



Міністерство
освіти і науки
України



Week of the Road Traffic Safety

16-22 May 2016

14-20 November 2016



The Week passes as a part of the Decade of Road Traffic Safety 2011-2020

Aim of the Decade: decrease of mortality and traumatism due to traffic accidents



«The Decade of actions aiming to secure the road traffic safety may help all the countries to enter the way leading to more safe future»...

From the Message of the General Secretary of the UNO Pan Gi Mun on the occasion of the Decade beginning.

Global Plan of the Decade

Direction of activities

- Road traffic safety management
- Projecting and building of safe roads
- Safe transport vehicles
- Safe behavior of road users
- Help to persons having become road traffic accident victims

UN and WHO are recommended to all countries to develop based on Global Plan and implement the National Plans, and amend its with the following recommendations during Decade.

The **10 strategies of Road Traffic Safety for Children** were used as these recommendations in the 2015.

Week of the Road Traffic Safety

Weeks of the road traffic safety are now organized all over the world within the Decade of Road Traffic Safety Securing (2011-2020), their aim being the attraction of the society's attention to problems of road traffic accidents and mortality as well as, first of all, the search of possibilities for solving this problem. More than 1.3 million persons perish each year because of traffic accidents, about 50 million becoming traumatized.

The level of traffic accident traumas in Ukraine is the highest among European states as well as the level of irreparable loss of humans and economical damage. Every year more than 4,000 persons perish on Ukrainian roads, more than 30,000 humans becoming traumatized. Traffic accidents are the leading cause of mortality among young people aged from 15 to 24 and the second death cause among younger persons – children aged from 5 to 14. According to the Global Bank estimations, the annual economic losses of Ukraine due to traffic accidents reach \$4.5 milliard, i.e. about 3.4% of the gross national product. The aim of the Week of Traffic Safety is the unification of efforts of state authorities, business, social institutions, scientific community, mass media, and of whole society aiming to accomplish state and international programs concerning the traffic safety and to assure the support of rules of the road traffic by all the traffic participants.

In 2015 the United Nations Organization determined the children safety on roads as the leading theme of the Week, so Ukraine supported this proposition and carried out the All-Ukrainian Week of the Traffic Safety having taken into consideration this theme*.

The Ministry of Health of Ukraine supported by the Ministry of Home Affairs, Ministry of Infrastructure, Ministry of Education and Science as well as by other ministries and departments, by scientific communities, Global Bank, World Health Organization, international and home organizations carried out a series of actions aiming to increase the level of the population's knowledge concerning the traffic safety, especially the children safety, prevention of road traumatism, perfection of traffic health care etc. In 2015, the highest national authorities decided to carry out the traffic safety actions during the week of road traffic safety each year.

How many children in the world perish annually as victims of road traffic accidents?

186300 children in the world perish annually as victims of road traffic accidents, i.e. above 500 children daily. Consequently, the road traffic accidents belong to four death causes being the most wide-spread ones in the world for all children aged above five years.

186 300

**children below 18 years die
annually because of road
traffic accidents**



How many children in Ukraine perish each year as victims of road traffic accidents?

According to the statistics published by the Home Affairs Ministry of Ukraine, in 2014 248 children below 18 years perished in road traffic accidents, and 3,714 children became victims of traumatism (5.5 and 11.5% of all cases of death and traumatism, respectively). Consequently, each 18th citizen killed by road traffic accidents and each 9th one traumatized due to road traffic accidents are our children, the future of our country.

According to the statistics published by the Ministry of Health of Ukraine, in 2014, 450 children below 19 years perished because of accidents including all kinds of transport, the automobile transport being the most dangerous. Children of any age may become victims of road traffic accidents, the boys becoming victims almost twice oftener comparing to girls in the world.

Total road traffic accident quantity involving children	Including road traffic accident victim quantity involving children			
In 2014	Total road traffic accident quantity involving children	Quantity of children perished	Quantity of children being traumatized	
3,999	3,434	248	3,714	
Without temporarily occupied territory of the Crimean Autonomic Republic and a part of the antiterrorist zone territory.				
Dead persons distribution according to their sex, age groups, and death causes: region, year, sex, age groups				
Ukraine, 2014	0-4	5-9	10-14	15-19
Men	20	27	28	239
Women	22	14	19	81
Without temporarily occupied territory of the Crimean Autonomic Republic and a part of the antiterrorist zone territory.				



The boys become usually victims of road traffic accidents almost twice oftener comparing to girls

10 strategies securing the road traffic safety for children

The roads being more safe for all the persons are also more safe ones for children. The authors of the Global Plan within the Decade of Road Traffic Safety Securing (2011-2020) underline the necessity to guarantee the road traffic safety for all participants of the traffic. The UNO and the WHO proclaim 10 strategies necessary for road traffic safety for children*. These approaches will be taken into consideration during the preparation and actions of the Week of the Road Traffic Safety in 2016.



