

# *This is the Road to Life*

## *Road Safety Consciousness*

**Youth Exchanges-Programme Countries: 2020-3-CY02-KA105-001953**



## Partners Organizations:

Network for European Citizenship and Identity Cyprus,  
Asociatia MasterPeace Romania,  
Association of Ruse in help for society and young people Bulgaria,  
Meraki Croatia,  
Mano Europa Lithuania,  
Fundacja Youth Act Poland  
Mreza za evropsko gradjanstvo i identitet /NECI Serbia,  
Kiriotissa's YOut(H)opia Greece,

“This project has been funded with support from the European Commission. This publication [communication] reflects the views only of the author, and the Commission cannot be held responsible for any use which may be made of the information contained therein.”

“Funded by the Erasmus+ Programme of the European Union”

Paralimni Cyprus, 18-27/11/2021

Project website: <https://necicyprus.wixsite.com/road2021>

**Booklet**

**Project outcome**

## Project Summary

This project pointed out the need of improving the Road Safety Consciousness (RSC) in micro level for youths community and in macro level for their country. The project was important for all youths and partners based on:

A) Annually youths and adults are involved in road accidents (with minor or severe results-injuries, fatalities). There is lack of education and/or respect of RTR and this comes in accordance to European Transport Safety Council where its mentioned that "For both primary and secondary education, this report shows that traffic safety and mobility education is not a dedicated subject in the vast majority of [european] states".

B) Recent European status report from EUROSTAT, shows the following data:

There have been about 25000 deaths from RA in 2017 in EU, which is equal to 50 deaths/million persons. The annual number of deaths from RA is more or less same as it was since 2013.

C) Reckless Road Attitude is primarily the reason that provokes so many serious traffic accidents. Youths feel that they should contribute to this unfortunate situation. Reckless Road Attitude refers to: Distracted Driving, Speeding, Drunk Driving, Texting, Running Red Lights Or Stop Signs, Wrong-Way Driving, Tailgating, Reckless Driving

D) Partners' countries (Bulgaria, Romania, Greece, Lithuania, Poland, Croatia) rank in top 10 list with highest rate of RA in the Europe

E) Direct consequences: According to WHO, Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years

### *What we wanted to achieve:*

To

- help youths to share experiences, learn and design practice how to influence target groups (but also others in broaden level too) for being aware and respecting Road Safety Consciousness
- encourage youths to design, run, implement a project that is related to their own interest and that can affect public awareness on issues of health, safety and solidarity
- support youths and in general all people to be aware about the positive effects of cooperation in individual and international level for own and global development.
- give opportunities for learning by sharing to youths (especially those with fewer opportunities) through intercultural dialogue based on NFL and inclusive practices
- facilitate the process of self awareness and competences' development for youths funded E+ projects.

## *In what way this project was connected to ErasmusPlus priorities:*

This project was designed based on the partners' needs and youths' interests but also to ErasmusPlus priorities. We aimed to:

- bring youths from 8 different countries to suggest ideas and solutions for current issues and improve intercultural dialogue
- increase awareness on opportunities for learning and mobilities by shared practice and activities
- improve the level of key competences to young people with variety of activities (language, creativity, social etc)
- influence policy makers and communities in national and international level in the fields of Safety and solidarity

## *Objectives:*

To

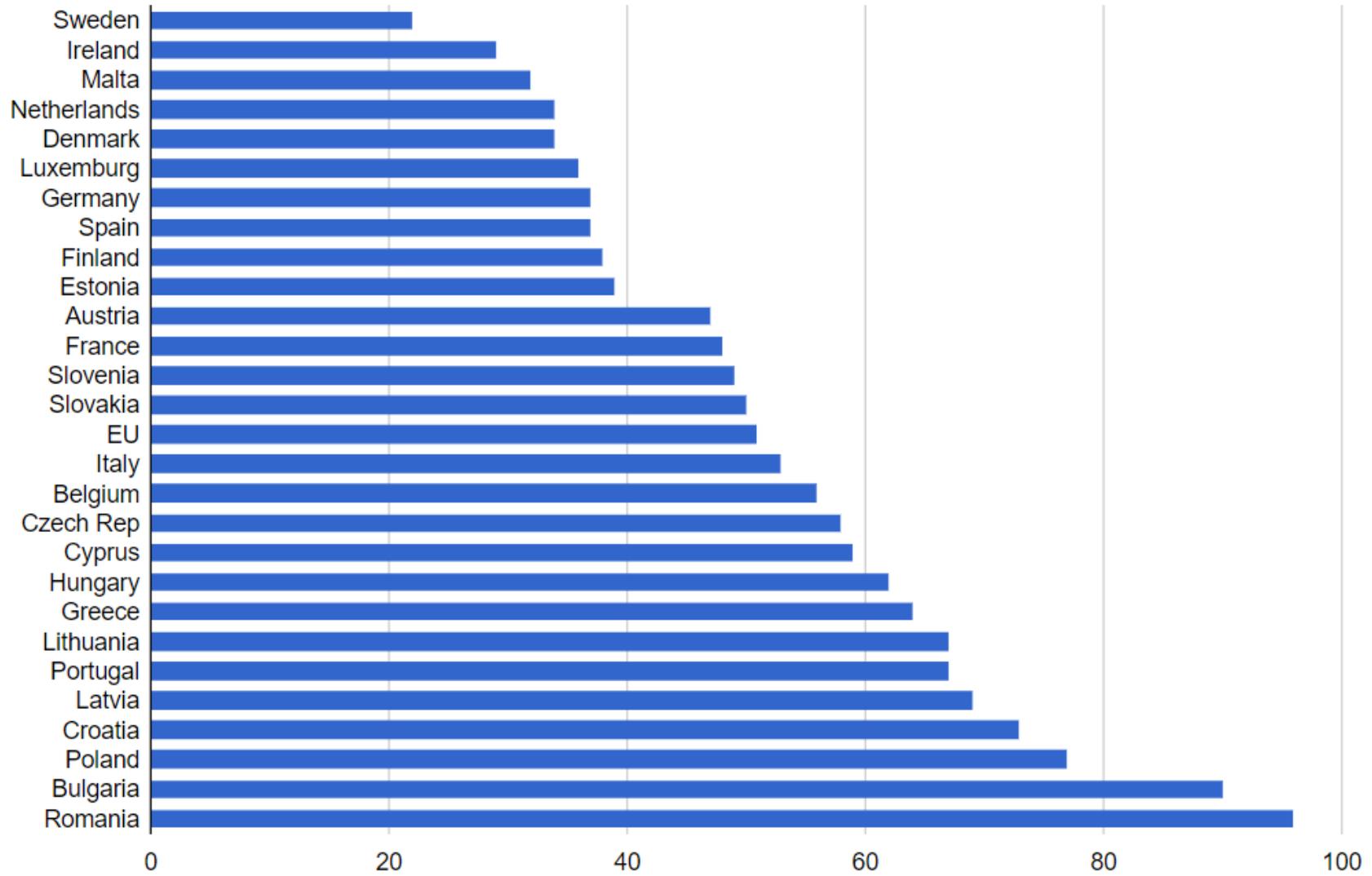
- 1) promote and support safe, pleasant learning environment based on NF methods for youths with fewer opportunities
- 2) develop youths' awareness on the importance of Road Safety Consciousness through NFL and experiential learning
- 3) explore the power intercultural dialogue for tackling global problems as reckless road/traffic attitude

