

# **The Analysis of the Violence in the Road Traffic. Expressions Forms and the Effects Related to the Level of Violence.**

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## **Abstract**

*This paper, aim to analyze violence in traffic, is discusses and is launching new research themes on the way in which road users perceive the attitude of road partners, risks associated with this violence, the main causes that make traffic to affect the health of drivers. Also, are presented the conclusions of many market studies regarding safety in traffic, causes of the accidents, national official statistics and at EU level concerning accidents causing the deaths. It is presented an aggressive driver profile in Romania. The proposals made aim to increase traffic safety and to ensure a proper driver's education starting with training phase in order to obtain driver's license, followed by issues concerning measures to be taken to attenuate this phenomenon.*

**Keywords:** violence in traffic, profile of aggressive driver, market research, traffic safety, car accident statistics, causes of accidents.

**J.E.L. Classification:** K14, K39, K42

## **1. Introduction**

The importance of analyzing the sides of the violence is justified by the large share that involuntary manslaughter is caused by drivers in a generic crime of manslaughter, the consequences produced being caused by the aggressive attitude, often devoid of respect and realized by persons that overestimates themselves as drivers.

Of course, to this is added the lack of interest of some of the drivers to ensure technical revisions of the car, the context in which the lack of functioning of the lighting systems, security systems, the existence of the driving and/or braking safety system associated with an advanced wear of the parts and an irresponsible attitude to behave in traffic along the road partners are making from road violence a regression factor of socialization and of crime increase.

There can't be ignored the way how following a damage, without human victims, the drivers involved are trying to bring justice often by injuries and even by physical violence threatening each other, so that eventually are reaching to an agreement or by going to the police authorities to receive a legal classification, with associated consequences for the driver responsible for the accident.

In case of accidents with victims, the situation becomes completely different, flees the scene or refusing first aid being acts punished by legislation in force, these undesirable situations generating a profile of reckless driver or which by alcohol consumption or by state of euphoria generated by other substances was the author of a road event.

## 2. The analysis of violence in the road traffic

Analyzing the statistical data provided by INSSE, on the period 1990-2008, using in this sense the Statistical Yearbooks, it is noticed that on the period 1990-1999 the number of crimes investigated by the police in which manslaughter was due to the auto drivers exceeded the number of 1000 crimes, this holding shares between 71.49 per cent and 92.95 per cent on this period from the total of manslaughter crimes.

Previously, on the period 2000-2005 as number and share the crime taken into consideration by us is recording decreases, in 2005 holding a share of 18.65 per cent Worrying is the fact that since 2006, and previously, this crime has an upward trend, with shares exceeding 65 per cent, aspect that characterizes a worsening of how the risk of being victim of the drivers has increased. In the following table it is shown the mentioned statistics.

**Table 1 – Evolution of auto accident cases during 1990-2008**

Years	Number of crimes of manslaughter investigated by police	From which number of crimes of manslaughter made by auto drivers	Share of the cases caused by auto drivers (%)
A	1	2	$3=2/1*100$
1990	1210	1082	89,42
1991	1453	1336	91,95
1992	1311	1211	92,37
1993	1333	1196	89,72
1994	1389	1195	86,03
1995	1489	1211	81,33
1996	1446	1149	79,46
1997	1481	1200	81,03
1998	1431	1023	71,49
1999	1304	1011	77,53
2000	1200	904	75,33
2001	1242	802	64,57
2002	1047	220	21,01
2003	936	216	23,08
2004	884	172	19,46
2005	917	171	18,65
2006	1022	714	69,86
2007	1107	746	67,39
2008	1122	798	71,12

Source: I.N.S.S. – Romanian Statistical Yearbooks

From the data provided by the Romanian Statistical Yearbook (2009), it results that on the period 2003-2008 was an increase of the number of crimes investigated by the police classified as manslaughter and a decrease of the number of persons permanently convicted for manslaughter, of course the situations aren't showing how much represents as share the persons convicted as auto drivers but in these circumstances it is retained the general aspect of the fact that the rates with chain based rates reveals:

- The number of crimes investigated by the police qualified as manslaughter records positive values on the period 2005-2008, the smallest annual increase being in 2008 comparative with 2007;
- The number of persons convicted for manslaughter after 2004 and 2005 when negative chain rates are recorded is knowing an upward evolution with inferior rates comparative with the rates that are corresponding to the number of crimes investigated but in 2008 it is noticed a reverse of the situation (1.70 comparative with 1.36);

