

The background image shows a street scene. A white van with license plate AAC-3517 is parked. In front of it are orange traffic cones and a sign that says '道路施工' (Road Construction). A building with a 'Hi-Life' sign is in the background.

# 兒 少

關於兒少交通安全

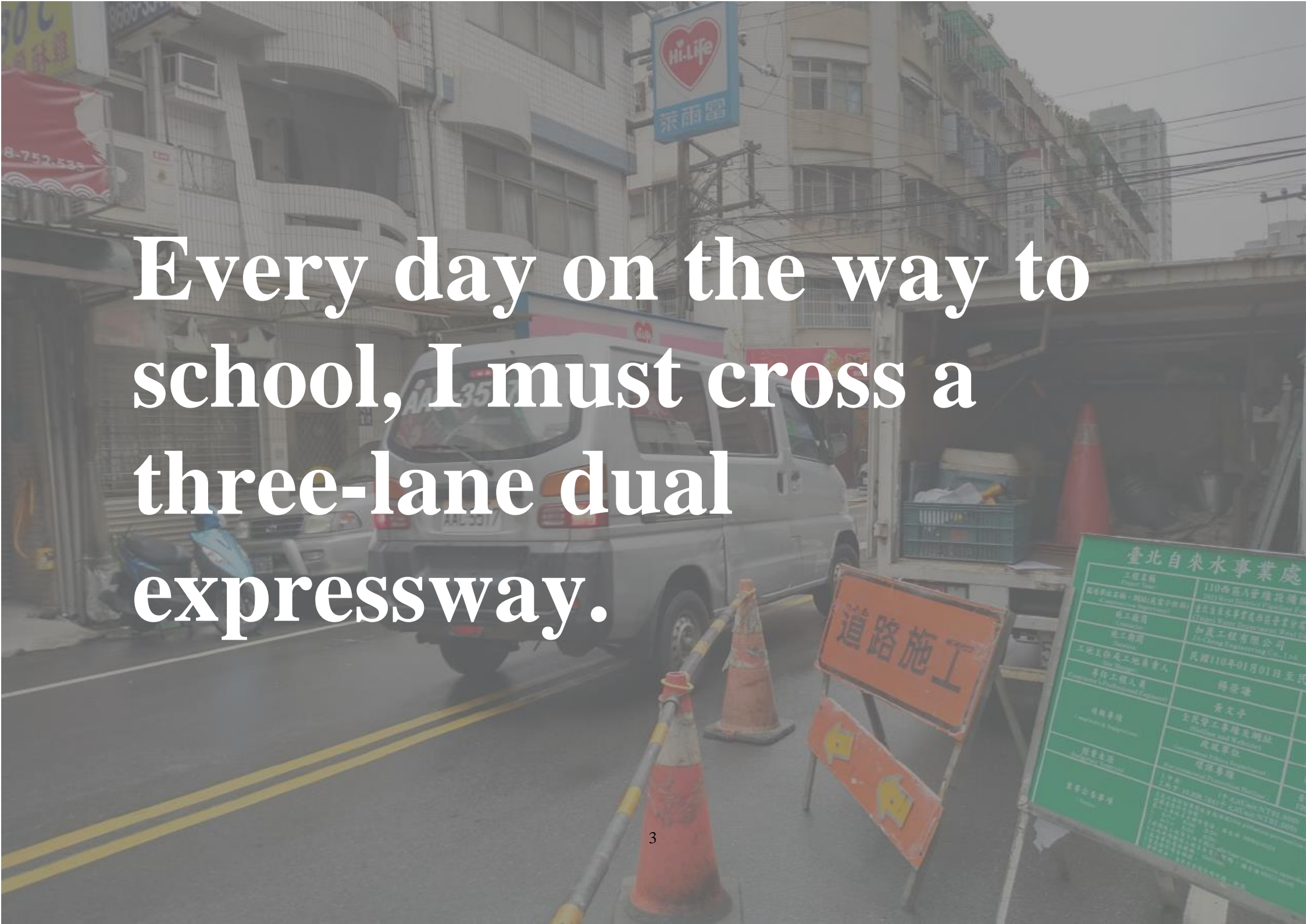
# 報 告

# Preamble and Outline

Child and Youth  
Report  
Traffic Safety for  
Children and Youth



# I am a student



Every day on the way to school, I must cross a three-lane dual expressway.





I must face illegal parking  
and rude drivers who  
never stop for  
pedestrians.

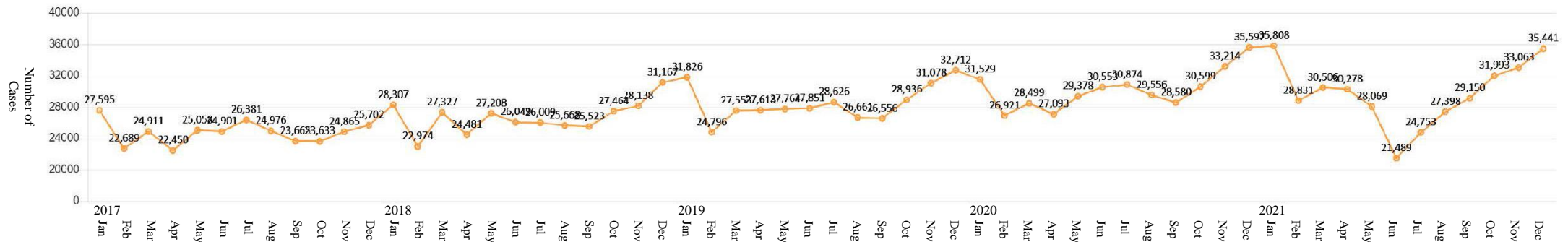




Yet school traffic safety education cannot be enforced.

# The traffic-related casualties of children and youth in the last five years went up and down.

**Road Traffic Accidents**  
**Total Number of Cases Across Taiwan in the Last 5 Years**



Figures for 2021 are preliminary estimates.

1. Source: National Police Agency for data on traffic accidents and Ministry of Health and Welfare for data on causes of death. Data obtained on February 16, 2022. 2. Data supplier: Road Traffic Safety Committee, Ministry of Transportation and Communications. 3. Production time: February 28, 2022. 4. Note: 30-Day Deaths means number of deaths within 30 days after a traffic accident.





But there is no sign of a declining trend.



面曝光 同學逃 她來不及 | TVBS新聞

TVBS新聞台

公車撞女高中生畫面曝光 同學逃 她來不及

掌握新聞脈動 | 訂閱TVBS NEWS頻道

中生走路遇車禍 遭輾斷左腿 | 華視新聞 20180906

最新 國中生走路上學遇車禍 遭輾斷左腿

掌握新聞脈動 | 訂閱TVBS NEWS頻道

UBike閃避停車! 高中生擦撞機車 | TVBS新聞

下課騎UBike閃避停車! 高中生擦撞機車

掌握新聞脈動 | 訂閱TVBS NEWS頻道

無照騎車畢旅 高中生車禍 | 華視新聞

無照騎車畢旅 高中生車禍

掌握新聞脈動 | 訂閱TVBS NEWS頻道

小學生被轎車撞飛 | 華視新聞

避雨跑過馬路.. 小學生被轎車撞飛

掌握新聞脈動 | 訂閱TVBS NEWS頻道

女高中生遭公車撞死 | 華視新聞

女高中生遭公車撞死

掌握新聞脈動 | 訂閱TVBS NEWS頻道

男童突竄出! 救護車閃避不及撞上 | 華視新聞

男童突竄出! 救護車閃避不及撞上

掌握新聞脈動 | 訂閱TVBS NEWS頻道

暗夜車禍! 2歲半男童過馬路遭撞 | 華視新聞

暗夜車禍! 2歲半男童過馬路遭撞

掌握新聞脈動 | 訂閱TVBS NEWS頻道

腳好痛...母跪臥在地"緊抱安撫15歲兒 | 華視新聞

腳好痛...母跪臥在地"緊抱安撫15歲兒

掌握新聞脈動 | 訂閱TVBS NEWS頻道



酒駕撞死高中生 肇事者穿紅衣現身靈堂 | 華視新聞

酒駕撞死高中生 肇事者穿紅衣現身靈堂

掌握新聞脈動 | 訂閱TVBS NEWS頻道

國中女騎單車上學 捲拖板車底遭撞 | 華視新聞

國中女騎單車上學 捲拖板車底遭撞

掌握新聞脈動 | 訂閱TVBS NEWS頻道

1歲童突衝出馬路 撞「像球滾」拋飛5公尺 | 華視新聞

1歲童突衝出馬路 撞「像球滾」拋飛5公尺

掌握新聞脈動 | 訂閱TVBS NEWS頻道

撞上前輪 | 華視新聞

撞上前輪

掌握新聞脈動 | 訂閱TVBS NEWS頻道

安親班漏接 小四童急衝過馬路遭車撞死 | 華視新聞

安親班漏接 小四童急衝過馬路遭車撞死

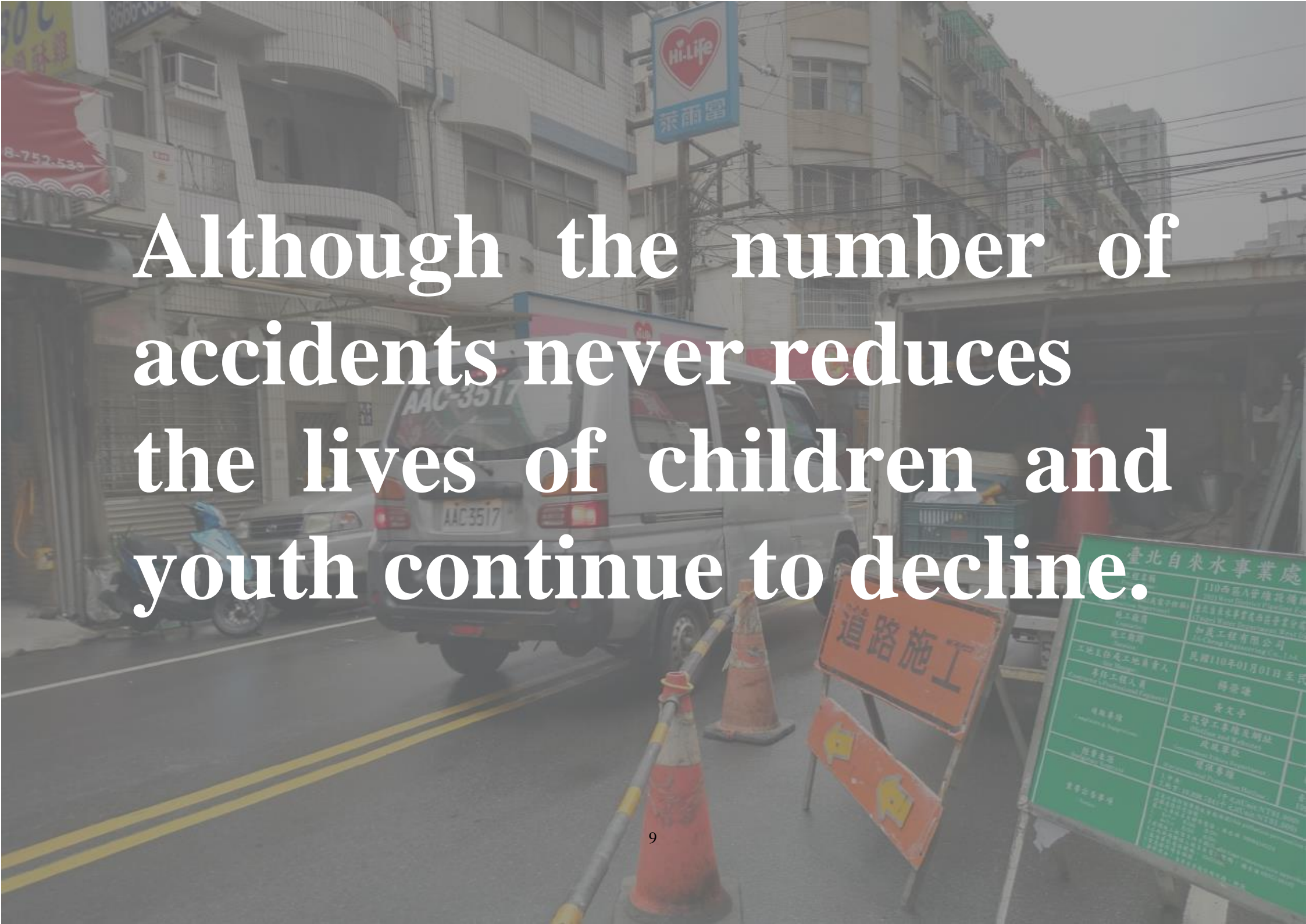
掌握新聞脈動 | 訂閱TVBS NEWS頻道

走在斑馬線上被汽車撞上 | 華視新聞

走在斑馬線上被汽車撞上

掌握新聞脈動 | 訂閱TVBS NEWS頻道



A street scene in Taipei, Taiwan, featuring a white van with license plate AAC-3517 parked on the side of the road. In the foreground, there are orange traffic cones and construction signs, including one that says "道路施工" (Road Construction). A large green sign on the right lists contact information for the Taipei Water Bureau. The background shows multi-story buildings and a heart-shaped sign with "Hi-Life" and "萊爾富" (Lai Er Fu) text.

Although the number of accidents never reduces the lives of children and youth continue to decline.



# I have a very small request.





# I want to live.



# I want to live safely.





I don't want to fight my  
way through traffic in fear  
every day.



# This can't be too much to ask, right?



# Why can't the government do it?

The background of the slide is black, covered with numerous red paint splatters and streaks of varying sizes and directions, creating a somber and urgent visual effect.

# How should the government take responsibility for 1,613 lives?

\* Number of traffic-related deaths of children and youth between 2008 and 2021.