- 4) create tangible and intangible results directly from youths for the youths and their NGOs too, irrespective their background (social, financial and educational level)
- 5) support youths and leaders to develop their competences as influencers of target groups, peers and society and be certified with a youthpass.

## *Activities*

Participants were involved in activities where they needed to cooperate in international and national groups and go through research and analysis of data but also to present, reflect, made role plays and discuss the situation and importance of road safety consciousness. Furthermore, we had invited three guests who shared their own expertise and experience on the topic (Police representative from Road Traffic Safety, a medical staff with experience in car accidents and a family who survived a severe road accident with multiple consequences). The results that came from this cooperation are presented hereafter:

Road traffic fatalities in the EU (per million inhabitants, 2019)



# CROATIA

Hrvatski autoklub (HAK) - Croatian autoclub

„Respect our signs“

- Campaign with the police;
- Videos that are then on the TV and radio;
- It is broadcasted every year before the school year starts to warn drivers about kids on the road.

„Safely to school with Croatia autohub“

- Campaigns that start before every school year;
- The aim is to warn drivers that kids are again on the road and to be more careful on the road, especially near the schools
- It is presented before the beginning of the school year and in first weeks of classes.

„SafeLy in the traffic“

- Competition in knowing traffic signs and rules;
- It is held every year on the local, then on regional and national level.

„Using belts to save life“

- Campaign to warn people to put the safety belts;
- They are using simulators where participants can experience what is happening during the crash if they are not using safety belt.

## Autoklub Rijeka

- News portal "Žmigavac" where they have news and articles to remind people about road safety;
- Educative program "First steps in traffic" for preschool and first grade kids where they can also join in the work of school traffic units or learn how to drive a bike.

## Statistics

*\*The source of the information is Bileten o sigurnosti cestovnog prometa (2020.)*

In 2019 there was 31.367 road accidents on Croatian roads. In those accidents 9.695 people were injured (which makes 30%), from which 297 died, 12.885 were injured. Detailed number according to years is shown in graph 1.

From this, 80 % of died people are men, and 30 % of them are between age of 18 and 34.

## Reasons

The number of accidents which were made by mistakes of drivers is 29.969. The reasons are:

- Driving with high speed
- Driving under influence of alcohol and drugs
- Driving without driving licence,
- Driving in wrong direction,
- Driving with high speed when the conditions are not good
- Slow reactions
- Unsafe overtaking
- Disregarding of traffic priority

- Not respecting the traffic light and signs

Number of accidents caused by pedestrians is 306. The reasons are:

- Not respecting the traffic light and signs
- Crossing the street where there is not crossroad
- Collision with unexpected occurrence of danger.

## **Solutions**

In addition to previously mentioned campaigns that HAK is organizing, Hrvatske ceste are taking care of dangerous places with new technology solutions.

## **BULGARIA**

- Red cross is the main organization for road safety consciousness
- In school they organize road accident safety first aid
- They have a lot of displays with warning messages
- They teach kindergarten children about road safety; they even have a room transformed into traffic world

A total of 517 people died in road accidents in Bulgaria between January 1 and November 30 2021, according to provisional statistics posted by the Interior Ministry on December 1.

This is 94 more than at the same time in 2020, but 57 fewer than at the same time in 2019.

Between January 1 and the end of November 2021, there were 5516 serious accidents on Bulgaria's roads. Apart from the dead, 6924 people were seriously injured, the Interior Ministry said.

In November 2021 alone, 100 people died in accidents on Bulgaria's roads. Among the November 2021 dead were the 45 people who died after a North Macedonian-registered bus caught fire on a motorway in Bulgaria on November 23.