Speed control



Decrease of cases of vehicle driving by persons being drunk



Use of head- and face-defending helmets by bicyclists and cyclists



Use of special seats for transporting the children in cars



Perfection of means giving the possibility to see the child and to be visible



Perfection of road infrastructure



Adaptation of auto construction



Risk decrease for young drivers



Guaranteeing the necessary health care for children having become traffic accident victims



Observation of children near roads

1. Speed control



Speed control

The speed is a promoting factor for about one-third of all lethal cases in countries with high profit levels and for about a half of such consequences in countries with low and average profit levels.

Long and direct roads located near schools in habitable regions and in regions occupied mostly by different institutions and factories promote the high-speed movement, so they become also a high risk factor for children.

The approaches helping to decrease the speed are the following:

- determining and guaranteeing of speed limits depending on each road function;
- determining and guaranteeing of maximal speed reaching 30 km/h on road with high pedestrian concentration;
- guaranteeing of absence of speed limit exceeding due to the use of automatic fixation of speed limit breach by hidden cameras;
- road building or reconstruction aiming the use of technical means limiting the speed, such as light signals, traffic circles, and artificial elevations on the pavement.

2. Decrease of cases of vehicle driving by persons being drunk



Decrease of cases of vehicle driving by persons being drunk

The main risk for children being pedestrians as well as cyclists and vehicle passengers is connected with persons being drunk when driving vehicles. The alcohol use before driving increases both the possibility of road traffic accidents and death or serious traumas. The road traffic accident risk becomes significantly increased when the alcohol concentration in driver's blood reaches about 0.04 g/dl.

The approaches helping to decrease the probability of vehicle driving by persons being drunk are the following:

- determining and guaranteeing of blood alcohol content limits below 0.05 g/dl or lower for all drivers as well as the decrease of blood alcohol content limits below 0.02 g/dl or lower for young drivers;
- guaranteeing of the law fulfillment concerning the vehicle driving by persons being drunk, organization of posts for control of drivers' sobriety and selective drivers' control using alcotesters.
- legislative limitation of alcohol sale due to determining of minimal age for alcohol acquisition, regulation of rights of different alcohol-selling trade institutions and of hours of alcohol selling;
- limitations of alcohol selling for minor persons.

3. Use of head- and face-defending helmets by bicyclists and cyclists



Use of head- and face-defending helmets by bicyclists and cyclists

The use of head- and face-defending helmets by children is the only most effective approach decreasing the probability of head traumas during cycling or bicycling. The use of helmets decreases the trauma incidence by 69% for cyclists of different age; due to the helmet use, the probabilities of death and serious head traumas for bicyclists of different age become, respectively, lower by 40% and by more than 70%.

The approaches helping to guarantee the use of defending helmets are the following:

- adoption and guaranteeing of the law fulfillment concerning helmets for bicyclists pointing out their kinds and models according to age groups;
- adoption of bicycle helmet production standards according to their international acknowledgement to guarantee their suitability for children;
- guarantees of helmet accessibility for persons who need them;
- support of social initiatives concerning the children perfecting their parents training to help them to understand the mode of bicycle and cycle helmet use as well as the accessibility of helmets free of charge or cheaper.

4. Use of special seats for transporting the children in cars



Use of special seats for transporting the children in cars

There are many types of special seats intended for children transporting in cars and for children defense. They include seats for babies as well as arm-chairs for older children, additional pillow-seats and safety belts; their use depends on child's age, weight, and height. According to expert evaluation, only the use of additional seat-pillows and safety belts for 4-7 years aged children decrease the risk of serious traumas during road traffic incidence by 59%.

The approaches helping to increase the quantity and correctness of special children seat use are the following:

- adoption and guaranteeing of the law fulfillment concerning obligatory use of special children seats in private cars;
- adoption of special seat production standards according to their international acknowledgement to guarantee their suitability for children;
- guaranties of special children seat accessibility in all cases when they are necessary;
- car manufacturers should be legislatively obliged to supply any car by built-in reinforcements (such as ISOFIX) intended for fixation of children seats in cars;
- promotion of leasing system of children seats for cars and of adult information concerning their use.

5. Perfection of means giving the possibility to see the child and to be visible



Perfection of means giving the possibility to see the child and to be visible

The possibility to see the child and to be visible is the main condition of common safety; it is, however, especially important for children being the most vulnerable group of population.

To reach the maximal visibility of any person, the next approaches can be proposed:

- wearing of light and bright dress;
- wearing of cataphote elements on the dress and school satchels;
- organization of “pedestrian buses” (when adult volunteers in cataphote waistcoats accompany groups of children along certain routes);
- presence near schools of traffic-regulating persons on duty wearing cataphote waistcoats or jackets;
- use of cycling head-lights as well as of front reflectors, back reflectors, and reflectors on car wheels;
- use in the day-time of rear-position lights (tail lamps) for bicycles and cars;
- absence in the street of many objects turning away the drivers’ attention and promotion of street lights;
- equipping of all cars by cataphote jackets, their quantity being the same as the quantity of passengers; they are to be used during passengers’ stay in any road area with poor light during dark periods.