**Each of them was a  
valuable soul.**



**Can you now stop being  
indifferent?**



The background of the image is black, covered with numerous red paint splatters and streaks of varying sizes and directions, creating a dynamic and textured effect.

# **#Ministry of Transportation and Communications A Life for A Life**

# Outline

Main Section	Level 1 sub-section	Level 2 sub-section	Level 3 sub-section	Content	Page
I.				Concerns about traffic issues due to life experience.	3
Introduction					
II.				Traffic accidents are the main unnatural cause of death among children and youth in Taiwan, and the rate is extremely high compared to that of Japan.	7
Data					
III.				Humanity-oriented traffic (HOT) environment is traffic planning for humanity.	11
Overview				Education, engineering, and enforcement together can improve traffic safety.	12
				Systemic traffic violence (STV) refers to the impact on traffic safety of the government's improper transport policies after long-time operation. STV is very serious in Taiwan.	13



	3-4 Relation between traffic and children and youth		After setting off from home, children and youth must use roads, so it's not just about commuting to school, it is more about leisure, culture, and assembly.	15
	3-5 Issue overview		STV has existed in Taiwan for a long time. HOT and T3E together can help improve the current traffic condition.	17
IV. Traffic (T3E)	3Es Education	4-1-1 Formalistic evaluation	An evaluation is conducted every five years, with schools conducting the primary evaluation as a formality.	19
		4-1-2 Safety education in the curriculum and class borrowing	Traffic safety education is not included in the curriculum. Even worse, arts and skills classes are often used for other courses, making it impossible to enforce traffic safety education.	20
		4-1-3 Controversy over school-required course	The controversy over the school-required courses last year shows that traffic safety education is unorganized and incoherent.	21

		4-1-4 Misinformation	The government often has incorrect information and teaching materials switching primary and secondary causes.	22
		4-1-5 Traffic safety month	A showcase of formalist publicity materials with no actual effect.	23
		4-1-6 Recommendations	Recommendations for the above problems.	25
	4-2 Engineering	4-2-1 Disintegrated traffic responsibility	Traffic responsibility is disintegrated, and engineering technical specifications are ununified.	26
		4-2-2 HOT not enforceable	HOT is merely a suggestion and not included in any regulations, making it not enforceable.	29
		4-2-3 Ignoring pedestrians' needs	There are not many sidewalks.	30
		4-2-4 Marked sidewalk abuse	Fragmented, unconnected, narrow, and illegal pavements deprive the right of way of pedestrians.	34



		4-2-5 Insufficient pedestrian crossings	4-2-5-1 Curbs and railings	They help protect pedestrians but are rarely installed.	39
			4-2-5-2 Crossing distance	The lengths of pedestrian crossings are too long.	41
			4-2-5-3 Curb extensions and pedestrian refuge islands	They help protect pedestrians but are rarely installed.	42
			4-2-5-4 Pedestrian traffic signals	The time for the walk signal is too short.	45
			4-2-5-5 Two-stage turns	This mechanism makes vehicles often stay at or drive across pedestrian crossings.	46
		4-2-6 Insufficient bicycle facilities		There are only very few bicycle lanes.	47
		4-2-7 Accessible facilities		Inadequate universal design inconveniences the access of people with disabilities.	53

		4-2-8 Summary		Integrated: Corresponding to the data, being on foot and bicycle are ranked in the top of means of transportation in child and youth traffic accidents.	56
		4-2-9 Recommendations		Recommendations for the above problems.	57
	4-3 Enforcement	4-3-1 Inexact enforcement	4-3-1-1 Regulations	The absurdity of no penalties for misdemeanors.	59
			4-3-1-2 Current status	Misdemeanors are everywhere.	61
			4-3-1-3 Overloaded school buses	Overloading is normal of school buses.	64
		4-3-2 Amending bad laws		The absurdity of report limitation.	66
		4-3-3 Traffic guards		Students and teaching staff are unprotected and given no authority when providing traffic guard service.	71



		4-3-4 Recommendations	Recommendations for the above problems.	74
V. Knowing and Expression	5-1	Expression and participation	Children and youth are deprived of the right to express their opinions on traffic issues.	75
	5-2	Knowing	Children and youth are deprived from the right to know in traffic issues.	77
	5-3	Recommendations	Recommendations for the above problems.	78
VI. Conclusion			Hoping that no more children and youth are killed in traffic accidents.	79

The background image shows a city street scene. A white van with the license plate AAC-3517 is parked on the left. In the foreground, there are two orange traffic cones and a yellow and black striped pole. To the right, there is an orange construction sign with the Chinese characters '道路施工' (Road Construction). In the background, there are multi-story buildings and a sign that says 'HiLife' with the Chinese characters '萊爾富' (Lai Er Fu) below it.

# Child and Youth Report

Traffic Safety for Children and Youth



# **Contents**

## **I. Introduction**

## **II. Data**

## **III. Overview**

**(I) Humanity-oriented traffic (HOT)**

**(II) Traffic 3Es (T3E)**

**(III) Systemic traffic violence (STV)**

**(IV) Relation between traffic and children and youth**

**(V) Issue overview**

## **IV. Problems in terms of T3E**

**(I) Education**

**(II) Engineering**

**(III) Enforcement**

## **V. Expression, Knowing, and Participation of Children and Youth**

## **VI. Conclusion**

# I. Introduction

I am a student from New Taipei City. My name is Ying-Tso WEN. This Children's Report is motivated by my life experience. When walking across a zebra-crossing on my way to school the other day, I came across a U-turning lorry on the expressway that didn't stop for me. Then, I realized how bad Taiwan's traffic condition was, even to an extent of violating the right to life of children and youth.



▲ *At the road junction in question, students on their commuting route must cross a two-lane dual expressway without protection of any kind. Among the developed nations in the world, this is a unique design.*

**According to the Convention on the Rights of the Child (CRC)<sup>1</sup>:**

*Article 6*

*2. States Parties shall ensure to the maximum extent possible the survival and development of the child.*

---

<sup>1</sup>Convention on the Rights of the Child, Laws and Regulations Database of the Republic of China (Taiwan)



After reading related documents and data, I found that my thoughts were supported: Besides being unsafe, Taiwan's traffic also severely threatens the right to survival of children and youth. According to the statistics of the Road Traffic Safety Committee (RTSC)<sup>2</sup>, Ministry of Transportation and Communications (MOTC), up to 1,691 children and youth were killed in traffic accidents between 2008 and 2021, i.e., an average of 120 deaths each year. The number of children and youth injured in traffic accidents was even up to approximately 340,000, an average of over 20,000 injuries each year.<sup>3</sup>

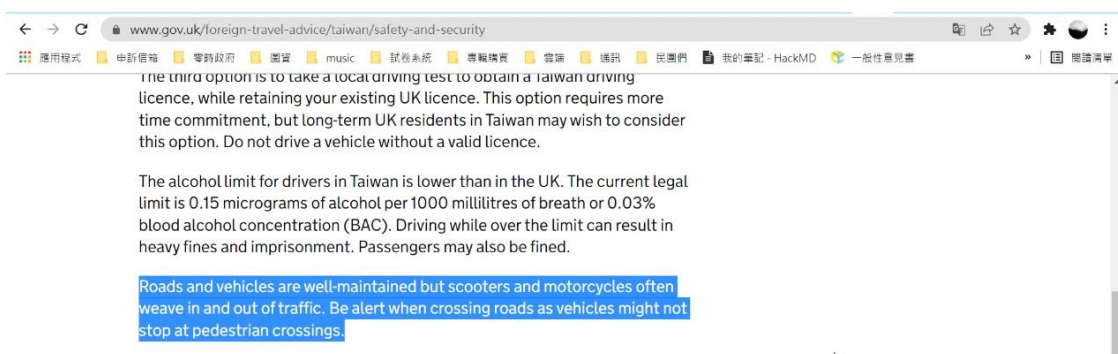
Child and youth casualties in traffic accidents are not merely projection, more data is presented in the second part. In addition to data, the country has also recognized severity of the situation. The following description is shown in the convention-specific document<sup>4</sup> of the current international review:

*Chapter 3: General Principles*

*C. Rights to life, survival, and development*

69. “Traffic accident” has been the major cause of accidental deaths among children and youth in recent years, see Annex 3-5.

Besides the recognition of Taiwan's government, Taiwan's traffic safety is also a concern of other countries:



<sup>2</sup> Dashboard of the road safety information enquiry website of the RTSC, MOTC.

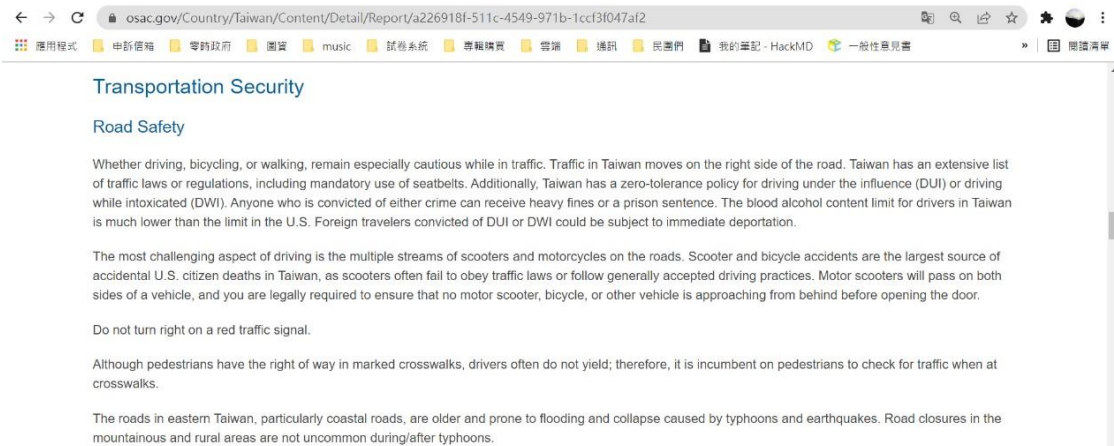
<sup>3</sup> More complete information is available in the data section.

<sup>4</sup> CRC information website: Convention-Specific Document for the Second National Report on the Convention on the Rights of the Child.

### ▲ *Travel advice for Taiwan from the UK Government*<sup>5</sup>

*[Be alert when crossing roads as vehicles might not stop at pedestrian crossings.]*

*“Be alert when crossing roads as vehicles might not stop at pedestrian crossings.”*



### ▲ *Travel advice for Taiwan from the US Government*<sup>6</sup>

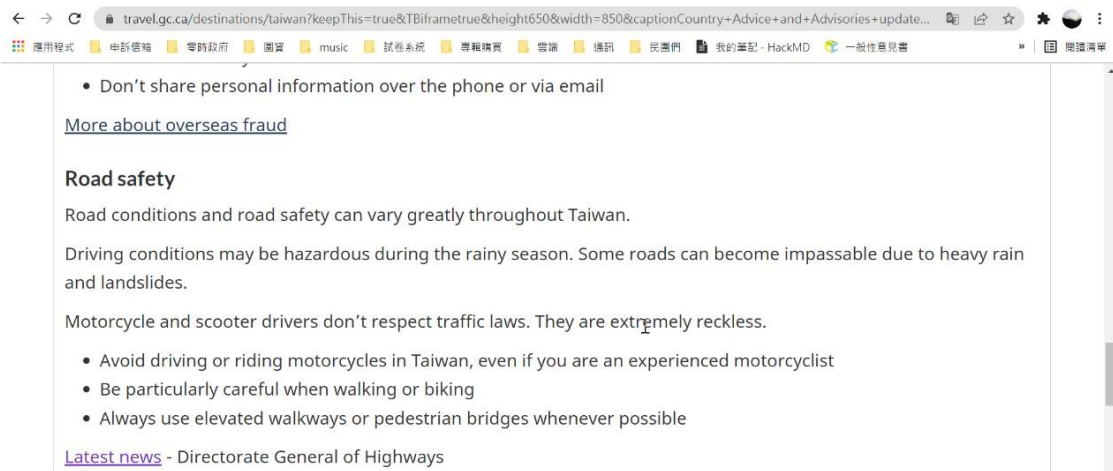
*[Although pedestrians have the right of way in marked crosswalks, drivers often do not yield; therefore, it is incumbent on pedestrians to check for traffic when at crosswalks.]*

*“Although pedestrians have right of way on marked crosswalks, drivers often do not yield; therefore, it is incumbent on pedestrians to check for traffic when at crosswalks.”*

<sup>5</sup> <https://www.gov.uk/foreign-travel-advice/taiwan/safety-and-security>

<sup>6</sup> <https://www.osac.gov/Country/Taiwan/Content/Detail/Report/a226918f-511c-4549-971b-1ccf3f047af2>





### ▲ *Travel advice for Taiwan from the Canadian Government*<sup>7</sup>

*Motorcycle and scooter drivers don't respect traffic laws.*

*They are extremely reckless. Avoid driving or riding motorcycles in Taiwan, even if you are an experienced motorcyclist.*

*Be particularly careful when walking or biking.】*

*“Motorcycle and scooter drivers don't respect traffic laws. They are extremely reckless.*

*Avoid driving or riding motorcycles in Taiwan, even if you are an experienced motorcyclist.*

*Be particularly careful when walking or biking.”*

**All such data repeatedly confirms that traffic accidents in Taiwan have caused extremely negative influence on children and youth. If the government takes no action to solve the problem, it will be complete contempt for the right to life of children and youth.**

---

<sup>7</sup> <https://travel.gc.ca/destinations/taiwan?keepThis=true&TBiframetrue&height650&width=850&captionCountry+Advice+and+Advisories+updated+in+the+last+24+hours>

## II. Data

According to the annex to this international review<sup>8</sup>, statistics on unnatural deaths of children and youth are as follows:

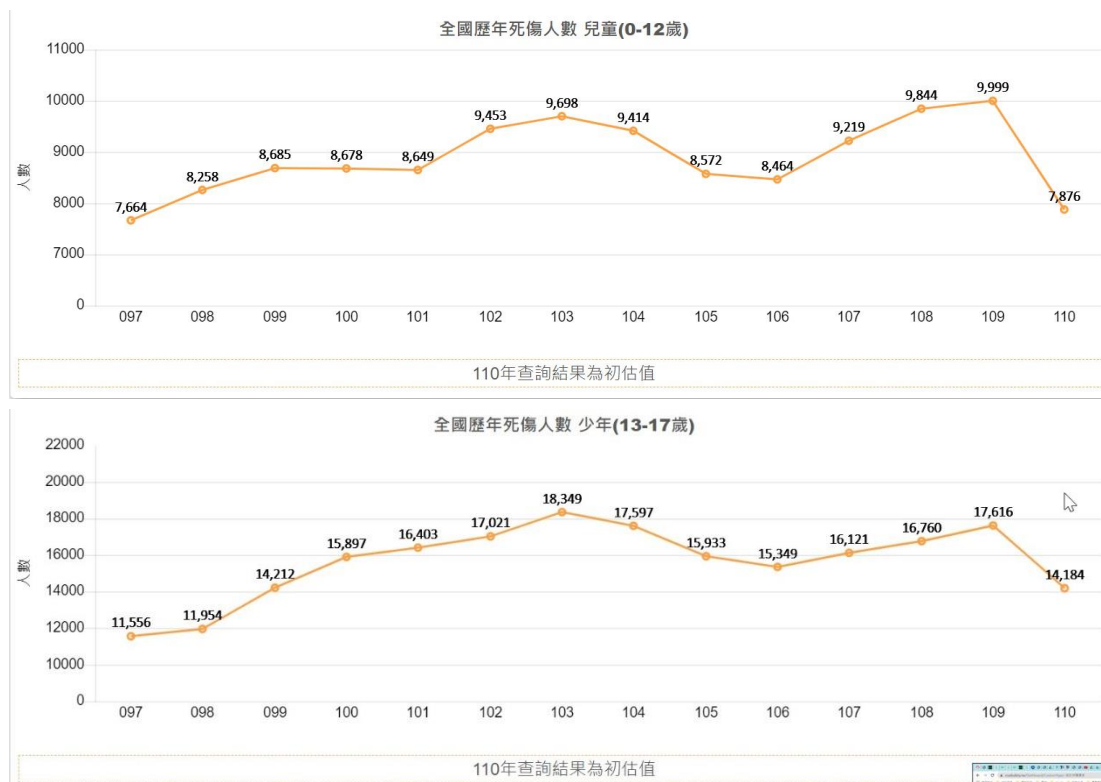
附件 3-5 (第 65、69 點) 兒少非自然死亡人數

單位：人，每十萬人口

年別	總計	0-17歲											自殺	他殺	其他	
		事故傷害														
		運輸 事故	機動車 交通事故	因暴露與接 觸有毒物質 所致的意外 中毒	跌倒 (落)	暴露於 煙霧、 火災與 火焰	意外溺死 或淹沒	其他	呼吸的 其他意 外威脅	暴露於 自然力	其他及未明示 之非運輸事故 與後遺症					
死亡人數																
2016	307	239	115	109	4	8	9	20	83	39	35	9	29	19	20	
2017	327	245	132	120	3	23	9	24	54	43	3	8	35	27	20	
2018	295	228	123	109	3	11	10	28	53	41	0	12	37	12	18	
2019	282	190	97	90	3	8	5	23	54	38	0	16	52	24	16	
2020	271	184	96	80	5	9	10	21	43	37	0	6	52	26	9	

▲ These statistics suggest that traffic accidents are the major cause of unnatural deaths among children and youth in Taiwan.

The RTSC statistics and trends of traffic-related casualties are as follows<sup>9</sup>:



▲ Instead of a decline, there were more casualties in 2021 than 13 years ago.

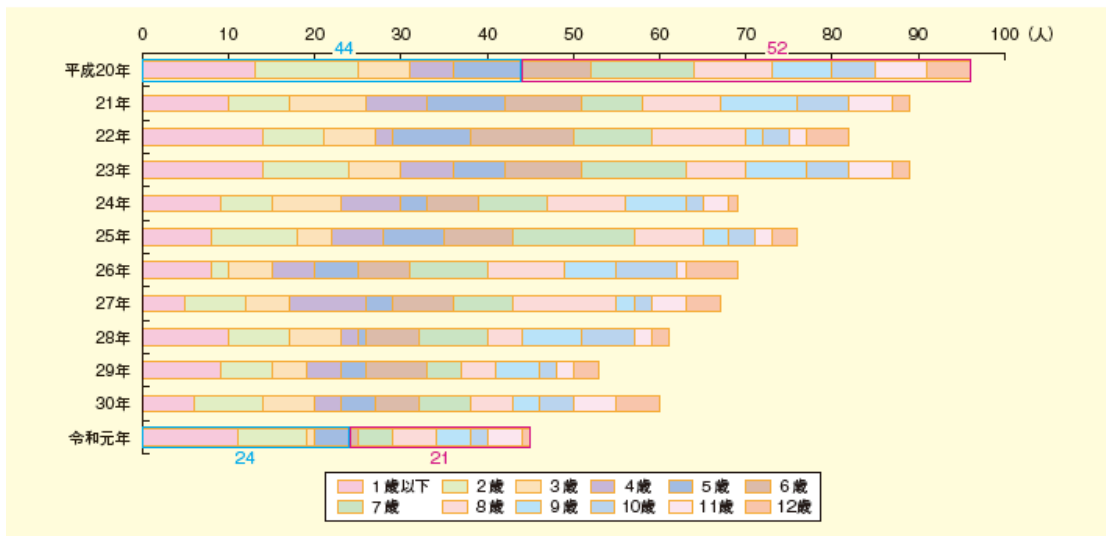
<sup>8</sup> CRC information website: Annex to the Convention-Specific Document for the Second National Report on the Convention on the Rights of the Child.

<sup>9</sup> Dashboard of the road safety information enquiry website of the RTSC, MOTC.



## Statistics of neighboring Japan are as follows<sup>10</sup>:

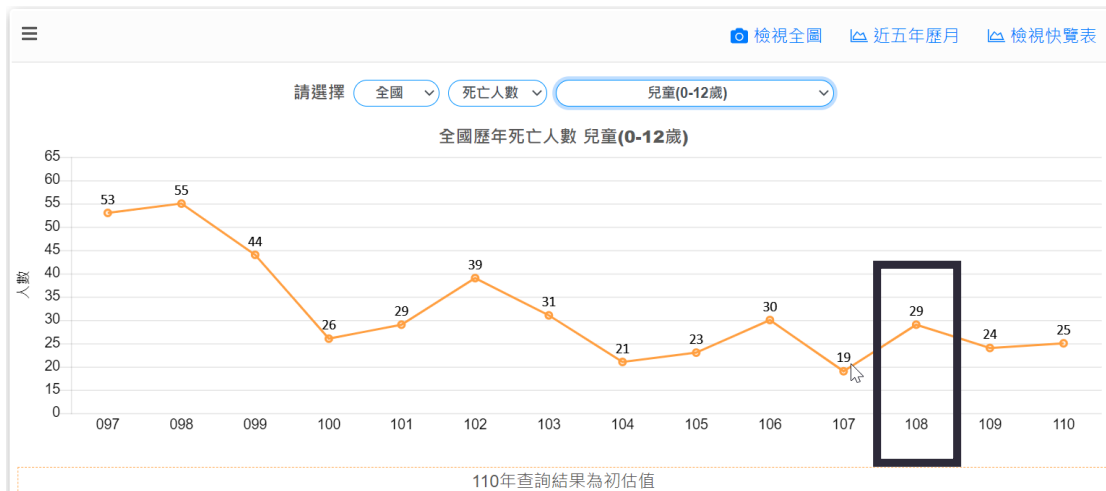
▶特集-第8図 年齢別交通事故死者数の推移



注 警察庁資料による。

▲ In 2019, 45 children aged 0-12 years were killed in traffic accidents in Japan.

## Statistics of Taiwan at the same time and age group<sup>11</sup>:



▲ In 2019, 29 children aged 0-12 years were killed in traffic accidents in Taiwan.

<sup>10</sup> [https://www8.cao.go.jp/koutu/taisaku/r02kou\\_haku/zenbun/genkyo/feature/feature\\_01\\_2.html](https://www8.cao.go.jp/koutu/taisaku/r02kou_haku/zenbun/genkyo/feature/feature_01_2.html)

<sup>11</sup> Dashboard of the road safety information enquiry website of the RTSC, MOTC.

**Statistics of Japan's Ministry of Internal Affairs and Communications<sup>12</sup> and Taiwan's Ministry of the Interior<sup>13</sup> show:**

*The total population of children aged 0-12 years in Japan is 9,171,679 persons.*

*The total population of children aged 0-12 years in Taiwan is 2,489,093 persons.*

**According to the formula provided by the Ministry of Health and Welfare<sup>14</sup>:**

*Death rate by cause = Number of deaths of each cause / Mid-year population \* 100,000*

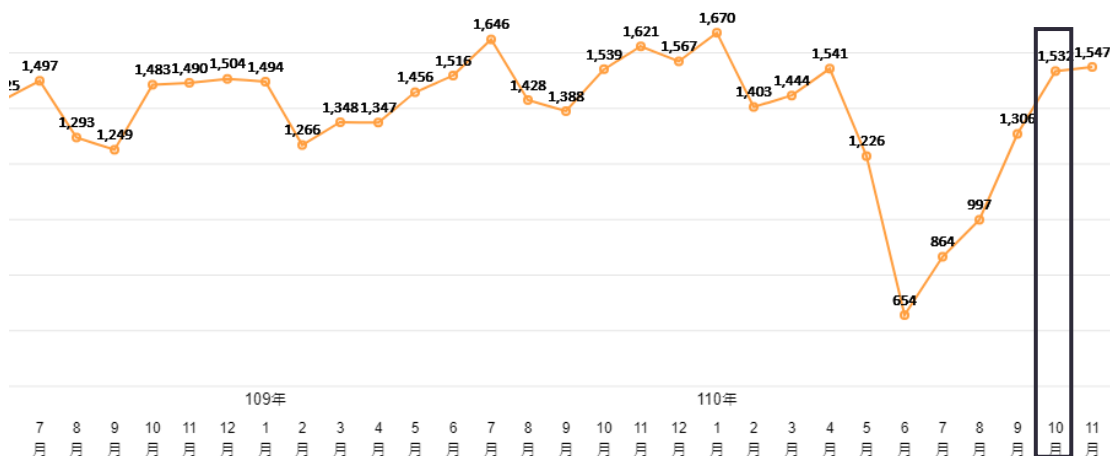
**The traffic-related death rates in Japan and Taiwan respectively:**

$45 / 9,171,679 * 100,000 \doteq 0.316.....$

$29 / 2,489,093 * 100,000 \doteq 1.165.....$

**As Taiwan has a much higher rate than nearby countries, the situation is clearly severe.**

**Below shows the effect on the traffic-related casualties of children and youth of the traffic safety month held for the first time by the government of Taiwan in October 2021<sup>15</sup>:**



▲ 1,306 casualties in September 2021; 1,532 in casualties in October 2021 (traffic safety month); and 1,547 casualties in December 2021.

<sup>12</sup> <https://www.e-stat.go.jp/dbview?sid=0003445134>

<sup>13</sup> <https://www.ris.gov.tw/app/portal/346>

<sup>14</sup> [https://www.gender.ey.gov.tw/gecdb/Stat\\_Statistics\\_DetailData.aspx?sn=b%2Fs%2FuSNhaIoqQlbHXoISmQ%3D%3D](https://www.gender.ey.gov.tw/gecdb/Stat_Statistics_DetailData.aspx?sn=b%2Fs%2FuSNhaIoqQlbHXoISmQ%3D%3D)

<sup>15</sup> Dashboard of the road safety information enquiry website of the RTSC, MOTC.

**Instead of a decline, traffic-related casualties in the traffic safety month increased to even exceeding the average of 1,349 casualties in the past 57 months<sup>16</sup>. At the report to the Legislative Yuan in 2017, former MOTC Minister Tan HO-CHEN<sup>17</sup> maintained:**

*“This video is titled ‘No One Less’<sup>18</sup> (i.e., zero deaths). I added one line to it: ‘No Time to Waits’...”*

**Although this part of the report has been considered as the start of MOTC’s pledge to zero traffic-related death, no significant decline in traffic-related deaths has been recorded since 2017:**

*“Although the vow to reduce traffic-related deaths by 15% in three years toward ‘zero death’ was made in 2017, Vision Project’s investigation shows that the 30-day deaths in traffic accidents has been increasing to an average of 3,000 deaths each year since that year...”*

*- TVBS, January 4, 2022<sup>19</sup>*

**Looking back, MOTC’s pledge is quite ironic then.**

**Although no professional statistics have been used in this report, and only basic statistics and charts were used to compare the differences between nearby countries, there is enough data to support that children and youth in Taiwan are facing a threat to their lives and the violation of the right to survival.**

---

<sup>16</sup> The statistics in this report come from the dashboard of the road safety information enquiry website of RTSC, MOTC.