In November 2020, Bulgaria's road accident death toll was 37, and in November 2019, it was 49, according to Interior Ministry statistics published at the time.

Bulgaria's road death rate in 2020 was 26 per cent lower than in 2019, with the country moving from the second-highest to the third-highest road death rate in the European Union, according to preliminary figures published by the European Commission on April 20, as The Sofia Globe reported at the time.



## LITHUANIA

- National day of safety on 6<sup>th</sup> of April and on this day you have to have 0.00 % of alcohol
- Museum of stupidity
- Education through virtual reality

According to the latest WHO data published in 2018 Road Traffic Accidents Deaths in Lithuania reached 235 or 0.64% of total deaths. The age adjusted Death Rate is 7.08 per 100,000 of population ranks Lithuania #141 in the world. Road accidents is the number 18ths on the causes of death in Lithuania.

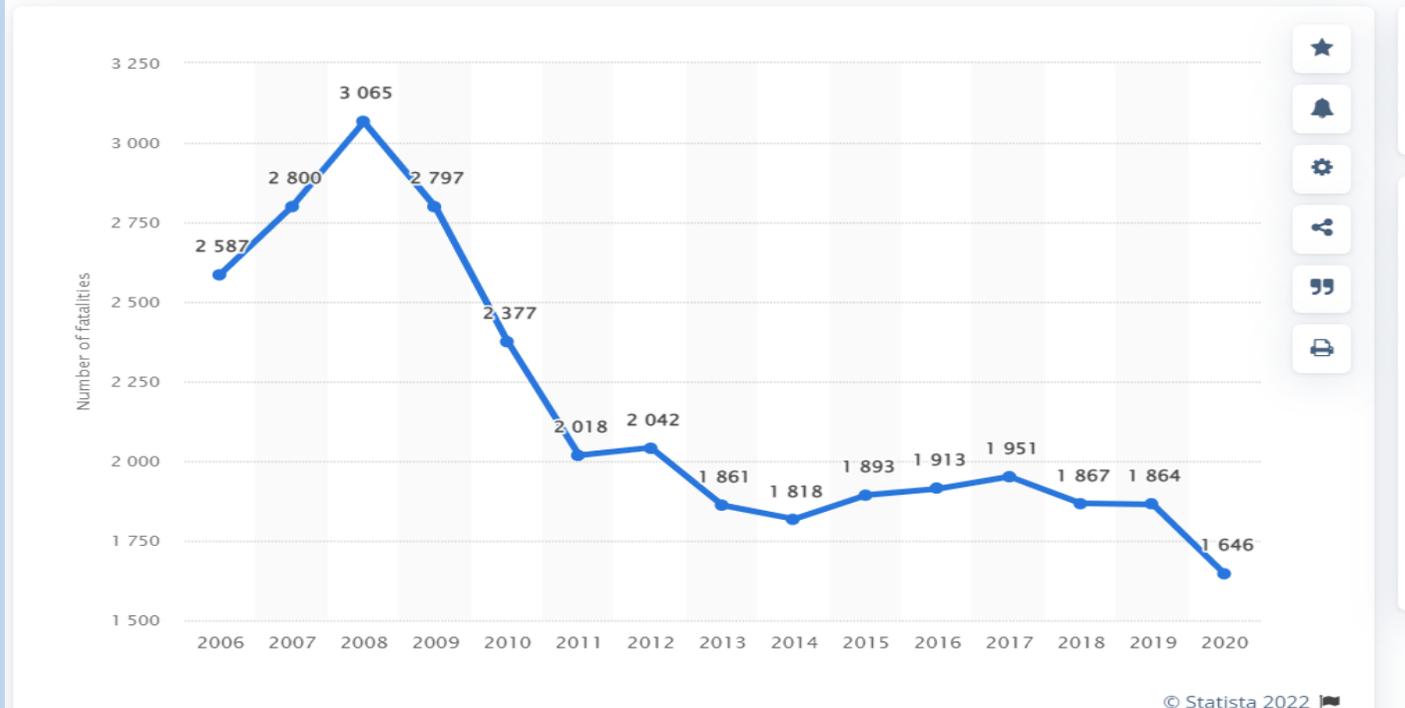
## ROMANIA

- With an average of 96 deaths per 1 million inhabitants, Romania had the highest road fatality rate in the European Union in 2019, according to preliminary figures published on June 11 by the European Commission (EC).
- An estimated 22,800 people died in a road crash last year in the EU. This means that there were almost 7,000 fewer fatalities than in 2010 (a decrease of 23%), the Commission said. Compared with 2018, the number fell by 2%.
- "With an average of 51 road deaths per 1 million inhabitants, Europe remains by far the safest region in the world when it comes to road safety," the EC said in a press release.
- The EU member states with the best road safety scores are Sweden (22 deaths/million inhabitants) and Ireland (29/million). On the other hand, Romania (96/million), Bulgaria (89/million), and Poland (77/million) reported the highest fatality rates in 2019. Hope and home" - NGO that has education about road safety for children

- They just put in the law that the tires need to be changed for winter and summer season! We are surprised by that!

According to the latest WHO data published in 2018 Road Traffic Accidents Deaths in Romania reached 1,820 or 0.78% of total deaths. The age adjusted Death Rate is 7.86 per 100,000 of population ranks Romania #134 in the world.