**Table 2 – Rhythms with the chain on the number of cases investigated and the number of persons definitively convicted**

Years	The number of crimes investigated by the police-manslaughter	The number of persons permanently convicted for manslaughter	The rate with chain base of the investigated crime (%)	The rate with chain base of the number of persons permanently convicted for manslaughter
2003	936	789	-	-
2004	884	679	-5,56	-13,94
2005	917	570	3,73	-16,05
2006	1022	575	11,45	0,88
2007	1107	589	8,32	2,43
2008	1122	599	1,36	1,70

Source: I.N.S.S. – Romanian Statistical Yearbook.

A recent survey conducted at national level by General Inspectorate of Police (Crime Time, 2010) among drivers on a sample of 1119 drivers who were constantly driving in the 6 months proceeding the survey period, revealed the following aspects:

- Many Romanians condemns aggressive driving behaviour of other road users, but did not think it's wrong if they exceed the speed, give flashes, horn, cursing them or even became aggressive to the other drivers;
- All drivers that have been interviewed stated that the traffic became worse over the past two years and the most troubling aspect is crowded;
- Half of drivers (47.3 per cent) appreciate that the behaviour of other drivers are making driving to be an adventure;
- Half of the interviewed drivers are feeling unsafe in traffic;

- 62 per cent are saying that the speed can be exceeded in certain conditions and one from five drivers stated that he can drive with high speed the reason being that he's a good driver;
- A quarter of the interviewed drivers admitted that are they are frequently exceeding legal speed;
- 83.7 per cent of the drivers admitted the negative effects of the alcohol consumption but 16 per cent said that a smaller quantity of alcohol doesn't affect the capacity of driving;
- With reference to his own person an important percentage affirm that a bottle of beer, a glass of wine and even 100 ml of alcohol doesn't affect them;
- One from four drivers admitted that at least one time he drove under the influence of alcohol;
- 85.2 per cent are saying about themselves that they don't have an aggressive behaviour when they are driving and 1.2 per cent admitted that they are very aggressive with their driving. These are young between 18 years old and 35 years old;
- More than three quarters from the interviewed drivers said that they were abused in traffic by flashes and horns and half said that they were shown threatening or obscene gestures;
- Over half from those interviewed admitted that they are using flashes and horns as an intimidation method and one from five drivers admitted that he verbally abused other participants to traffic;
- Three quarters from the drivers are reclaiming the unacceptable behaviour of the change of the running sense without signalling;
- The change of the running sense without being sure (47.8 per cent), non paying attention to traffic (45.8 per cent) and illegal parking (43 per cent) are representing behaviours that affects almost half of the persons from traffic;
- Blocking the intersection, exceeding the column at the traffic light, non keeping distance from the car in front, excessive use of horns and flashes and phone usage while driving are mentioned by approximately a third of respondents drivers.
- The too high or too small speed, frequently change of lanes and non-corresponding positioning on the lane when changing the are a little more tolerable behaviour among drivers in Romania;

The conclusions of the study revealed that young people between 18 and 25 years old, drivers that are driving the company's cars and those that have been involved in road accidents are showing a bigger risk in traffic than the other participants.

As regards the drivers' behaviour, only 3 per cent believe that it got better in the last two years but only 48.7 per cent believe that it remained the same and 47.3 per cent believe that it got worse.

Taking into consideration the data provided by the General Inspectorate of Police (Ministerul Administratiei și Internelor, 2010), on the period 2004-2009 we can notice that in 2009 it is recorded the higher number of crimes (30957) relating to the road traffic, since 2007 this indicator having an annual increase. Also it can be noticed that in 2009 the rate of the serious accidents is decreasing with 2.44 per cent comparative with 2008,

but on the period 2007-2008 this indicator exceeded 20 per cent. On the other hand it results that the victims of the car accidents are qualified as “injured” in most of the cases but on the entire period it can be noticed that the number of dead people following these accidents exceeds 2300 persons, in the years 2009, 2008 and 2007 the average (of 2611.17 persons) of the number of deceased people being exceeded.