<sup>17</sup> <https://www.youtube.com/watch?v=SWp4qqHfcIY> 20171002 立法院交通委員會

<sup>18</sup> <https://www.youtube.com/watch?v=k2tOye9DKdQ> There's no one someone won't miss - Man on the street - Towards Zero

<sup>19</sup> <https://reurl.cc/NpY7L9>



### III. Overview

#### 3-1 Humanity-oriented traffic environment

In 2009, the Ministry of the Interior (MOI) published the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design V1”<sup>20</sup> based on HOT for the first time. It is the first complete analysis of the theory and practice of HOT by Taiwan’s public sector. Years later, as the content out-of-date and no longer complete after regulatory updates, the MOI published the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design V2”<sup>21</sup> in 2018, where it defined HOT as follows<sup>22</sup>:

*“A humanity-oriented traffic environment required for the pursuit of sustainable and beautiful life.”*

**The reasons for Taiwan to promote HOT include<sup>23</sup>:**

*HOT originates in reflections on the environment and users during traffic development, whereby the focus on “vehicles” as the main characters of road spaces has gradually shifted to a way of thinking with “people” as the main character of spaces, to emphasize the integration of humanized urban space and the transportation system, as well as the concern about human safety and environmental load.*

**Although the MOI has been actively promoting the HOT policy, as the MOTC is the competent authority of traffic planning and the said manual not a law that must be enforced, the manual has become a mere reference and is rarely put into practice because of the conservatism and reluctance to reform of Taiwan’s government agencies.**

---

<sup>20</sup> <https://digitaiwan.com/docs/References/20091200.pdf>

<sup>21</sup> <https://myway.cpami.gov.tw/wiki/wikimain>

<sup>22</sup> Excerpts from the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design V2”

<sup>23</sup> Excerpts from “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design V2”

### 3-2 Traffic 3Es (T3E)

As the common practice of traffic safety promotion across the globe, T3E represents education, enforcement, and engineering, aiming to improve traffic safety, used across the globe. According to the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design V2”<sup>24</sup>, the strategies integrating T3E and HOT are as follows:

- 1. Education: Education must begin from childhood, with content including traffic rules, safety information, technical instructions, and awareness education to engrain the HOT environment concept in the public.*
- 2. Enforcement: Enforcement includes the establishment (or amendment) of reasonable laws and regulations, continuous construction and analysis of traffic accident data, and strict enforcement of illegal acts during maintenance and management.*
- 3. Engineering: Engineering means building safe, convenient, and smooth facilities relevant to the HOT environment, ceaselessly strengthening maintenance and management, and promoting public transport construction projects.*

---

<sup>24</sup> <https://myway.cpami.gov.tw/wiki/wikimain>

### 3-3 Systemic traffic violence (STV)

Systemic traffic violence (STV), a term originating in the Netherlands, refers to the impact on traffic safety of the government's improper transport policies after long-time operation. STV includes improper policies in all aspects, such as not implementing traffic safety education or teaching incorrect information about traffic safety, inexact or lax enforcement, long-time negligence of the needs of specific groups in traffic-related projects, and more.

Many legislators in Taiwan have urged the government to face the impact of STV on children and youth. For example, Legislator Hsien-Chih CHIU expressed on Children's Day in 2021:

*"Ending systemic traffic violence is our best gift for children on Children's Day."*

*- Hsien-Chih CHIU, April 4, 2022<sup>25</sup>*



▲ Legislator Hsien-Chih Chiu made a post on Children's Day.<sup>26</sup>

<sup>25</sup> <https://www.facebook.com/LawyerHandyChiu/posts/2898955887011451>

<sup>26</sup> <https://www.facebook.com/LawyerHandyChiu/posts/2898955887011451>



**The New Power Party caucus also held a press conference at the Legislative Yuan to urge the government to take action for traffic safety:**

*“The New Power Party caucus today held a press conference titled ‘human battlefield, no one asks for the deaths on the roads; roads are like battlefields, when will traffic violence end?’.”*

*- Newtalk, October 26, 2021<sup>27</sup>*



▲ *The New Power Party caucus held a press conference at the Legislative Yuan to urge the government to take action.*<sup>28</sup>

<sup>27</sup> <https://newtalk.tw/news/view/2021-10-26/656674>

<sup>28</sup> <https://newtalk.tw/news/view/2021-10-26/656674>

### **3-4 Relation between traffic and children and youth**

**Traffic accidents directly relate to the rights to survival and development of children and youth. The concept of transportation is related to the process of moving around due to human needs. This concept further affects the rights of many children and youth, as mentioned in the Convention on the Rights of the Child<sup>29</sup>:**

#### *Article 3*

*1. In all actions concerning children, whether undertaken by public or private social welfare institutions, courts of law, administrative authorities or legislative bodies, the best interests of the child shall be a primary consideration. (Best interests of the child)*

#### *Article 23*

*1. States Parties recognize that a mentally or physically disabled child should enjoy a full and decent life, in conditions which ensure dignity, promote self-reliance and facilitate the child's active participation in the community. (Children and youth with disabilities)*

#### *Article 31*

- 1. States Parties recognize the right of the child to rest and leisure, to engage in play and recreational activities appropriate to the age of the child and to participate freely in cultural life and the arts.*
- 2. States Parties shall respect and promote the right of the child to participate fully in cultural and artistic life and shall encourage the provision of appropriate and equal opportunities for cultural, artistic, recreational and leisure activity.*

---

<sup>29</sup>Convention on the Rights of the Child, Laws and Regulations Database of the Republic of China (Taiwan)

**Including, without being limited to the above articles, individual mobility being the nature of transportation, including the connection between the residence and various venues, such as schools (right to education), cultural and leisure facilities (right to leisure, recreational, and cultural activities), and others. In addition to school, transportation is a process required by children and youth in their daily lives. Besides the traffic safety around schools, the government should ensure traffic safety in such venues as religious venues (right to culture), administrative agencies (right to assembly and association, and right to express views) in order to encourage children and youth to participate in various activities and access various venues whose access rights are protected under the Convention on the Rights of the Child. Transportation is related to survival and the practice of the implications of any rights.**



### **3-5 Issue overview**

**Taiwan has long been in a situation of STV due to the failure to enforce HOT planning, leading to spikes in traffic-related casualties in children and youth. By reviewing issues in all aspects in terms of T3E, such as traffic safety education, traffic engineering, enforcement and establishment of traffic-related laws and regulations, and encouraging the enforcement of measures, traffic conditions can be ameliorated.**

## **IV. Problems in terms of T3E**

**In this part, problems in three aspects and recommendations will be proposed from the viewpoint of a junior high school student. These three aspects are: traffic safety education, traffic law enforcement (legislation), and traffic engineering. Although the content may not be complete, all are facts taken from life.**

## 4-1 Education

The current state of and recommendations for traffic safety education will be discussed in this section.

### 4-1-1 Formalist irregular activities and evaluation system

Taiwan's traffic safety education began in 1965 after the accident of an overturned school bus of Yungan Elementary School in Taoyuan<sup>30</sup> on Yangming Mountain. This traffic accident led to the publication of handbooks and teaching materials for traffic safety education and the establishment of related laws and regulations, such as the "Directions for Implementation of Traffic Safety Education for Schools and Society". However, it is only a set of instructions. The evaluation mechanisms in the Directions are as follows<sup>31</sup>:

#### *IV. Evaluation, Reward, and Punishment:*

- 1. Schools of all levels shall conduct a self-evaluation of their performance in traffic safety education with the attached tables. The competent education authorities shall forward the self-evaluation results of schools to the Ministry of Education (MOE) for re-evaluation.*
- 2. The reward and punishment for the traffic safety education of schools by competent education authorities of all levels shall be no re-evaluation within five years (three years for offshore regions). Administrative rewards and punishments shall be implemented according to the implementation plan of annual traffic safety education evaluation.*

The evaluation is performed about once every five years. In addition, it is conducted first through the school self-evaluation and then the MOE re-evaluation. Then, in accordance with the "Implementation Plan of Traffic Safety Education Interview and Guidance for the 2019 academic year", both junior and senior high schools have the interview mechanisms. As the self-evaluation and re-evaluation are basically documentary evaluations, they are often formalistic, and many irregular activities (e.g., speeches and awareness education) for traffic safety education that can provide image records will become the documents for evaluation.

---

<sup>30</sup> Development of Traffic Safety Lesson Plan Based on Australian Road Safety Education for Primary School, Yu-Ting Chang, 2015

<sup>31</sup> [https://www.edu.tw/News\\_Content.aspx?n=0217161130F0B192&sms=DD4E27A7858227FF&s=FCB CD1E4B6E34DB1](https://www.edu.tw/News_Content.aspx?n=0217161130F0B192&sms=DD4E27A7858227FF&s=FCB CD1E4B6E34DB1)



#### **4-1-2 Safety education in the curriculum and class borrowing**

**In addition, there is content related to traffic safety education in the 2019 syllabus for Health and Physical Education:**

*Ba-II-1 Potential hazards at home and in transportation and outdoor environments and safety precautions*

*Ba-III-4 Information on the emergency medical system and handling methods for accidents*

**However, as there is only a small proportion on traffic safety education, and most of it involves only hazard prevention and accident handling, the information is incomplete. For example, the concept of right of way, vehicle use, traffic signs and markings, public transport, and traffic regulations are not included.**

**In addition, as class borrowing<sup>32</sup> for examinations and academic courses (Mandarin, English, Mathematics, Social Studies, Science) is very common in Taiwan's primary and secondary education, traffic safety education – which already isn't a lot – almost disappears completely in the regular courses.**

**According to the children and youth attending the “Traffic Safety Opinion Seminar for Children and Youth” held by the MOE and MOTC in 2021<sup>33</sup>:**

*“Traffic safety education should be education for all. Based on personal experience, specific traffic safety education is rarely given in the learning process. According to the ‘Protection of Children and Youths Welfare and Rights Act’, can we ask the MOE to design a complete course for ‘safety education’?”*

*“Schools usually arrange one traffic safety speech each semester or each academic year. As it is ineffective, are there better ways to publicize safety education?”*

**These questions suggest that irregular traffic safety education is ineffective, while regular traffic safety education is insufficient.**

---

<sup>32</sup> [https://www.cy.gov.tw/News\\_Content.aspx?n=125&s=21826](https://www.cy.gov.tw/News_Content.aspx?n=125&s=21826)

<sup>33</sup> <https://168.motc.gov.tw/theme/child/post/2112071820542>

#### **4-1-3 Controversy over recently promoted 4-hour school-required course**

**In 2021, the MOTC and MOE reached a consensus on developing the “Safety Education Course for Schools Under Senior High Schools” to include traffic safety education in a 4-hour school-required course starting from the 2021 academic year.**

**However, according to Chairperson Chun-Liang Huo<sup>34</sup> of the National Federation of Teachers Unions (NFTU):**

*“Schools hate instructions that complicate school operations given by different government departments. Traffic safety is definitely important, but safety education has long been included in the 19 topics in the curriculum for the 12-year basic education, so why can two ministers and one road traffic safety meeting ignore the independence of schools to set the curriculum?”*

**Besides being important, traffic safety education should be systematic. According to the NFTU, although the traffic safety topic and traffic safety are already included in the curriculum, they are only a very sad, small part of the course, just the 3a-III-1 and Ba-II-1 sections<sup>35</sup>, unable to let children and youth acquire the required knowledge and skills for traffic safety. This incident further shows that traffic safety education in Taiwan is completely unorganized. Instead of including full traffic safety education in the curriculum for the 12-year basic education, they simply put it in a 4-hour school-required course.**

---

<sup>34</sup>Education groups angered by MOTC’s direct instructions for elementary and junior high schools, Want Daily, Li-Hsin Chien

<sup>35</sup> <https://reurl.cc/6EXEYd>

#### **4-1-4 Misinformation, media hype, and STV**

**“Driving fast accounts for 90% of traffic accidents” and “3 steps backward for large vehicles” are the popular road safety slogans and media catchphrases in Taiwan. Dutch studies on STV and media hype<sup>36</sup> show:**

*Overemphasis on mechanical problems (e.g., brake failure), negligence of road design and institutional problems (discussing the accidents instead of reviewing the possible causes), and sensational but unconstructive headlines are all elements of STV.*

**This is the same in Taiwan. Even worse, these elements have extended to traffic safety education. e.g., “driving fast accounts for 90% of traffic accidents”<sup>37</sup>, attributing most traffic accidents to speeding. However, according to the statistics of the National Police Agency (NPA), “speeding or losing control due to speeding” accounted for only 5.71% of category A1 traffic accidents in 2020<sup>38</sup>. This means the slogan is fake news.**

**The negligence of road design and institutional problems are even more serious issues. For example, “3 steps backward for large vehicles”<sup>39</sup> is the educational and publicity material to advise pedestrians how to respond to large vehicles. This totally ignores pedestrians’ right of way. Instead of pedestrians’ precautionary road use, it is the drivers of large vehicles who should watch out for pedestrians. In addition, large vehicles should install vision-based driver-assistance systems (VB-DAS) to watch if there are pedestrians, rather than teaching children and youth to “give way for large vehicles” because of blind spots, which is a total betrayal of teaching the concept of right of way.**

**In addition to the above examples, the switching of primary and secondary causes are very common in Taiwan. For example, speeding is not the primary but secondary cause of many traffic accidents, and the government should not overlook primary causes but emphasize precautionary road use instead of switching causes and communicating incorrect traffic safety concepts.**

**All these are examples of factors attributing to Taiwan’s STV. Children and youth should not be misinformed, and the government should not be the abuser of STV.**

---

<sup>36</sup> <https://reurl.cc/6EeanM>

<sup>37</sup> [https://168.motc.gov.tw/theme/teach\\_sch\\_1/post/1906121100521](https://168.motc.gov.tw/theme/teach_sch_1/post/1906121100521)

<sup>38</sup> <https://reurl.cc/mGN1GY>

<sup>39</sup> <https://fnc.ebc.net.tw/amp/cars/122675>

#### **4-1-5 Paying lip service to traffic safety month**

**According to the MOTC's traffic safety portal, the main purpose of traffic safety month is:**

*In 2021, we hope to expand the traffic safety week to a “traffic safety month” in order to promote traffic safety to more citizens by extending the event duration and inviting more enterprise partners to join this meaningful event.*