Number of road traffic fatalities in Romania from 2006 to 2020

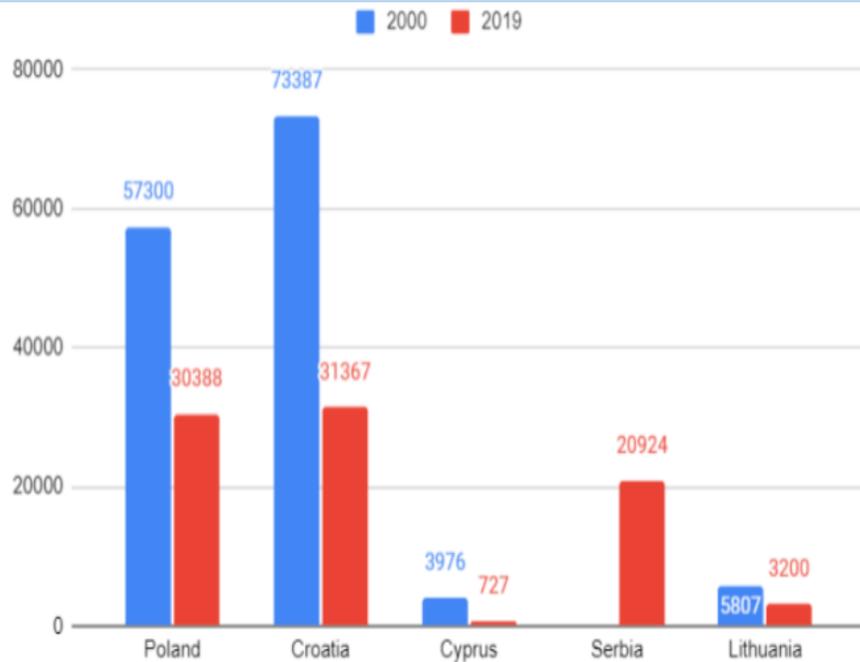


## POLAND

Police registered 19,110 accidents and 1,864 deaths on Polish roads from the start of 2021 until the end of October. The latter figure was 9% lower than in the first ten months of 2020, when 2,046 deaths were recorded (and 20,171 accidents). In 2019, the figures stood at 25,298 accidents and 2,435 deaths.

Despite the improvements, Polish roads remain among the most dangerous in the EU. Poland recorded the third-largest number of road fatalities in relation to population (77 per million inhabitants) among all member states in 2019, according to data published by Eurostat in June this year.

Only Romania (96 per million inhabitants) and Bulgaria (90) had higher figures than Poland, while at the other end of the scale Sweden (22), Ireland (29) and Malta (32) had the safest roads.

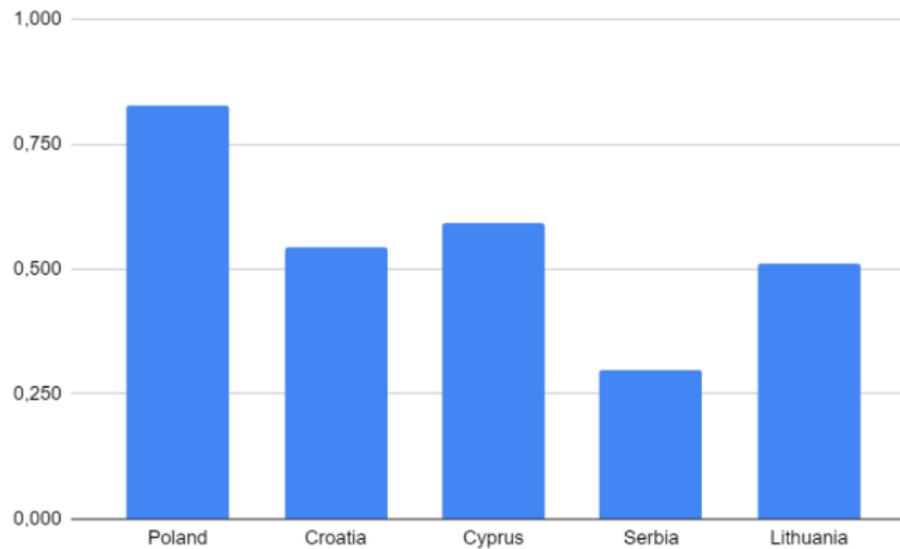


In Poland in 2019 were 30388 accidents, but if we add 455,454 collisions it is **485,942** total.

### Numbers of accidents in 2000/2019

Year 2000	Number of accidents	Number of deaths	Number of injured	Death rate/acc
Poland	57300	6300	71600	10,99
Croatia	73387	655	20501	0,89
Cyprus	3976	96	3880	2,41
Serbia	-	-	-	-
Lithuania	5807	641	6960	11,04
EU		56000	-	3,00

Year 2019	Number of accidents	Number of deaths	Number of injured
Poland	30388	2909	35477
Croatia	31367	297	12885
	2,41	727	673
-	20924	534	13735
	11,04	3200	186
	3,00	-	22756



### Car ratio per capita

	number of cars	population	car ratio
<b>Poland</b>	31388643	38000000	0,826
<b>Croatia</b>	2226975	4087843	0,545
<b>Cyprus</b>	526600	888000	0,593
<b>Serbia</b>	2083753	6970000	0,299
<b>Lithuania</b>	1431000	2794000	0,512

### Different type of accidents

Type of accidents	Head on collision	Side collision	Back collision	Hitting the pedestrian	Hitting the tree :D	Hitting an animal
<b>Poland</b>	2938	9646	3837	6721	1479	215
<b>Croatia</b>	3038	5989	3830	1326	0	830
<b>Cyprus</b>						
<b>Serbia</b>	-					
<b>Lithuania</b>	1495	-	-	390	77	35

## SERBIA

Serbia reported 546 road deaths in 2018, a 5.7% decline on 2017. The mortality rate was 7.8 road deaths per 100 000 inhabitants. ... It has several targets including a 50% reduction of the number of road deaths, seriously injured and seriously injured children between 2011 and 2020.