**Table 3 – Statistics of traffic police activity during 2004-2009**

Activities of road police	2009	2008	2007	2006	2005	2004
1. Crimes relating to road traffic regime (Emergency Ordinance no.195/2002)	30.957	25254	21823	20309	24904	19501
2. Serious accidents noticed	9.992	10242	8203	6745	6905	6707
- dead	2.729	2947	2712	2460	2491	2328
- injured	12.216	9072	6779	5406	5637	5503
dead, according to data from EU road Fatalities	...	3073.40	2794	2478	2461	2418
Rate with chain basis of the serious accidents (%)	-2,44	24,86	21,62	-2,32	2,95	-

Source: data from the General Inspectorate of Police and the statistics of EU Road Fatalities (2008)

More, taking into consideration the number of the deceased persons and of those injured following the auto accidents and relating this with the serious accidents it results that a road event can lead to 1.16-1.50 human victims, in 2009 reaching a maximum level on the entire period analyzed. This evolution is shown in the table below:

**Table 4 – Evolution of the number of fatalities due to motor vehicle accidents and the average as regards a car accident**

Indicator/ year	2009	2008	2007	2006	2005	2004
Number of deceased and injured persons as result of auto events	14.945	12.019	9.491	7.866	8.128	7.831
Average number of persons victims/ serious car accident	1,50	1,17	1,16	1,17	1,18	1,17

Source: primary data from the General Inspectorate of Police  
The average was calculated based on IGP data.

### 3. Types of violence behaviour in traffic and their effects

Addressing injuries to traffic partners was punished in 2007 by concluding contravention minutes and in 2008 concluding 291 of this contravention minutes but the

phenomenon is more widespread than the level at which statistics refers, the fact being foreseen in the Road Code being punished with a fine and penalty points.

It is recommended that emotions be kept in check in case of an accident in which that person is involved, and to be avoided the contact with angry driver, the victim of the accident, the biggest danger being given by the situation where both drivers are angry, case in which no prerequisites for achieving certain levels of physical confrontation, violence becoming manifest.

On the other hand, should avoid while driving listening to lively music, in these cases, yielding an increased aggressiveness in the attitude of the driver.

According to statistics a quarter from the day of each driver in Bucharest is lost in traffic; on average, every inhabitant of the city spend 3 ½ hours in the car; annually are registered about 130,000 new cars in Bucharest; in the first 10 months of 2008 were recorded 1,000 serious accidents in which 117 lives were lost and people have suffered serious injuries other 944; in the past 17 years, 2,800 people died in car accidents only in Bucharest, and another 15,000 were seriously injured.

For the milder forms, like flashes, horns, swearing or obscene gestures to the most severe, as quarrels, scandals and fights, aggressive is expressed by terrorizing women or older drivers, hatred for motorcyclists, violence solidarity of taxi drivers involved in road incidents, noise pollution made by riders who bring changes to the muffler or charge with a maximum severity of the smallest error committed by the traffic colleagues.

It is known the staircase method DAS (Driving Anger Scale) on the basis which is measured the violent reactions of the car drivers and the impact that this phenomenon has, of the violence at the wheel, so, as some criminologists, aggressive behaviours in traffic are intentional conducts fuelled by anger or frustration and are threatening other road users, whether psychological or physical.

It is also shown, from the psychological perspective as an explanation of the gestures of the drivers while driving the fact that at the wheel you cannot directly ask the traffic participants and cannot get a response. Therefore horn or gesture. *You can see, but you cannot be heard. In addition, we stand behind other cars and, therefore, of their leaders. It results a relationship of subordination that does not do us no pleasure. This is somewhat contradictory to the natural way of communication, when you see your caller.* As regards this behaviour from the study resulted that also contributes the fact that the *sense of identity is lost in traffic*, the driver of the vehicle identifying with the mark and its registration plate.

According to police, traffic congestion, infrastructure works and undisciplined driving are causes that are inducing to drivers and pedestrians a state of nervousness that often degenerate into violent verbal and/or physical.

According to other data (Inspectoratul General al Poliției, 2010) it results that in the first 9 months of 2010 the number of serious road accidents was reduced with 11.44 per cent comparative with 2009, of the persons deceased with 16.49 per cent and of the serious injured people with 8.10 per cent it is shown by a bulletin of the General Inspectorate of the Romanian Police. In the period January-September 2010 took place 6.632 serious accidents, followed by 1.666 deceases persons and 6.164 of serious injured people.

Also in 2010, the main causes of the accident are:

- **Unsuitable speed to road conditions** (1.318 accidents with 110 less than 2009),
- **Irregular crossing of pedestrians** (1.051 accidents with 226 less than in 2009),
- **Refusal of priority between vehicles** (558 accidents with 96 less than in 2009),
- **Refusal of priority to pedestrians** (524 accidents)
- **Imprudent driving** (496 accidents).