**For schools, the MOTC proposed the following measures for traffic safety month:**

*Engrain traffic safety education on campus! All schools in Taiwan supported traffic safety month and organized experiential activities to promote the importance of road junction safety through different occasions, such as morning assembly, new student training, and more. Publicity materials were also published on bulletin boards and marquees to protect traffic safety for students more effectively through education.*

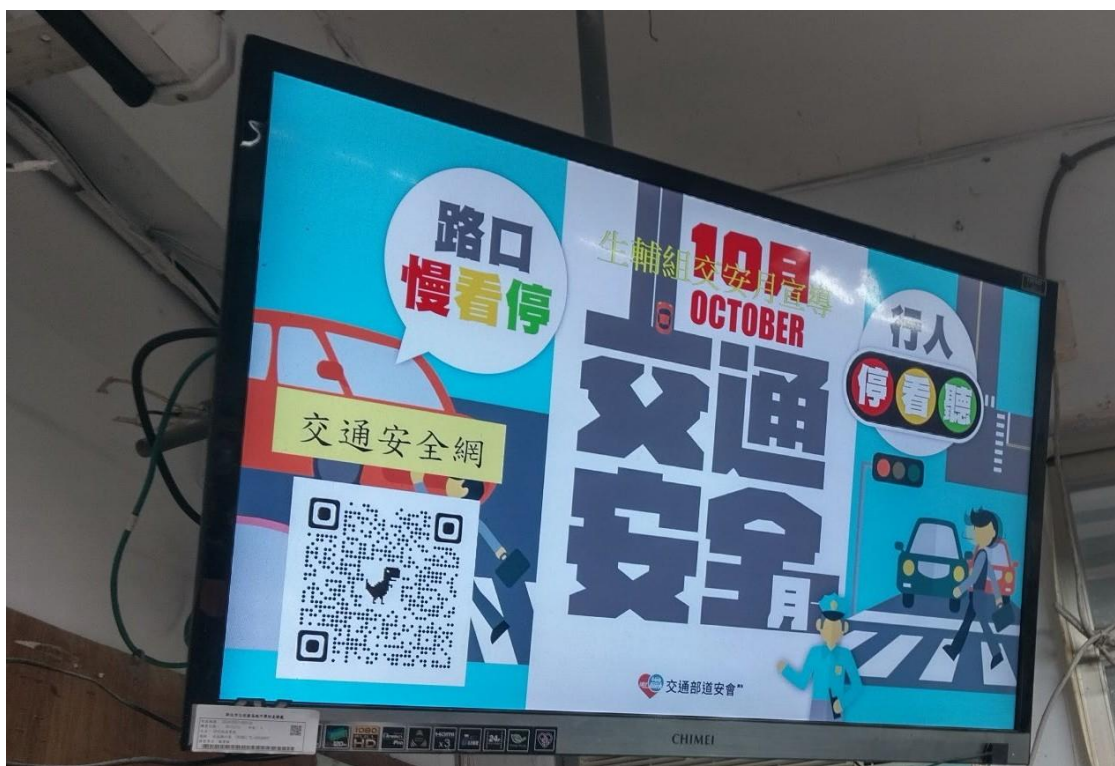
**Here are responses of students during the event:**

*“Only the military instructors said something about traffic safety on stage, it wasn't different from usual. Although marquees were arranged on the e-signboards, but if e-signboards had any use, why would we still need traffic safety education? Don't tell me the traffic safety education other countries have already implemented for a long time is completely meaningless?”*

*“At our junior high school, related publicity materials were displayed only on the e-signboard, and there was neither awareness education nor speeches. It was useless.”*

*“No speeches, only watching some related videos during the class meeting session, and no video report was needed.”*





▲ *At the author's school, publicity materials were only broadcasted over the PA system.*

**The formalistic traffic safety month is useless and ineffective for children and youth. Students cannot acquire traffic safety knowledge from bulletin boards, TV walls, and publicity materials. Even worse, the effect may be opposite when students are bored by them. In addition, the need to keep photo records even creates more abusive but ineffective publicity materials.**

#### **4-1-6 Recommendations**

- 1. Develop full and systematic traffic safety education and include it in the curriculum. The content should be as follows<sup>40</sup>:**

*Concepts for protecting lifelong traffic safety, understanding the potential hazards in the traffic system, understanding basic right of way and traffic rules, traffic safety skills for pedestrians and passengers, skills for safe use of public transport, traffic maintenance and medical assistance for accidents.*

- 2. Develop more effective irregular traffic safety education to avoid formalism, boring speeches and awareness education, or substantially ineffective drawing and composition contests.**
- 3. Include more operational and experiential content in irregular traffic safety education, such as experiencing the vision of large vehicles to understand their blind spots and realize the need for large vehicles to use VB-DAS, or experiencing the very moment of car accidents with VR.**
- 4. Avoid misinformation in teaching materials to prevent the vicious cycle of STV.**
- 5. Arrange training on traffic safety education for teachers. Competent education authorities should arrange professional workforces for traffic safety education on campus to prevent the need for ordinary teachers to learn too much professional knowledge, which may affect the effectiveness of teaching.**

---

<sup>40</sup> Great Concepts for Lifelong Traffic Safety, Hsin-Li Chang, 2015

## 4-2 Engineering

The current state of and recommendations for traffic engineering (i.e., software and hardware facilities) will be discussed in this section.

### 4-2-1 Disintegrated traffic responsibility

According to Article 33 of the “Highway Act”:

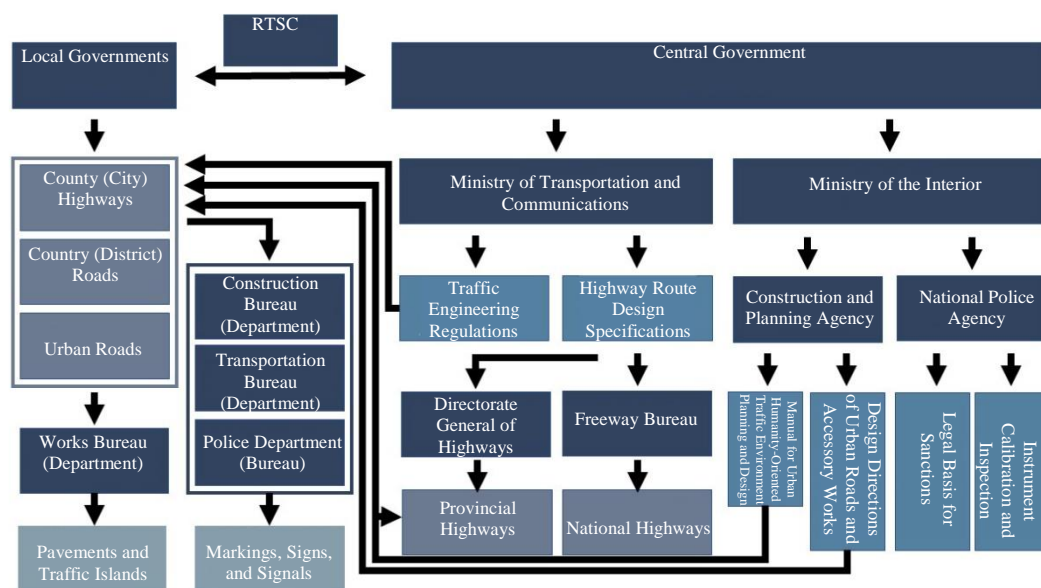
*Technical standards of highway design construction, maintenance and traffic engineer standards shall be determined by the MOTC.*

According to Article 32, paragraph 1 of the “Urban Road Act”:

*The urban roads and accessory works design standards should be designated by the Ministry of Interior based on factors including car maintenance, passerby safety, obstacle-free living circumstances and road view.*

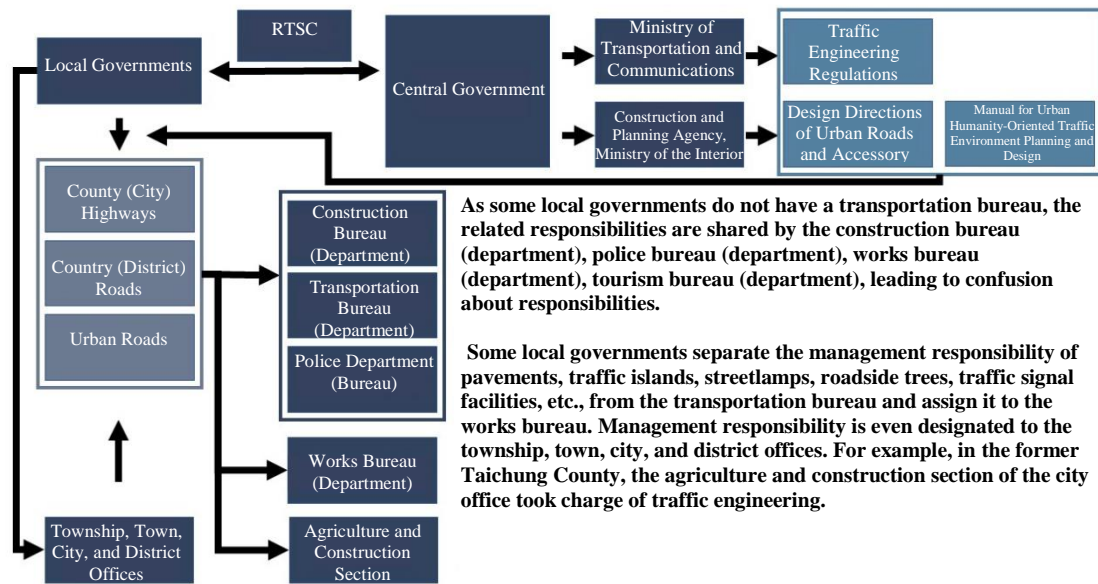
The relational diagrams below have been made by sorting out the responsibilities of the relevant government agencies and laws and regulations<sup>41</sup>:

Traffic Responsibility Relational Diagram (1)

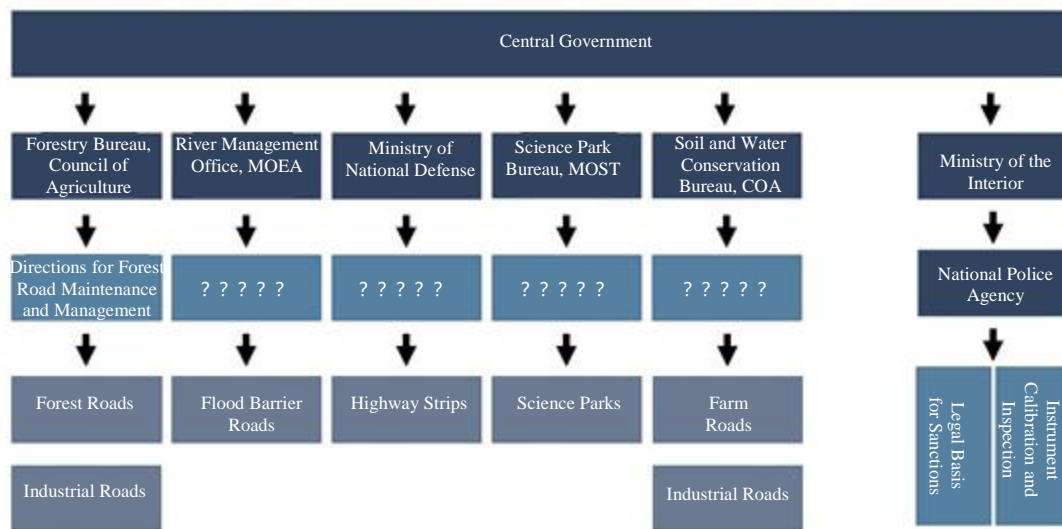


<sup>41</sup> Sorted out by this report.

## Traffic Responsibility Relational Diagram (2)



## Traffic Responsibility Relational Diagram (3)



Roads for special purposes are managed by different competent authorities, different laws and regulations, and different units in different counties and cities, disintegrating Taiwan's traffic administrative responsibilities.

As shown in the above diagrams, even for non-national highways, the responsible units may include the Directorate General of Highways, the transportation, construction, works, tourism, and police bureaus and departments of respective local governments, the agriculture and construction section of township, town, city, district offices, and more.



**As the management runs across government agencies at different levels, the standards for management are also inconsistent.**

**Unorganized traffic engineering and ununified road planning and construction standards are the result of a disintegrated legal basis and disintegrated management. Besides causing harm to children and youth due to hardware defects, ununified road planning and construction standards may also confuse traffic safety education.**

#### **4-2-2 The “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design” is not enforceable**

Compared to the “Design Standards of Urban Roads and Accessory Works” and “Highway Route Design Specifications”, the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design” provides more comprehensive specifications on the hardware facilities for pedestrians, including net width, pavement materials, facility belt, greening and vegetation specifications, gradient and engineering requirements of accessible ramps, pedestrian refuge islands, and more for the proper planning of pedestrian facilities. However, traffic engineering still mainly takes the “Design Standards of Urban Roads and Accessory Works” and “Highway Route Design Specifications” as its main bases, while the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design” is only a reference and not enforceable.

Compared to the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design”, regulations related to pedestrian facilities are much more lax in the “Design Standards of Urban Roads and Accessory Works”:

*According to Article 7 of the “Design Standards of Urban Roads and Accessory Works”:*

- 1. To improve the space for pedestrian passage, sidewalks should be left on the road. But if the road is less than 12 meters in width and there are smooth arcades or sidewalks without eaves beside the road, sidewalks may be built according to actual needs.*

**There are also regulations not applicable to the Standards:**

*Design Standards of Urban Roads and Accessory Works*

*Article 28: Part or all of these Standards may not apply to urban roads under any one of the following circumstances:*

- 2. The improvement, broadening, repair or maintenance of existing urban roads upon the approval of the local competent authority.*

As the requirements of compulsory Standards are much relaxing than the discretionary Manual, even though the planning requirements recommended in the Manual can protect the safety of children and youth more effectively, they cannot improve the current traffic engineering environment because it is not enforceable.

