls

Rapid and reliable information about the accident site, the type of accident and, preferably, the number of victims and the type of injuries helps emergency services to respond adequately. A unique number for emergencies in the EU (112) is one of the steps. The next step is the automatic emergency calls in case of accident (E-calls).

Moldova

The emergency number „112“ hasn’t been yet implemented in Moldova. Currently, within the country there work four emergency operative services, functioning on different organizational principles, which largely do not have any modern platform and reliable information processing. When calling to this service the mobile networks automatically redirects users to the Police Department. But this is not the case for the fixed telephonic network. A concept has already been initiated in this regard, whose tasks it is to assess the situation in the area from Moldova and develop a plan for implementation of the Unique National System for Emergency Calls (UNSEC).

For now, in case of a car accident in Moldova, you will call the following numbers:

<table>
<thead>
<tr>
<th>Emergency numbers in Moldova:</th>
</tr>
</thead>
<tbody>
<tr>
<td>901 - Fire department</td>
</tr>
<tr>
<td>902 - Police Department</td>
</tr>
<tr>
<td>903 - Emergency Service (Ambulance)</td>
</tr>
</tbody>
</table>

Romania

As member state of European Union, Romanian has taken over the European practice of calling to emergency services. Calling „112“ is a fast way to communicate with the emergency centres (Police, Fire, Ambulance) during an emergency. The system „112“ operates throughout the country in all telephone networks, fixed or mobile.

Ukraine

Unique number „112“ “ will be used in Ukraine for all types of emergencies: fires, road accidents, medical emergencies, Police. The system will enable operators to accept quickly incoming calls, as well as signals from numerous sources, such as fire alarms. It also allows communication and immediate alerting between different emergency services and provide immediate help. The practice is still to be applied. So far, there are few emergency numbers used in Ukraine:

<table>
<thead>
<tr>
<th>Emergency numbers in Ukraine:</th>
</tr>
</thead>
<tbody>
<tr>
<td>101 - Fire department</td>
</tr>
<tr>
<td>102 - Police Department</td>
</tr>
<tr>
<td>103 - Emergency service (Ambulance)</td>
</tr>
</tbody>
</table>

Responding to emergency calls must be efficient, ensuring rapid arrival at the accident site to the appropriate emergency services. The time between the accident and the arrival of emergency services (response time) can be shortened by technical measures, by infrastructural measures, through clear instructions to road users about what to do when emergency vehicles pass and good lay-out and coordination of the accident scene.
The Council adopted on 2 March 2015 its position on type-approval requirements for fitting eCall devices in new motor vehicles. The EU-wide eCall system is designed to speed up emergency services in road accidents. New vehicles will have to be fitted with wireless devices to trigger automatically a distress signal to the “112” emergency call number.

Implementation

From 31 March 2018, car manufacturers will have to equip all new models with an in-vehicle technology that will communicate with the 112-based eCall interoperable service. The infrastructure for the eCall system should be in place by 1 October 2017. Its use will be accessible to all consumers and free of charge.

What is “112” eCall?

The “112” eCall automatically dials Europe’s single emergency number “112” in the event of a serious accident and communicates the vehicle’s location to the emergency services. This call to “112”, made either automatically by means of the activation of in-vehicle sensors or manually, carries a standardized set of data (containing notably the type and the location of the vehicle) and establishes an audio channel between the vehicle and the most appropriate emergency call center via public mobile networks.

Access to other remote emergency services

Vehicle owners will still be able to access to third party services in addition to the “112” based eCall system. However, these additional services should not affect the functioning of the “112” based eCall in-vehicle system. It will also be possible to trigger the emergency number “112” manually, with the manual control system installed in a way that prevents it being triggered accidentally.
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The European Union is made up of 28 Member States who have decided to gradually link together their know-how, resources and destinies. Together, during a period of enlargement of 50 years, they have built a zone of stability, democracy and sustainable development whilst maintaining cultural diversity, tolerance and individual freedoms.

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