On the other hand, during January-September 2010 the police detained in order to suspend the right to drive vehicles 134.361 of driving license and withdrew 72.354 of registration certificates.

Important to remember is that the evolution from 2010 at the level of road traffic in terms of number of fatalities in serious road accidents fall into the trend in serious decline that characterize this period of most EU states, according to statistics "EU road fatalities" (mortality on the roads of the European Union) published by the European Commission.

According to European Commission - Directorate - General for energy and Transport Energy and Transport, (2009) in which the available data stop at the level of 2008, Romania is reported to be characterized in 2008 compared to 2007 as the only state in which growth was of 10% and during 2001-2008 with an evolution of 24 per cent, the only country that has registered in that period a positive evolution being Bulgaria but with less data than those of Romania, while countries such as Belgium, Germany, Ireland, Spain, France, Italy, Luxembourg, Netherlands, Portugal, Sweden registered negative values of the evolution, values that exceeded the EU average (-28 per cent), that exceeded 30-35 per cent and even 40 per cent which means an increase of traffic safety in those countries as a result of measures taken and drivers responsibility.

It is worth noting, based on the same road fatalities EU statistics the fact that during 2001-2008 the evolution of deaths in road accidents had negative growth rates from 2 per cent in 2002/2001 to 20.5 per cent in 2007/2001 and 28 per cent in 2008/2001.

Decreases of indicators for Romania, compared to the EU criteria "Evolution in 2009 compared to 2008", were close to EU average (-11 per cent) for the period 2008-2009, surpassing countries like Austria (-7 per cent), Belgium (+1 per cent), France (0 per cent), Germany (-7 per cent), Greece (-7 per cent), Netherlands (-5 per cent) and Portugal (-5 per cent).

Jean-Pascal Assailly, psychologist and researcher at the INRETS (Institute National de Recherche pour les Transports et leur Sécurité, Paris) distinguishes five car accident risk factors at people under 30 years: *alcohol, drugs, fatigue, overcrowding the car and speed, seen as an aggravating factor* (Sonea, 2007).

Taking into consideration a very interesting comparison, recently in the media Robu (2010) published the result of a study realized in UK on a sample of 3,000 persons, whose conclusions were that the car drivers leading the car of the Bavarian car manufacturer BMW are the most aggressive traffic, a similar behaviour having the drivers driving white vans and Audi drivers and on the other hand, drivers who drive Volkswagen and Mercedes cars are the last as regards the most aggressive drivers.

Also, 23 per cent of British people faced a nervous driver that got out from the vehicle in order to do justice, and 65 per cent said that every time they meet with an aggressive driver.

As regards the violence prevention and road accidents in Romania is currently working to amend the Highway Code, in the sense of giving a definition of aggressive driving and to establish an appropriate sanction, in this direction being analyzed notably the matters of Spain regulations.

In Spain, aggressive means "driving a motor vehicle threatening the life and integrity of persons or displaying contempt for the rules and road safety", the sanctions reaching to prison ranging from one month to five years and if foreigners refuse to pay the fine they remain without the car. Similarly, the authorities have decided to install mobile cameras on major roads used by tourists or in those cases where there were frequent accidents and in addition these surveillance systems are equipped with the function to distinguish between Spanish license plates and foreign ones.

According to another study realized by Board of Psychologists and Romanian Police it was managed to achieve a profile of the difficult driver on Romanian roads being targeted drivers who speed up or are aggressive while driving. Thus, it is recommended that the driver from which you should beware has up to 25 years old, is driving a car with a powerful engine with a capacity exceeding 2000 cc and has a driving license less than five years. It's better to keep distance from drivers who drive company cars, most often without a certificate to that effect.

The more aggressive in traffic said they were young people aged 18-25 years, followed by those between 26-35 years. Drivers in urban areas are assessed as having a more aggressive style than those in rural areas, also men versus women. The most aggressive are considered to be those driving during their job but without the certificate of professional drivers. Only one from seven drivers admit they have a pretty aggressive driving style, while 1.2 per cent think they are very aggressive in the way that are driving.