#### **4-2-3 Total ignoring of pavements**

**According to Article 7 of the “Design Standards of Urban Roads and Accessory Works”:**

*Design and planning regulations of service roads:*

- 1. To improve the space for pedestrian passage, sidewalks should be left on the road.*

*But if the road is less than 12 meters in width and there are smooth arcades or sidewalks without eaves beside the road, sidewalks may be built according to actual needs.*

**However, as long-time occupation of arcades is very common in Taiwan, even though roads are under 12 meters wide and there is no eave-shaded sidewalks on either side, sidewalks are rarely built in these areas.**



▲ Roads with neither arcades nor pavements (net width under 12m)



▲ Roads with neither arcades nor pavements (net width under 12m)





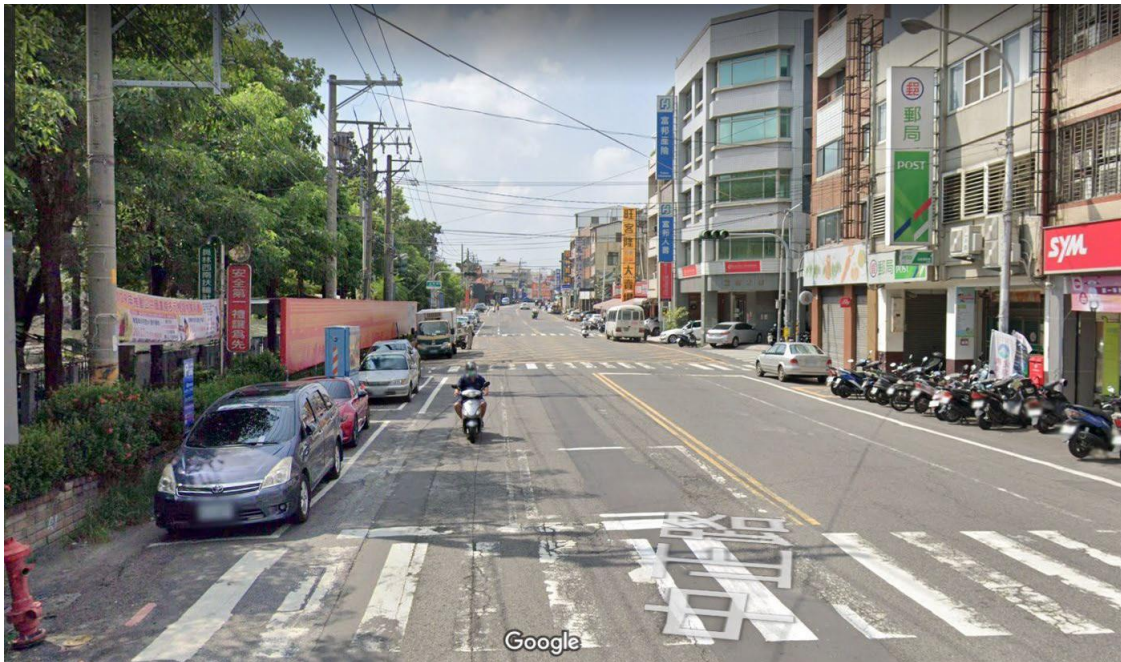
▲ On a corner on the route to school of the author, there is neither arcade nor pavement.



▲ There is neither arcade nor pavement even on roads with net width over 12m. (Zhongping Elementary School, Taoyuan)<sup>42</sup>

<sup>42</sup> <https://reurl.cc/zMOAok>





▲ On this road with net width over 12m, there are arcades on only one side where vehicles are parked, and there is no pavement on the other side. (National Yuanlin Home-Economics and Commercial Vocational Senior High School, Changhua)<sup>43</sup>

**Although the net width meets the standard, and there is no excessive traffic flow, as no pavement is built on the road, students must walk on the vehicle lane or road shoulder.**



▲ Although there is sufficient net width, no pavement is built on the road. (Chia Yang Senior High School, Taichung)<sup>44</sup>

<sup>43</sup> <https://reurl.cc/veGkZo>

<sup>44</sup> <https://reurl.cc/1211YY>

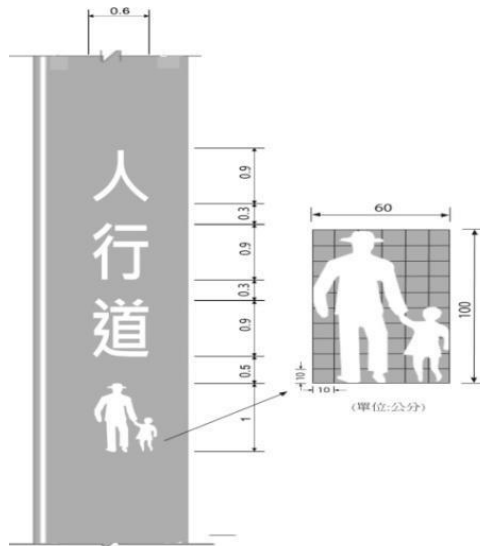
#### 4-2-4 Marked pavement abuse

According to Article 7 of the “Regulations Governing Road Traffic Signs, Markings, and Signals”:

*Article 174-3*

*Pavement markings shall be made to mark space for use by pedestrians only, and no vehicle entry is allowed.*

*Marked pavements shall be separated from vehicle lanes with the markings on the road surface. The pavement characters and icons shall be marked at the start of pavements, with line spacing subject to the actual road condition. These markings shall be made at the pavement entrance of each road junction. Marked pavements shall be paved in green.*



The specifications for marked pavements in the “Regulations Governing Road Traffic Signs, Markings, and Signals” are very rough. In the discretionary “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design”, however, there are four pages of specifications for marked pavements. In addition, incomplete engineering planning is found everywhere in both complementary regulations and the marked pavement itself, leading to the following problems:





▲ *Unplanned protrusion in line with transformer boxes.*<sup>45</sup>



▲ *Passage difficulty due to insufficient width caused by streetlamp*<sup>46</sup>

<sup>45</sup> <https://reurl.cc/5GXO3v>

<sup>46</sup> <https://reurl.cc/5GXO3v>





**Marked pavements cannot protect pedestrian safety, as they are merely colored road shoulders.**



▲ *Marked pavements with unsmooth road surfaces, transformer boxes, electric poles, road barriers, and flower pots.*<sup>49</sup>

---

<sup>49</sup> <https://www.facebook.com/imapedestrianintaiwan/photos/a.139123621185732/314335613664531>

#### **4-2-5 Insufficient pedestrian crossings**

**Pedestrian crossings mainly consist of hardware, signals, markings, etc. However, engineering planning problems are often found in Taiwan's pedestrian crossings. As there are many photos and examples of hardware facility defects in this section, the order of subsections is first listed below by hardware categorization.**

##### **4-2-5-1 Curbs and railings**

##### **4-2-5-2 Crossing distance**

##### **4-2-5-3 Curb extensions and pedestrian refuge islands**

##### **4-2-5-4 Pedestrian traffic signals**

##### **4-2-5-5 Two-stage turns**



#### 4-2-5-1 Curbs and railings



▲ *Vehicles run over the pavement without curbs or protection.*<sup>50</sup>



▲ *Crossings without recession and no railings to prevent pedestrians in a rush from crossing roads in sections without crossings.*<sup>51</sup>

A recessed crossing allows drivers to become aware of pedestrians waiting at the crossing to prevent blind spots from causing traffic accidents. Despite being dangerous, most crossings in Taiwan are set at road junctions where pedestrian safety is unprotected. Railings can stop pedestrians from crossing roads in unexpected places.

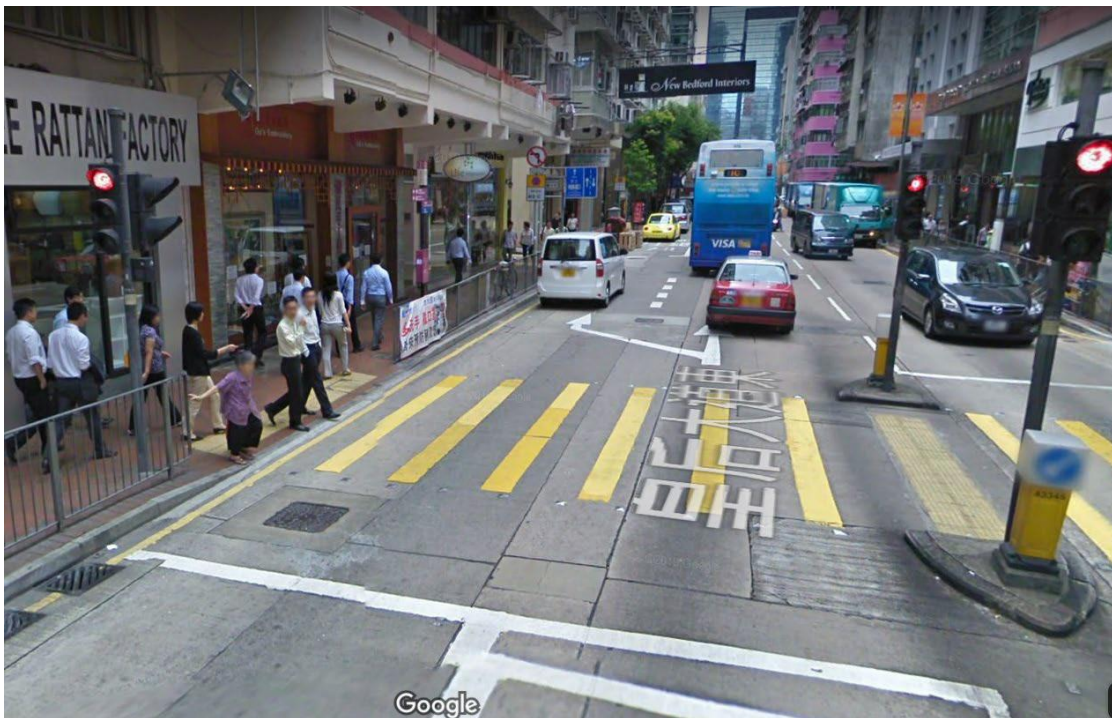
<sup>50</sup> [https://www.youtube.com/watch?v=ex\\_bJVT0usQ&t=8s](https://www.youtube.com/watch?v=ex_bJVT0usQ&t=8s)

<sup>51</sup> <https://reurl.cc/QjNeW0>





▲ A good example of pedestrian crossings with rails and recessed crossing.<sup>52</sup>



▲ In Hong Kong, railings and pedestrian refuge islands are built on many pavements.<sup>53</sup>

<sup>52</sup> <https://reurl.cc/7eY771>

<sup>53</sup> <https://reurl.cc/Mb9KvK1>

#### 4-2-5-2 Crossing distance



▲ The photo shows that there are no pedestrian crossings at sections 123K + 500 to 123K + 950 on Taiwan Provincial Highway No. 9 (Suao-Hualien Highway).<sup>54</sup>

**Besides no pedestrian crossings having been planned in the above photo, the entire section is double yellow lined. According to Article 134 of the “Rules on Road Traffic Safety”:**

*Pedestrian crossings are subject to the following regulations:*

*3. No crossing may take place on no-crossing road sections, road sections with delineations for traffic direction separation, traffic islands, or railings, or one-way roads with three or more overtaking lanes.*

**That is to say, students of the nearby school (Peng Lai Primary School) must walk about one kilometer to cross the road, completely ignoring the needs of pedestrians for road use.**

---

<sup>54</sup>Taiwan Map Service website



#### 4-2-5-3 Curb extensions and pedestrian refuge islands

再來改善凸出的人行道，  
今天已經進場施工囉⚡，  
未來還會將路面重新鋪平，👍  
很快就可以讓路口更安全、更好騎車、開車了！



▲ Taichung City councilors asked the Taichung City Government to remove the curb extension.<sup>55</sup>

**Curb extensions have many different Mandarin names in Taiwan, including curb extensions, expanded pavements, protruding curbs. They are designed to prevent blind spots of drivers and shorten the length of pedestrian crossings.**



▲ A good example from the Netherlands.<sup>56</sup>

<sup>55</sup> <https://www.facebook.com/TaiwanMotorcycle/photos/a.791171500998542/4159257990856526/?type=3&source=48>

<sup>56</sup> <https://reurl.cc/WkzxN7>

**According to the “Manual for Urban Humanity-Oriented Traffic Environment Planning and Design”, the major functions of pedestrian refuge islands include:**

*Pedestrian refuge islands provide a waiting area for pedestrians crossing long pedestrian crossings. Pedestrian refuge islands can reduce the risk of having to cross long pedestrian crossings in one time.*

**However, they are not commonly seen in Taiwan.**



▲ *A three-lane dual highway near schools (Ju Guang Elementary School and Jiang Cui Junior High School), culture facilities (New Taipei City Arts Center and Jiangzicui Library), and even closer to the New Taipei City Council. Unfriendly traffic environment may lower the willingness of children and youth to participate in cultural, leisure, and group activities.<sup>57</sup>*