65% of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities.

Out of a total of 525 road accidents with fatalities, in 354 (67%) cases, the group driver undertaking thoughtless actions was identified, in 199 (38%) cases, the group incorrect performance of traffic actions by the driver, in 107 (20%) cases, the group failures of drivers due to poor psycho-physical condition, negligence, absentmindedness, in 64 (12%) cases, the group failures of pedestrians, in 52 (10%) cases, the group driver failures due to inexperience, inappropriate and improper behavior, in 45 (9%) cases, the group influence of the road and road environment, etc.

## CYPRUS

- In only 12 years, Cyprus witnessed more than 10,000 road accidents with 729 deaths associated, according to data from the Ministry of Justice.
- The situation is indeed worrying, and some statistics reveal that:

- In the considered twelve-year period, the police recorded 10,542 collisions which resulted in 15,173 injuries;
- 2008 registered the highest number of deaths, with 82 victims;
- Most of the fatal victims of road accidents in Cyprus were men and were not wearing seat belts or helmets;
- Alcohol was responsible for 26 percent of all registered road accidents, while careless driving was the main factor in 22%, and speed the cause of 12% of the accidents;
- In the case of fatal accidents, speed was the main factor of one-third of them.
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## GREECE

- Firefighters and police come to school to educate
- Every city has road park where kids are able to drive small cars and traffic signs and it's like a simulation of real road so kids can learn which is really interesting and good practice



**Hellenic Republic**  
**Hellenic Statistical**

**Authority**

<b>Number of road traffic accidents and persons injured therefrom January 2010 - October 2021</b>				
<b>Reference month</b>	<b>Road Traffic Accidents</b>	<b>Killed</b>	<b>Seriously Injured</b>	<b>Slightly Injured</b>
<b>January 2010</b>	1,082	85	101	1,311
<b>January 2011</b>	964	67	118	1,104
<b>January 2012</b>	879	75	67	1,026
<b>January 2013</b>	861	69	75	1,001
<b>January 2014</b>	860	54	58	999
<b>January 2015</b>	762	57	59	861
<b>January 2016</b>	810	64	60	909
<b>January 2017</b>	645	54	41	755
<b>January 2018</b>	778	38	46	897
<b>January 2019</b>	676	44	34	758
<b>January 2020</b>	797	50	47	932
<b>January 2021*</b>	584	34	30	621
<b>October 2021*</b>	1,032	46	49	1,155

*\* Provisional Data*

*Data for the reference year is provisional until the finalization of the annual data, which takes place 10 months after the end of the reference year and is published in the corresponding press release of the following year. During these 10 months the provisional data is updated*

*on the basis of the data of the Road Accident Forms of that year which is transmitted to ELSTAT by Police Authorities.*