People who said they had been verbally abused (43.5 per cent) or whose cars were locked in the parking lot (39 per cent) blame this kind of violence, while a third of drivers said they mentioned that the driver in front deliberately have braked the car. The same, a third of respondents have risked passing motorists at red traffic lights, have exceeded the limit or have not signalled its intention to change the direction of travel. 13.1 per cent say that they like to feel the adrenaline when driving. Most of those who are driving drunk are men - 28 per cent, while one from ten women said that it happened to drive after having consumed alcoholic beverages.

Analyzing data and information presented above it can be immediately noticed the apparent way in which violence while driving and in traffic can degenerate, the ways in which violence becomes an instrument for exercise on the wheel and the compulsion to identify the driver of the vehicle, the fact that young people with little experience that are driving powerful cars are the most reckless engendering the lives of others, also displaying a hostile attitude, tough and ready to be perpetuated by continuing to disturb other car drivers that are driving correctly.

On the other hand, the results of the mentioned studies tend to worry about how drivers perceive traffic violation of certain prudential norms and the attitude of acceptance of alarming situations (a glass of wine, 50 ml of alcohol, a bottle of beer) prior



climbing behind the wheel tend, to alarm. On the other hand, the combination of factors such as those of drug abuse, prolonged fun at night in discos, the degree of fatigue and eccentricities inevitably lead to increasing insecurity in road traffic.

In this situation, in order to prevent road accidents, the Institute for Research and Crime Prevention did a study on the attitudes of drivers in traffic, study that was conducted during 1-15 February 2008. The study was conducted on a sample of 1207 active drivers (who drove on the last 6 months), representative at national level for drivers under the age of 70 years.

The results of the study show that:

- More than half of drivers said they had been victims of verbal abuse and risky maneuver the car of other road participants;
- The vast majority of drivers perceive themselves as having a very prudent and cautious behaviour (96.3 per cent), but asked about the violation of traffic regulations, a significant percentage of them said they frequently violate traffic rules;
- Negative aspects of the traffic raised by drivers refers to state of the roads (87.8 per cent), parking situation (86.1 per cent), compliance with traffic rules (80.2 per cent) and traffic congestion(78.8 per cent);
- The questioned drivers are frequently willing to exceed the speed limit by 10-20km/hour because some traffic conditions allow or require it, because other drivers do that or they rush;
- The most of the respondents have shown they do not know the law on drinking, stating either they do not know the legal limit for blood alcohol concentration, either by showing different values. Only 16.7 per cent of respondents indicated the value 0;
- The risk is perceived as a minimum if the breach of the rule is done with moderation or caution;
- The behaviour and attitude of young people reveals: nearly 40 per cent believe *traffic congestion requires making some risky maneuvers* and more than a quarter of drivers in this category agree that *in order to arrive on time, you can break some rules of the road*; underestimate the danger associated with aggressive behaviour of drivers, irregular over passing, speed, lack of checking the technical condition of the car; 10 to 20 per cent more young drivers than other drivers appreciate that often exceed the legal speed by 10-20 km both in the city and outside it;
- 60 per cent of drivers involved in accidents agree that exceeding by 10-20 km / h the speed limit is acceptable as all drivers do it (compared to 45 per cent of drivers who were not involved in accidents);
- 50.2 per cent of drivers find it more important to maintain a smooth traffic than to obey all traffic laws (as against 39.2 per cent);
- People involved in road accidents, a much lower percentage (57.4 per cent) declare that never or rarely go on yellow traffic light, compared to drivers who were not involved in accidents (75 per cent).
- The percentage of drivers involved in traffic accidents who say they have driven after drinking alcoholic beverages is much higher than that of drivers who were not involved in accidents (44.5 per cent compared to 24.5 per cent);

- 40 per cent of drivers were checked by a test that measure alcohol concentration in the blood at least once in the past three years;
- A quarter of drivers have been fined for exceeding the speed limit at least once in the past three years;

The survey revealed that 92 per cent of respondents are concerned about the number of road accidents, 83.4 per cent of rising crime. In traffic they feel safe the most of it (40.6 per cent of respondents), while 43.5 per cent very little, the difference from our previous understanding being that they do not perceive that they can have an accident. The main reasons for which respondents did not feel safe in traffic relate to driver behaviour (nonobservance of traffic rules (79.7 per cent), making risky maneuvers (57.8 per cent), poor condition of roads (65.7 per cent) and perception of a number to high of accidents (45.3 per cent).