6. Perfection of road infrastructure



**Perfection of
road
infrastructure**

During former historical periods the roads were built taking into consideration only the needs of mechanical transport, no attention having been paid to any interests of communities located on territories including such roads. The building of new road infrastructure as well as the improvement of the existing one taking into consideration the safety requirements will improve the citizens' quality of life and decrease the important road traffic accident risks for children.

The approaches intended to increase the quality of road include:

- realization of some actions connected with light signal installations, organization of traffic circles, road areas with artificial uneven surfaces on the pavement, passages for pedestrians including under- and over-ground ones, separating strips, and street lighting on roads of intensive traffic movement;
- elevated side-walks for pedestrians, marked strips for pedestrians and cyclists, and barriers for separation of heterodromous transport streams;
- organization of car-free zones for promotion of pedestrians' safety;
- introduction of safety zones around schools including actions aiming speed limitations as well as car-free zones, points of passengers' entrance and exit as well as organization of traffic regulation near schools;
- increase of passage time duration on cross-roads possessing regulation systems and located not far from schools;
- organization of play-grounds for children located far from roads;
- investments intended the civil transport safety.

7. Adaptation of auto construction



Adaptation of auto construction

Optimal constructions and standards for cars, both internal and external, can promote the children safety; it is also true for constructions and standards being designed for cycles and bicycles.

A lot of actions concerning vehicle safety defend all the road users, but there are actions especially important for children and being able to increase the children safety more than the adult persons' safety.

Such approaches include:

- adoption of requirement aiming to provide on cars energy-absorbing deformation zones defending passengers during road traffic accidents;
- changes of construction for the front part of car to increase its safety for passengers;
- equipping of cars with cameras and acoustic signalization intended for detection of small objects invisible using mirrors of back examination;
- equipping of cars with blocking systems to prevent any attempts to drive the car by a drunken person.

8. Risk decrease for young drivers



Risk decrease for young drivers

The legislation of some countries permits the car driving even for 15 years old children. In the world young beginner drivers are culprits of considerable quantity of road traffic accidents. These events are promoted by speed exceeding, car driving by drunken adolescents, and use of mobile phones (SMS sending) during the driving.

More strict limitations introduced for vehicle driving, e.g. programs of gradual obtaining of driver's certificate, can significantly decrease the accident quantity as well as the death case quantity. Realizing such programs, gradual step-by-step approaches are used; the beginners must obtain some experience before they receive the certificate with some limitations.

Favorable effect on children safety may be reached due to schemas of gradual obtaining of driver's certificate using the following approaches:

- decrease of blood alcohol levels for young drivers or beginners;
- car driving in the presence of a responsible adult person during some training period of the driver;
- limitation for car driving at night and with passengers;
- requirement of complete intolerance concerning any breach of road traffic rules including the sending of SMS communicates using a mobile phone during car driving.

9. Guaranteeing the necessary health care for children having become traffic accident victims



Guaranteeing the necessary health care for children having become traffic accident victims

In spite of perfection of emergent health care service and rehabilitation being the best precondition of promoted results for traffic accident victims, there are some additional requirements concerning children.

Key approaches of health care for children having become traffic accident victims include:

- promoting of different systems for children transporting to health care institutions; persons looking after children and teachers should be instructed in the field of safe and immediate stabilization of victim state;
- preparation of pre-hospital and hospital providers of health care taking into consideration physiological differences between children and adults and being able to satisfy particular children needs;
- the hospitals should become «hospitals of benevolent attitude to children» as maximally as possible to minimize additional traumas of children-victims;
- approving pediatric rehabilitation services, especially concerning rehabilitation at home and accessibility of treatment in rehabilitative centers;
- improved access to consultative service specialists to minimize the effect of traumas due to road traffic accidents, on children and their relatives as well as improved consideration of practical aspects of trauma's consequences including legislative and financial ones.

10. Observation of children near roads



**Observation of
children near
roads**

Contrary to adult persons, the children of early age are not able to evaluate risks of danger. That is why their parents and persons looking after children can play an important role and help them to understand the events in their environment.

Adults' control is especially important providing children's safety in complex road conditions.

However, any control cannot substitute some interventions described above, but it can complete and support them.

The control can include, e.g., wearing of defending helmets, use of seats for children and safety belts, supporting of safety rules around schools etc.

Observation combined with other approaches given in this document will help to decrease the probability of children involvement in road traffic accidents.

Conclusions

Випадки Cases of death and traumas as a result of road traffic accidents are not inevitable. This statement was proved without any doubt by countries having demonstrated their persistent political will in solving this problem and saved many thousands of children lives and their health as well as kept their human and economical resources.

The most well-known approaches underlined in this document provide children safety on roads. They are to be carried out by all countries in order to promote the achievement of the main aim of the Decade of Road Traffic Safety (2011-2020) – rescue of five million lives.

Besides, the realization of such aim will be a considerable contribution into organization of more dynamic and viable society as well as into establishment of safe and comfortable transport for all the road users.

«The future of any country is the young generation of this country. We cannot permit our children to be lost because of road traffic accidents.»

Dr Margaret Chen

General Director of the World Health Organization