*PREPARATION OF CAMPAIGN from participants*

**FAST DRIVE  
COULD BE  
LAST DRIVE**



#ye\_roadsafety2021

**A SIMPLE  
CLICK  
SAVES LIVES**



#ye\_roadsafety2021

**STAY ALIVE  
DONT DRINK  
AND DRIVE**



#ye\_roadsafety2021



Prvi u Europi po broju prometnih nesreća u odnosu na broj stanovnika



U 85% prometnih nesreća uzrok je ljudska pogreška



U prosjeku 23 osobe stradava u prometnim nesrećama svaki dan



10% prometnih nesreća izravna su posljedica konzumacije alkohola

## NEODGOVORNOST U PROMETU NEMA NACIONALNOST



56% poginulih u prometnim nesrećama nije bilo vezano sigurnosnim pojasom



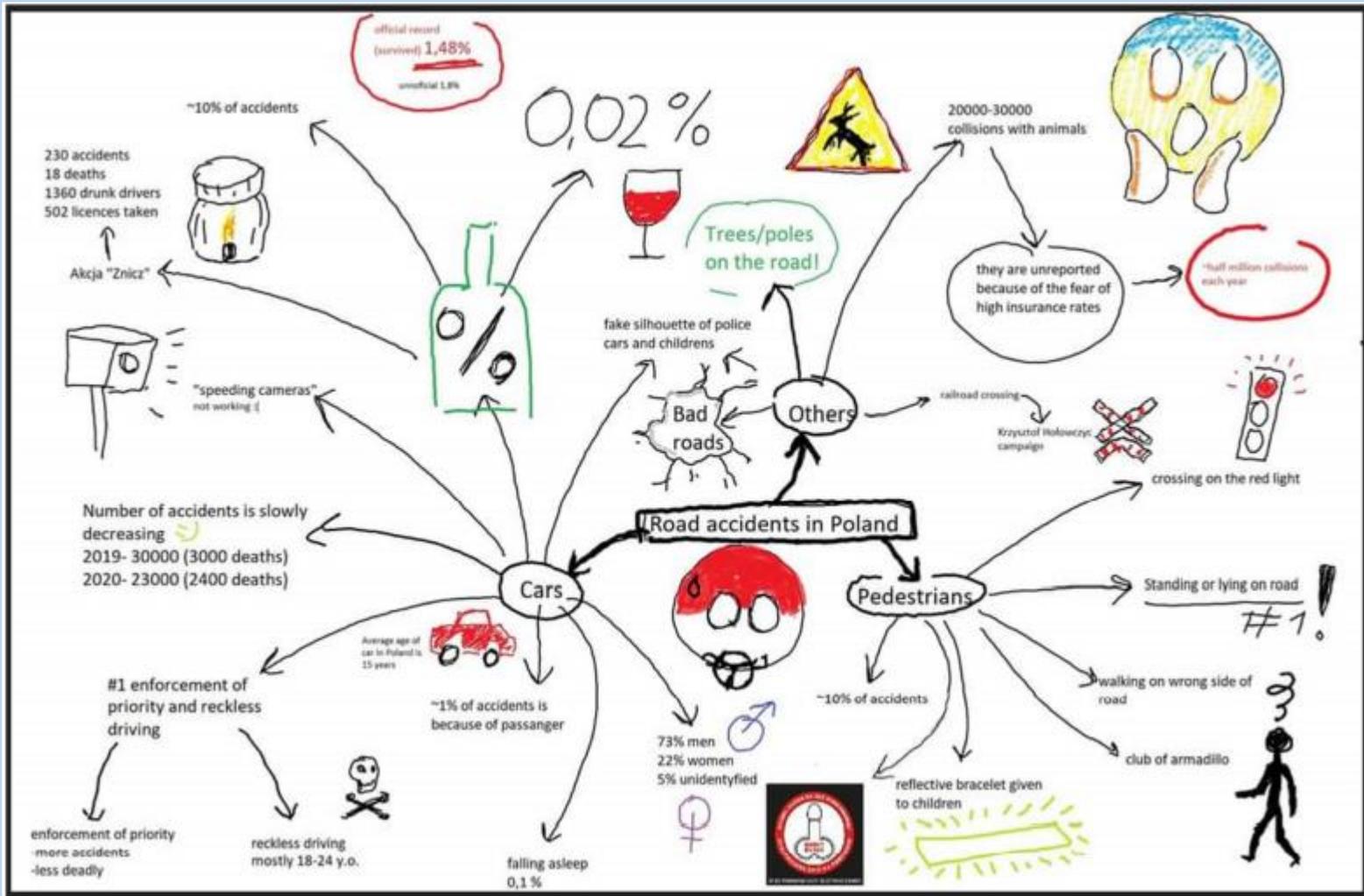
2019. godine 184 osobe izgubile su život



25% sudionika teških prometnih nesreća su vozači s manje od 5 godina iskustva



48% pješaka poginulih u prometnim nesrećama čine stariji od 65 godina



# KELIŲ EISMAS

## Skirtingose Europos šalyse

### RUMUNIJA

- Nulinė alkoholio tolerancija
- Pirmi pasaulyje pagal autoavarijų skaičių vienam gyventojui.



### SERBIJA

- NAVAK - saugos diržų ir avarijų simulatorius, sportinio ir ekstremalaus vairavimo kursai.



### BULGARIJA

- Stendai šalia kelio, kurie skatina saugiai vairuoti.



### KIPRAS

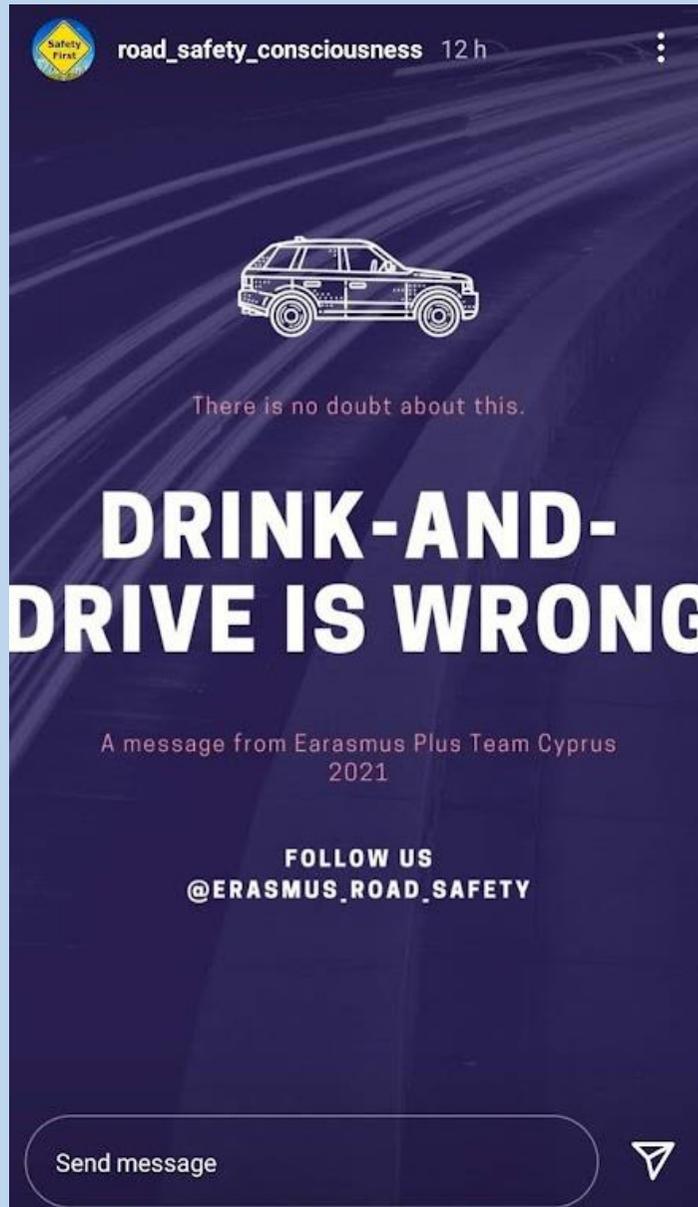
- Saugaus vairavimo parkai.
- Šalyje yra daugiau automobilių nei žmonių.
- Kiekvienam miesteliui paskiriamas per naktį budintis pareigūnas.



