

**SEVERAL ASPECTS AND MODERN STATE OF THE PREVENTION OF
CHILDREN’S ROAD TRAUMATISM IN UKRAINE AND ABROAD**

Several issues of prophylactic of children road-transport traumatism in Ukraine and Germany are considered. An analysis of prophylactic measures is done and some ways for the improving of the effectiveness of such activity are given

Key words: children road-transport traumatism, prophylactic, doing the study, parents, children, police officers

Children's road traumatism – the concept, which began to be used in enforcement in the second half of the 20th century. The objective cause of this phenomenon were the following factors: on the one hand dramatically increased the number of road transport, and on the other hand, scholars began to actively study the children and pidlitkovu psychology and came to the conclusion that it is distinct from behavioral psychology of adults, in particular, on the streets and roads. One of the factors that led to the increase of road traffic injury was the fact that most drivers started less responsibly to control vehicles. However, the number of such factors listed is not limited, and so the purpose of our article is the historical and legal aspects of the occurrence and development of the concept of children's road traffic injury and the directions of improvement of prevention on the part of State bodies, in particular the State automotive Inspectorate for its reduction. If we examine the emergence of the term "children's road traumatism", we can see that he appeared in the legal literature in the second half of the twentieth century [1, 2]. However, a clear definition of this concept in any

regulations or in scientific works on ensuring road safety is missing. The first regulations of independent Ukraine the notion of prevention of road traffic injuries has been formulated in the resolution of Cabinet of Ministers, which approved the regulations on the State automotive inspection [3].

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attitudes of children to conduct on the streets and roads, and most adults to conduct on the roads also repeatedly addressed in treatises [7]. But now in Ukraine has not been formed a clear system of education of proper behavior of children on the streets and roads. Separate issues raised in the legal literature, but they have not completed [8].

it should be noted that the analysis of the historical and legal and factual data about the phenomenon of children's motor vehicle injury has been already

investigated by Ukrainian scientists.

It becomes a tradition to conduct preventive work with children by the employees of the State Traffic System, but such activities are not developed and not laid down in legislation. Each employee of the State understands the need for such prophylactic work, however is it incomplete, it is not included in the work plans of the State Traffic System of such classes is not developed in the whole Ukraine.

the next question is to conduct preventive measures with drivers and other participants of road traffic. Employees of the State Traffic Inspection is more aimed at identifying violations of traffic rules on the conduct of preventive measures. Because the more revealed violations of traffic rules, the "better" are employees of the State. Scorecard, which exists in the work of the State Traffic Inspection, is not able to hold a full preventive work with the participants of road traffic.

In foreign countries, for example, in Germany the prevention of violations of traffic rules is one of the main directions of police activities, and the population is divided into separate groups, with whom he conducted special events based on the developed special programs.

For example, police Nordrhein-Westfalen have identified and carried out preventive measures with such groups of the population: children of preschool age, children of lower grades, children of middle class children of senior classes, parents, young drivers (those who have the right to control vehicles for up to two years), the drivers of freight vehicles, drivers of municipal transport, disabled people as participants in road traffic, the elderly as participants of traffic [9].

It should be noted that for each group developed a separate program with psychologists and educators, which was approved at the level of the ground. On the other hand, the police have to conduct lessons also take place in the respective pre-service training schools, where they learn the practical fundamentals of pedagogy and psychology, developing plans, conducting classes and learn to answer questions that may arise during the process.

In Ukraine there are achievements to the conduct of preventive measures regarding

the prevention of road traffic injuries. Even in the Soviet Union in the 1960s of the last century were created the first detachments of young inspectors of traffic. In these pens in game form began to study simple rules of behavior in roadway of streets and roads, studied the road signs, traffic light signals, were played by the sketches, which were themselves members of the State Traffic Inspection, pedestrians, trespassers. This form of preventive measures has become already traditional, however it does not cover all the teenagers and children. In these activities involved mainly children who are active and try to prove themselves. Most kids just watch the events. Apparently, you need to enter school programs, special training, which included the study of traffic rules.

In addition, was considered a form of prevention meant only for the junior and secondary school age. Children of secondary school age did not take attendance in such activities. No work in schools and kindergartens is not conducted with parents.

Going back to methods that use the police from Germany, we'll note that in every kindergarten are held several times a year performances on the observance of traffic rules parents and children. They, along with the present produce the most dangerous ways of coming to children's pre-school establishments and arrival home [9].

Scripts plays are different: it can be a reminder to parents and children that carriage of children can only be in special chairs with drawn belts or reminder that child seat must meet the age and growth of the child. In addition, during the occupation of almost concentrates on the way from home to preschool, and vice versa, are considered safe options for travel.

The following view classes are classes for children and adults as participants in road traffic. Adults and kids play the role of pedestrians and cyclists in real time in real conditions, i.e. on the roadway.

9This is done with the goal of a more responsible attitude of parents and children to obtain certain abilities and skills. Basic techniques practiced with parents while the children watch, and after this, classes are conducted with children.

A similar scheme practiced skills cyclists.

In elementary school is a special subject on SDA, and students need to study it and pass the tests. The classes are especially intense in the first and fourth grades in these classes consist of the appropriate tests. If students do not pass the tests, the police officers will not take any action, however the public and parents to create some pressure on the Director and teachers to students passed the tests, because the school in this case is declared as not capable to compose tests.

Actively collaborate with the police and the media, in some regions, employees of the police and the media to conduct joint raids by detecting violations of traffic rules, and it all appears in the media.

Highlights and scores of traffic safety and conducting training sessions with road safety. The police often provides sponsorship to employees of the media.

As a result of this work is the number of injured children in Germany several times smaller than in Ukraine.

Thus, the conduct of measures to prevent children's road-traffic injuries in Ukraine need to rebuild, because in today's world of cars have already become part of our lives and without them we cannot imagine modern society.

To enhance the effectiveness of the preventive measures, apparently, is appropriate to develop a national programme of such measures. In this program have involved not only the employees of the State Traffic Inspectorate, but also the media. The main purpose of such measures should be the formation of skills of safe behaviour on the streets and roads of both children and parents.

The employee of militia should be perceived as a person who primarily worried about the preservation of life and health of children, and not as a person who needs to punish violators.

Apparently, it is advisable to create the appropriate program on television and oblige all channels of television to carry out measures on prevention of road traffic injuries. This can involve both public and sponsorship funds.

Continuation of the activities of groups of young traffic inspectors are also possible, but in such events should participate the large number of children.

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