**Such an important measure for pedestrian safety protection is rarely seen in Taiwan.**

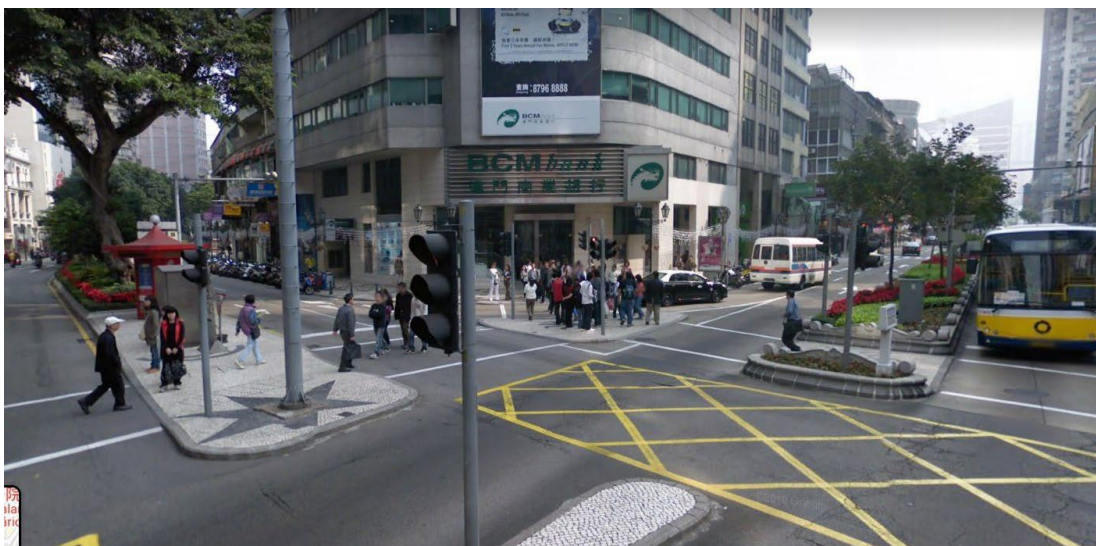
---

<sup>57</sup> <https://reurl.cc/g0NGpb>





▲ In the UK, even single-lane dual roads have pedestrian refuge islands. Besides on pedestrian crossings at road junctions, pedestrian refuge islands are built at specific distances (the example in the photo is every 30m).<sup>58</sup>



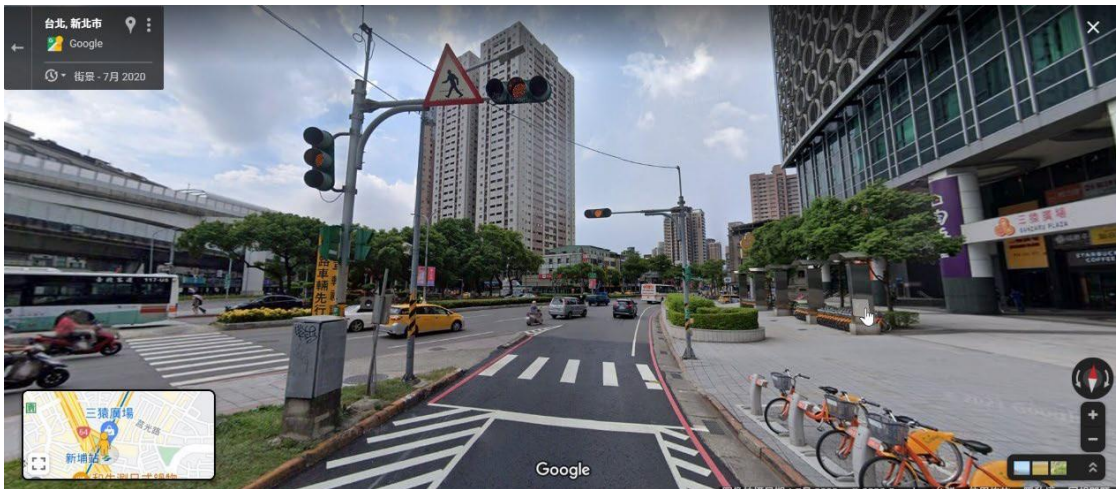
▲ In Macau, pedestrian refuge islands are built at many road junctions. Besides building pedestrian refuge islands in the middle of the lane, fractional lots between diverging lanes are also designed into pedestrian refuge islands.<sup>59</sup>

<sup>58</sup> <https://reurl.cc/2D7YR6>

<sup>59</sup> <https://reurl.cc/Vj7bn6>

#### 4-2-5-4 Pedestrian traffic signals

Pedestrian traffic signals are also an important hardware facility to protect pedestrians crossing the road. However, the duration of the walk signal in Taiwan is often too short:



▲ The walk signal of the sign is only 7 seconds, and children and youth cannot cross the road in such a short time.<sup>60</sup>



#新聞實驗室  
行人過馬路時間短屢遭撞 高市延長號誌秒數 20200727 公視晚間新聞

▲ Students complained that the signal duration is too short.<sup>61</sup>

<sup>60</sup> <https://reurl.cc/zMoaa6>

<sup>61</sup> [www.youtube.com/watch?v=VHvbrXgPrcw](http://www.youtube.com/watch?v=VHvbrXgPrcw)

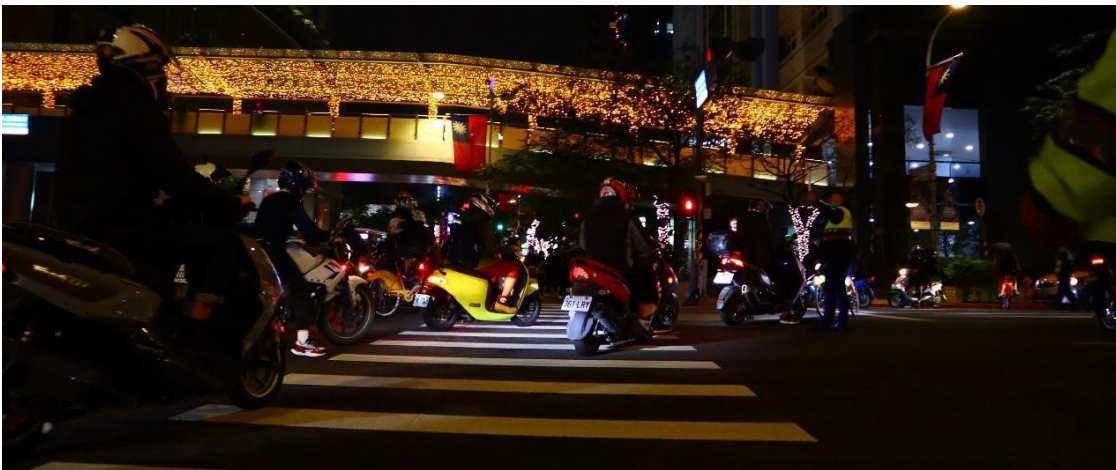


#### 4-2-5-5 Two-stage turns

The two-stage turn is a unique culture in Taiwan. In other countries, two-stage turn isn't only required for motorcycles and slow-moving vehicles the way it is in Taiwan, as "all vehicles" or only bicycles must follow this rule. However, the queue box for two-stage turns is also a problem when pedestrians cross the road.



▲ Vehicles often drive through or stay on the pedestrian crossings in front of the queue box, making it impossible for pedestrians to cross or increasing the risks.<sup>62</sup>



▲ Vehicles often drive through or stay on the pedestrian crossings in front of the queue box, making it impossible for pedestrians to cross or increasing the risks.

<sup>62</sup> <https://www.youtube.com/watch?v=Lx7f6xUMCas>

#### **4-2-6 Insufficient bicycle facilities**

**According to the “Rules on Road Traffic Safety”, vehicles in Taiwan are categorized as follows:**

##### *Article 2*

*Terms under these Rules are defined as follows:*

- 1. Cars: Vehicles (including motorcycles) powered by a prime mover running on roadways not including vehicles running on rails or powered by electricity lines.*

##### *Article 6*

*Types and names of slow-moving vehicles*

- 1. Bicycles:*
  - (1) Pedal bicycles*
  - (2) Electrically-assisted bicycles*
  - (3) Electric bicycles*
- 2. Slow-moving vehicles with three or more wheels:*
  - (1) Human-powered vehicles*
  - (2) Animal-powered vehicles*

**In earlier times, motorcycles were called motorized bicycles. In 1967, motorcycles with engine displacement above 50cc were categorized under those below 50cc for unified management under slow-moving vehicles. After the amendment of the “Road Traffic Management and Penalty Act” in 2012, motorized bicycles were replaced by motorcycles and categorized as cars<sup>63</sup>. However, due to incomplete reformation, many slow-moving vehicles must run on the “motorcycle and slow-moving vehicle lane”, so that motorcycles and bicycles run on the same lane, and there is no such a lane in many places. As a result, conflicts between cars and motorcycles and slow-moving vehicles happen all the time.**

---

<sup>63</sup> <https://www.president.gov.tw/File/Doc/71ac4270-cf8b-4a27-8785-ee4df34a88d7#Gazette>





▲ According to the sign here, bicycles and other slow-moving vehicles must share the same lane with cars and motorcycles. As the speed limit of this section is 50km/h, and the speed of cars and motorcycles is much higher than that of bicycles and other slow-moving vehicles, it is very dangerous.

(Near Yang Ming Senior High School)<sup>64</sup>



▲ Cars and motorcycles are also running on the “motorcycle and slow-moving vehicle priority lane”, it is still very dangerous if slow-moving vehicles have to run on this lane due to the big speed difference with motorcycles. (Near Kaohsiung Municipal Kaohsiung Industrial High School)<sup>65</sup>

<sup>64</sup> <https://reurl.cc/NpDqan>

<sup>65</sup> <https://reurl.cc/GoDekp>



▲ *Confusing lane layout: there is no way to tell if the rightmost lane is a hard shoulder or a motorcycle and slow-moving vehicle lane. In addition, slow-moving vehicles are allowed on the two lanes on the right. (Near Min Deh Junior High School)*<sup>66</sup>



▲ *The rule stating that slow-moving vehicles on the right brings a conflict point to slow-moving vehicles and on-street parking cars. (Near Wen Hua Senior High School)*<sup>67</sup>

<sup>66</sup> <https://reurl.cc/GoDeVv>

<sup>67</sup> <https://reurl.cc/6EkNld>





▲ A non-physically separated lane for slow-moving vehicles in the Netherlands.<sup>68</sup>



▲ In the Netherlands, the red lanes are physically separated lanes for slow-moving vehicles.<sup>69</sup>

<sup>68</sup> <https://reurl.cc/6EkNld>

<sup>69</sup> <https://reurl.cc/Y9Q8WX>







*In terms of vehicle differences, sedan drivers have a higher sense of road safety, with a positive evaluation of nearly 80%; second are motorcyclists and bus drivers with a sense of road safety of 69% and 64%, respectively, and cyclists have the lowest sense of road safety with only 51%.*

*- United Daily News, January 4, 2022<sup>72</sup>*



▲ *As there is no bicycle lane near the author's school, cyclists need to fight with pedestrians over the road.*

**No bicycle lanes, sharing lanes with cars and motorcycles, and cycling side-by-side with cars, with cars and motorcycles dashing across are the memories of the author's commuting by bicycle in Taiwan. Unorganized lane layouts and disregarding the needs of slow-moving vehicles causes danger and risks to cycling children and youth.**

---

<sup>72</sup> [https://vision.udn.com/vision/story/122620/6006711?from=udn-relatednews\\_ch1010](https://vision.udn.com/vision/story/122620/6006711?from=udn-relatednews_ch1010)

#### **4-2-7 What traffic environment do children and youth with disabilities have?**

*Article 23 of the Convention on the Rights of the Child:*

- 1. States Parties recognize that a mentally or physically disabled child should enjoy a full and decent life, in conditions which ensure dignity, promote self-reliance and facilitate the child's active participation in the community.*
- 2. States Parties recognize the right of the disabled child to special care and shall encourage and ensure the extension, subject to available resources, to the eligible child and those responsible for his or her care, of assistance for which application is made and which is appropriate to the child's condition and to the circumstances of the parents or others caring for the child.*

**Article 23 of the Convention on the Rights of the Child aims to protect the rights and interest, including dignity, self-reliance, and active participation in society of children and youth with disabilities. In addition, all people are created equal, so children and youth with disabilities should enjoy the same living quality as children and youth without disabilities. In section 4-2-3 we have mentioned that many places in Taiwan have no pavements. In section 4-2-4 we have described the causes why marked pavements are practically useless. These situations are already difficult for average pedestrians, let alone for persons with disabilities.**

*Zhongyang Road in Hualien is one of the main roads for many persons with disabilities to travel to the Hualien Tzu Chi Hospital. As the pavements are often occupied by miscellaneous items and illegally parked vehicles, and the pavement surface is heavily damaged and tilted, there is no way for wheelchairs to use the pavements, and they are forced to fight over the road with cars and motorcycles, making it extremely dangerous.*

*- United Daily News, January 18, 2022<sup>73</sup>*

*From the Railway Station in downtown Hsinchu to East Gate, the arcades are often occupied, leaving no room for wheelchair users. Even worse, wheelchair users must fight over the road with cars on the vehicle lane. We urge the city government to make way for the free mobility of wheelchair users in the downtown area.*

*- Liberty Times, September 18, 2017*

---

<sup>73</sup> <https://udn.com/news/story/7328/6040493> ]



▲ There is elevation difference on the pavement, and the access is blocked by illegally parked vehicles. (Gong Guan Junior High School)<sup>74</sup>



<sup>74</sup> <https://reurl.cc/DdDaKE>





▲ *The marked pavement is bumpy, making it dangerous for wheelchair users to pass through.*<sup>75</sup>

**As there is no universal design for roads and their auxiliary facilities in a vehicle-oriented traffic environment, it is impossible to actively encourage or help children and youth with disabilities to participate in leisure, cultural, religious, and group activities. Such an environment even deprives them of their basic right to live with dignity and self-reliance.**

<sup>75</sup> <https://join.gov.tw/idea/detail/afb88ade-b064-46ea-8d28-fe5afe75be1a>

#### **4-2-8 Summary**

**According to the “2020 Child Traffic Safety Index Survey” by Jing Chuan Child Safety Foundation (JCCSF)<sup>76</sup>:**

*66.6% of senior high school students participating in the survey have witnessed traffic accidents and 13.3% had traffic accidents on their way to school; 33.3% of them used bicycles, the highest, and then 20.8% walked to school and 20.8% used motorcycles.*