In the case of 71.5 per cent of answers, the most important reason of that traffic safety is that they consider "experienced driver". 68.5 per cent of car drivers recognize the benefits of seatbelt use, 18.6 per cent of them consider that in case of an accident there is the risk of being stuck by the seatbelt and 12.5 per cent believe that it is not necessary to wear the belt if you drive carefully.

Taking into consideration the causes relating to the speed exceeding and of its maladjustment to traffic conditions and as explanation of a significant number of accidents, we consider appropriate to render our responses in a graphic form as follows. It is retained only the aspect that over 50 per cent of the answers are referring to the fact that the current speed limits should be maintained but a significant value is given by de situation of "European national roads between small towns).

Another direction of approach regarded the risk factors in accidents, so that on the basis of notes it have been possible to summarize the answers, below are the factors taken into account, observing that the scale from 1 (not dangerous) to 10 (very dangerous) grades lead to the idea of danger for each of the *factors*, namely:

- Driving under the influence of alcohol – 9.6
- Driving under the influence of drugs - 9.4
- Failure of braking - 9.3
- Excessive speed - 9.3
- Failure of the steering - 9.1
- irregular surpassing - 8.9
- Violations of rules relating to priority - 8.9
- Driving under the influence of medication ( with drug effect) - 8.7
- Driving having a level of fatigue - 8.7
- The presence of carts on the roads – 8.6
- Failure to change the direction of travel - 8.6
- indiscipline of pedestrians - 8.4
- Condition of roads - 8.3
- Aggressive behaviour of drivers - 8.2
- Waste Tires - 8.1
- Failure of the lighting system – 8.1
- No verifying the periodic technical condition of the car – 8

- National roads poorly marked - 8
- No keeping the regular distance from the vehicle in front - 7.5
- Adverse Weather Conditions – 7.3
- Use a hand-free mobile phone while driving - 7.2
- Congestion - 7.1

As regards the involvement in accidents resulted that 20.5 per cent of drivers have been involved as a driver in at least one accident in the last three years and that 26.7 per cent of drivers aged between 26-35 years were involved in accidents in the last three years, compared with only 12.5 per cent of drivers over 55 years old. On the other hand, the percentage of men who were involved in accidents is twice that of women (24 per cent vs. 11.8 per cent).

Those who like to have a prudent driving style increases with age, from 29 per cent (under 25 years old) to 65.6 per cent (over 55 years old), while reducing the share of those who define their driving style quite dangerous from 5.6 per cent (under 25 years old) to 0 (over 55 years old).

44.5 per cent of drivers involved in accidents say they have driven after having previously consumed alcohol, while drivers who were not involved in accidents hold only 24.5 per cent.

Regarding the violent attitude of drivers in traffic, 25 per cent said they had assaulted verbally or through gestures other road participant, 12.6 per cent have done risky maneuvers on another road user, and 2.2 per cent have physically assaulted another road participant.

From the distribution of answers on the direction in which the authorities should intervene it can be noticed that the drivers clearly identify the activities in which authorities should be involved, over 90 per cent of the responses referring to the improvement of roads condition and road signs, as key factors of road traffic and of prevention of accidents/violence.

Of course, the scope of the study and its effectiveness are coordinates whose effects will be seen over time, but it can be retained the fact that the proposals issued on this occasion come to prevent reprehensible behaviour and attitudes of prospective drivers. Thus, detailing the courses of study in schools in promoting preventive driving and a respectful style of forming a partnership in traffic as a driver, managing incentives for institutions that are managing roads in order to rebuild the infrastructure by reducing the effect of stress and of the anxiety of drivers in traffic, plus useful measures for marking and signposting of areas identified by a high degree of road events, adaptation to the skills of legal speed limit on certain areas of the road so as to ensure a consistent flow of movement, by promoting supported campaigns by which drivers will know the risk of indiscipline, of eccentricities, of disrespect of traffic rules and traffic safety.

## **Recommendations**

Among the proposals that can be made in conditions that already existed an aggressive driver profile, a useful measure in preventing accidents could be to prohibit to this drivers to drive cars with high capacity, meaning power, either for a period of time or

until they reach a certain age or you might think a system by which a car with this power should be restricted to the hours, the speed at which to run or areas of intense traffic. In the most difficult intersections would be recommended to be placed a traffic police officer to prevent violence and fluidity of movement in case of congestion or a malfunctioning traffic lights or for younger drivers to make a particular record in road traffic offences, in the presence of which they have restricted access to certain areas of the road known as potential accident areas. Good manners on the road course would be useful in driving school graduation.

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