### LENKIJA

- Už sukeltas avarijas 73 % yra atsakingi vyrai.
- Necenzūrinio turinio lipdukai tiems, kas neatsakingai parkuojasi.
- 10 % incidentų sukelia piestieji.

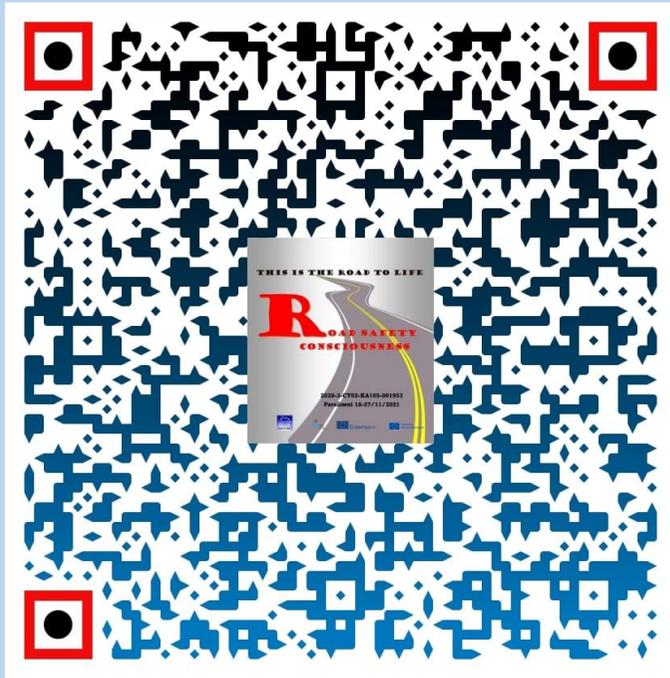




*Instagram account*

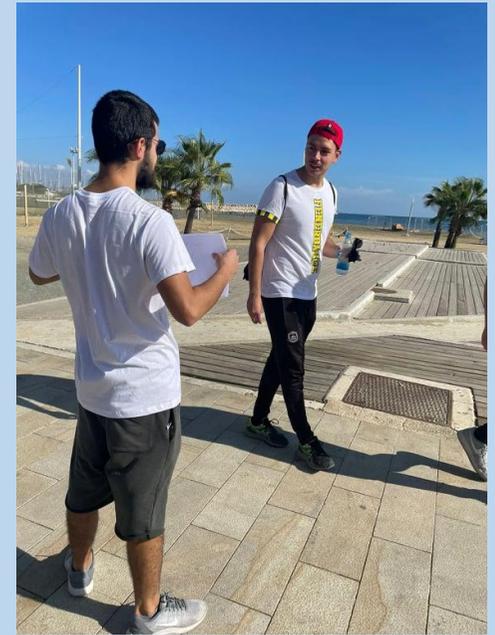




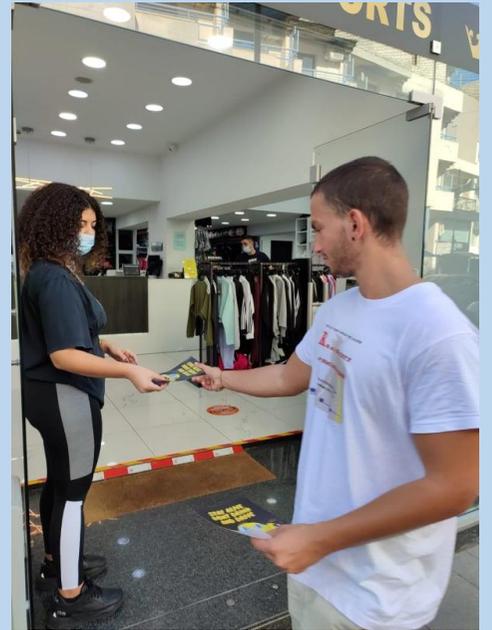












# Guests Presenting Road Safety Consciousness

Med staff - Nurse at Ammochostos Hospital



*Police representative from Road traffic Department*



Sharing personal experiences from Road Accidents



## Some reflections from participants

This was my first project on Erasmus+, which means I can't compare it to any previous ones. In general I am happy with the experience. Everything was new to me, from the activities to energize and the campaign at the end of the project.

The key competence of literacy was the one in which I made the most improvement. During the project I felt less scared to speak in public, especially on English language. Also, I was shown new ways of learning, especially entertaining ways which are not used in our 'traditional' education system.

Before, working in group was almost never an option because people would not be interested in the topic. Here was different because we had a group of individuals who were equally interested in the activity and are trying to find the best way of learning together. Often the learning process was extremely satisfying and funny.

Meeting people from around the Europe was the most interesting part of the project. We meet each other through working on different kinds of activities. We found many similarities in which we connect even more but also diversities through which the project in whole was even more interesting.

**Kristina Tominić**

NECI's Road Safety Consciousness youth exchange taught me valuable things about the road, responsibilities, aftermaths of accidents and so much more. I was given the opportunity to work with people I would not have the chance to otherwise meet. I learned about restrictions, laws and how people deal or perceives speed, cars and safety in other countries. Towards the end of the project, I was given the opportunity to create a mini campaign along with the people I made connections with and implemented it in Larnaca, Finikkoudes on the 27th of November. As someone who at this age has yet to get his driving license, I feel like the project allowed me to be better prepared for a future in a commute than most in Cyprus.

**Boghos Avetikian**

This was my first time participating in Erasmus plus project and I enjoyed it very much.

I loved the activities, although some days were bit more stressful than others. I liked that we first did the whole data analysis and I learned where these data could be found and how to look for them. I liked that we also had guests and there personal stories, I think this kind of presentations leave bigger impact on person and they should be kept in future as well. One of the presentations was a bit more formal and I didn't enjoy it too much, it was okay but it would have been useful at the beginning of the project not after we already did all research ourselves. I improved my ability to work in the team. Since it was my first time participating, I didn't know what kind of energisers are okay and now I am leaving with the knowledge and will be able to implement them on other projects I hope I will participate. Also I always had a bit of hard time to talk in front of many people and now I feel I got better in it and am not so nervous anymore. I would also like to mention that being a leader also had positive impact on me and even though I didn't consider myself leading type of person I learned how to get out of my comfort zone and take this responsibility (we were all participating for the first time so I was a leader even though I didn't have previous experience). Meeting new people was the best part and I hope I will meet them again some time. I learned new facts about theirs countries and cultures (through activities and free time). It was interesting to see how many accidents each country has and how in some things we are all similar, the shocking thing was that almost all of us have a lot of accidents and I liked how we could share in mixed groups the ways our counties are trying to improve road safety. I think when we all go home from this project we will be more safe and careful on the roads.

### **Patricija**

It was my third Erasmus project. With every project I gain social, communication, language, analytical, public speaking skills, which are very useful in my study program management. I met a lot new people from another countries and I hope to be in contact with them If they or me need help in the future.

I didn't expect that guests who talked about road safety, their experience in this field would change my mind so drastically. Now I want to share it with my friends and tell them about what is the consciousness of irresponsible driving and above all to say how important is to respect yourself.

### **Nojus Tarvydas**

I loved participating in this project. Taking part in this project gave me a different perspective on driving. Now I feel like I will drive more responsibly and encourage others to do that. I am thankful for facilitators to allow me to rethink my actions and make me act more mature. I recommend for everyone take part in the Erasmus+ project because it is an amazing opportunity to meet different people from all around the world, learn more about certain topics, and travel. I truly believe that everyone should have some similar experience at least once in life to widen their worldview.

### **Matas Sepikas**

I did enjoyed The non formal type of learning. The multicultural nights. We had a lot of fun also with the energizers. I enjoyed the frequent mixing groups so we can share more Information between each other. I've learned that we are different from country to country, but we have similar problems. I extracted a few ideas (about The subject of The Project) that already are successful in other countries, and could be implemented in my country. To be honest, I had low expectations so The Project and everything was over my expectations. The methods that I used was formal, also non-formal.

### **Ionut Hotka**

The project was very useful for me. The topic was very interesting for me because it is related to the daily life of each person. During the project I had the opportunity to understand how difficult the road situation is in the countries, because in practice we had the opportunity to compare statistics related to road accidents. During the activities I had the opportunity to work with people of different nationalities and to discuss the general topic of road safety. During the activity I learned where to find information from reliable sources. It was very useful for me to visit the man who works in the hospital, because he told interesting situations in his daily work and how to deal with them. The visit of the person who had a motorcycle

accident made me think that it is very important to always be careful and take care of your life, because there are always people who love you and care about you. I had the opportunity to practically understand how bad a person can feel when taking substances, thanks to the police officers who wore special glasses.

The most interesting and new thing for me was the campaign in the center of Larnaca, which was related to the spread of road safety. The aim of the campaign was to remind people that it is important to be responsible for their own actions, whether they are drivers or pedestrians, because we are all participants in road traffic and someone's life can depend on us at any moment!

And I also learned new energizers, without whom the project would not be the same. My favorite new energizer I learned was (music chair). Thanks to the organizers, without whom this project and the acquired new knowledge would not have been possible!

### **Svetlana Leseva**

There were a lot of interesting things on the project. The activities that were interesting to me were the activities with the guests. A special impression was the ambulance worker. Several times during his presentation I thought about my life in general. Also, the guests who shared strong emotions with us after the motorbike accident caused strong empathy from my side. I was impressed that they were sharing this for the first time. In this project I improved my leadership skills and empathy. The campaign we did in Larnaca also left a big impression on me, I realized that even with small steps we can expand our horizons and horizons of other people.

### **Jelena Pesic**

The project in general was full of activities and knowledge. I met people from other countries and we worked together in different teams. I enjoyed a lot that we discovered the realities of other countries and statistics and also we made research for our country and other, found our common realities and cooperate together to made a campaign and share it with people. I liked the fact that we had presentations from a

nurse and a person who was involved in an accident. Those two were very emotional for me and they made me think different. In addition, i improved my knowledge in road safety topic and my skills on how to work on a team effectively to find results. What i didn't like a lot was the group dynamic because sometimes i had the feeling and the sense that some people didn't respect the time and the other participants. Road Safety Consciousness was a project that will leave me with experiences and memories but most important with awareness and more sensitivity for the topic. I would like to thank the organizers and facilitators for this experience and for understanding our needs.

**Marina Nikolaou**