**While senior high school students walking and cycling to school are the highest and second highest groups having traffic accidents during commuting, they correspond perfectly to the defects in traffic engineering found in this report.**

**In addition, according to the RTSC statistics<sup>77,78</sup>, the accident rates of minors (aged 0-12 years) and teenagers (aged 13-17 years) during cycling and walking were ranked the second and third highest and the third and fourth highest, respectively.**

**Clearly, these results show that unreasonable traffic engineering is the main cause of dangers that directly harm the right to survival of children and youth.**

---

<sup>76</sup> [https://www.safe.org.tw/key\\_report/research\\_detail/90?key\\_id=648](https://www.safe.org.tw/key_report/research_detail/90?key_id=648)

<sup>77</sup> [https://roadsafety.tw/AccOrder?Order=Ieok26&type=%E5%B0%91%E5%B9%B4\(13-17%E6%AD%B2\)](https://roadsafety.tw/AccOrder?Order=Ieok26&type=%E5%B0%91%E5%B9%B4(13-17%E6%AD%B2))

<sup>78</sup> [https://roadsafety.tw/AccOrder?Order=Ieok26&type=%E5%85%92%E7%AB%A5\(0-12%E6%AD%B2\)](https://roadsafety.tw/AccOrder?Order=Ieok26&type=%E5%85%92%E7%AB%A5(0-12%E6%AD%B2))

#### **4-2-9 Recommendations**

- 1. Unify and review traffic responsibility and unify the regulations and articles for road planning. (Corresponding to section 4-2-1)**
- 2. Include the HOT concept and technical specifications related to traffic engineering in enforceable regulations. (Corresponding to section 4-2-2)**
- 3. Build complete, safe, continuous, smooth, wide enough, physically separated pavements to protect the right to survival of children and youth. (Corresponding to section 4-2-3)**
- 4. Stop planning and building abusive and disintegrated, and marked pavements without restrictions in technical norms, and install flexible delineator posts or curbs on existing marked pavements and flatten their surfaces. (Corresponding to section 4-2-4)**
- 5. Include pedestrian crossings in the traffic engineering regulations and immediately start making improvements:**
  - I. Increase traffic engineering related specifications for curbs and railings. (Corresponding to section 4-2-5-1)**
  - II. Review crossing distances. (Corresponding to section 4-2-5-2)**
  - III. Increase traffic engineering related specifications for curb extensions and pedestrian refuge islands. (corresponding to section 4-2-5-3)**
  - IV. Increase traffic engineering related specifications for the signals of pedestrian crossings. (Corresponding to section 4-2-5-4)**
  - V. Abolish two-stage turns. (Corresponding to section 4-2-5-5)**
- 6. Build complete, continuous lanes for slow-moving vehicles and put motorcycles back on the fast lane to prevent dangers caused by the speed difference between slow-moving vehicles and fast-moving vehicles. (Corresponding to section 4-2-6)**
- 7. Build a complete accessible environment to protect the rights and interests of children and youth with disabilities. (Corresponding to section 4-2-7)**



### **4-3 Enforcement**

**The current state of and recommendations for traffic law enforcement (legislation) will be discussed in this section.**

#### **4-3-1 Inexact enforcement**

**The legal regulations and actual performance reflect inexact enforcement.**

#### **4-3-1-1 Regulations**

**According to the “Road Traffic Management and Penalty Act”:**

*Article 92*

*4. Regulations regarding the fines detailed in this Act, the norm, citation, or warnings for minor violations, payment, process of stating an opinion or the process of ruling, requirements for applying to pay in installments and number of installments, consequences for failing to pay on time, regulations covering payment in installments, and payment collection agency shall be determined by the MOTC in conjunction with the MOI.*

**Hence, the MOTC and MOI have established the “Unified Standard of Administrative Fine and Handling Rules for Violations of Road Traffic Management”:**

*Article 1*

*These Rules are established in accordance with Article 92, paragraph 4 of the Road Traffic Management and Penalty Act (the “Act”).*

*Article 12*

*1. When it is appropriate to not report pedestrians committing a minor offence of one of the following regulations without causing severe harm to traffic safety and order, traffic police officers or traffic wardens may exhort such pedestrians without reporting:*

*I. Article 14, paragraph 2, subparagraph 2; Article 25, paragraph 2; Article 31, paragraph 5; Article 31-1, paragraph 3; Article 41; Article 44, paragraph 1, subparagraphs 1 and 3 to 7; Article 52; Article 69, paragraph 2; Article 71; Article 72, paragraph 1; Article 73, paragraph 1, subparagraphs 1 to 3 and 5; Article 74, paragraph 1; Article 76, paragraph 1 and 2; Article 81; Article 82, paragraph 1, subparagraph 1; or Article 84.*

*(Subparagraphs 2 to 16 are skipped)*

**This article is commonly called “no penalty for misdemeanors”. However, as the basis for judgement is not stated, it is determined by the free evaluation of the law enforcement officers whether “it is appropriate to not report pedestrians committing a minor offence”. It would be like theft which is determined as a criminal act under the Criminal Code, the executive authorities later established executive rules, stating that “it is appropriate for the judiciary not to punish theft in minor offence”. This would be absurd.**



#### 4-3-1-2 Current status

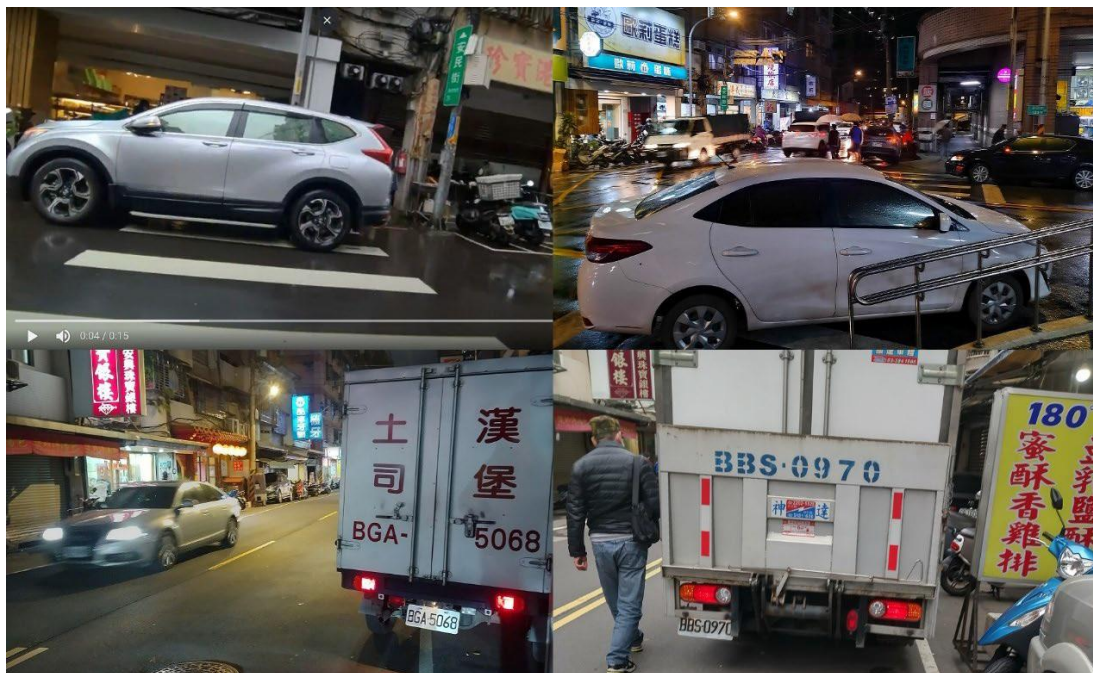
**The author is currently a member of the 3rd meeting of the 6th Children and Youth Welfare Policy Consultation Committee of the New Taipei City Government. At the meeting, I have asked:**

*When implementing traffic accident prevention, what are the police department's countermeasures for illegal parking around the campus or in the campus environments? This is matter of road safety for children and youth.*

**This was the reply of the responsible agency:**

*Every month, the New Taipei City Police Department (NTPC) analyzes the hot periods and hot spots of illegal parking reports over the 110 line, requests the responsible department to plan the “joint audit operation”, and asks all precincts to list roads and environments around campuses as the hot spots for enforcing the ban on illegal parking through various duties and impounding to protect the road safety of children and youth.*

**So, the author began to keep records of the state of illegal parking around campus:**



The 3rd meeting of the 6th Children and Youth Welfare Policy Consultation Committee of the New Taipei City Government was held on December 14, 2021 (Tuesday). So the author took these photos on the way to school and after school one week later (i.e., December 27-31). Due to space limitations, not all photos have been included in this report. However, there is enough evidence to indicate the police's inexact enforcement.

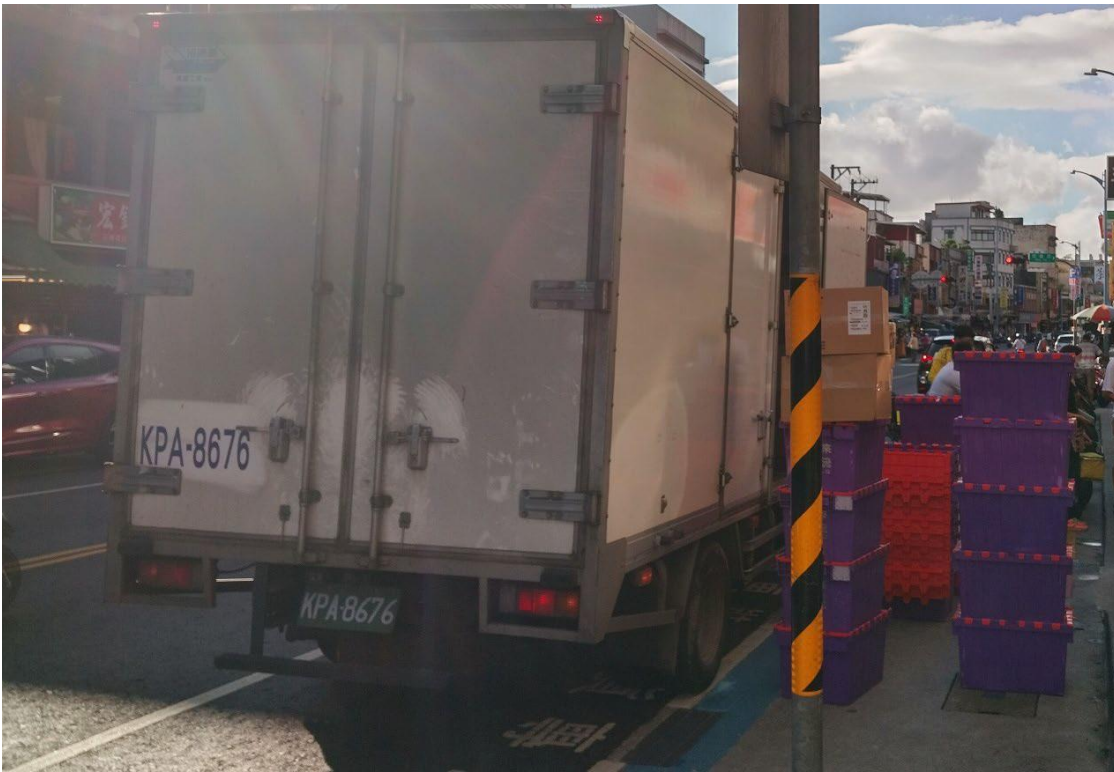


▲ *The most unforgettable record: After parking the vehicle illegally, the driver opened the car door without first looking around, the author was forced to walk on the vehicle lane and nearly hit by the motorcycle's side mirror.*

**Was the parking space full?**

**No, definitely not.**

**It's all because of convenience.**



▲ *Even though there are special parking spaces for lorries to unload goods, drivers deliberately park their lorries on the lane to block the traffic, and pedestrians are forced to walk on the vehicle lane. (Near Jin Shan Elementary School, Jin Mei Elementary School)*

**According to NPA statistics<sup>79</sup>:**

*The police reported a total of 14,641,050 traffic-related offences in 2020. The police accepted a total of 4,404,772 traffic-related offences reported by citizens (accounting for 30.09% of all citizen reported offences) in 2020.*

**Although there are so many traffic-related offences reported, all kinds of traffic-related offences are still everywhere. In addition, according to the NPA data, only 30.09% of citizen reported traffic-related offences were accepted, suggesting that the enforcement rate of the law enforcement unit was low.**

---

<sup>79</sup> <https://www.npa.gov.tw/ch/app/data/doc?module=wg057&detailNo=806789236823977984&type=s>

#### **4-3-1-3 Overloaded school buses in violation of regulations**

**According to the article “Girl of Shoshan Senior High thrown out of school bus at a turn: City government unable to manage overloaded school buses” published by the Taiwan Youth Association for Democracy:**

*After investigation, the Taoyuan City High School Student Association (TYHSA) found that students of 10 out of the 17 schools that Taoyuan Bus provides school bus services to complained that the school bus was too crowded, suggesting that overloaded school buses are not a single incident. However, when a school bus is overloaded, students are forced to stand in the aisle or place with neither handles nor grips. When an accident occurs, the life of students is in grave danger.*

**When the author interviewed other students taking a school bus to school, some answered:**

*“Some students need to stand in the aisle because there are no more seats for them. The school knows this, but doesn’t do a thing.”*

*Student of Dongshan Senior High School.*

*“Our school charts school buses from a bus company. So, our school buses are ordinary buses. There are two buses assigned for the route I take, and both buses are overloaded. The bus is packed with students to and after school. Students need to stand at the doors. Because there are not enough seats, the seniority system also applies to the school bus: senior students can get on and off the bus first.”*

*Student of Yunlin Senior School*



**Overloaded school buses are a common problem, which can even bring hidden danger. As mentioned in the article “Girl of Shoshan Senior High thrown out of school bus at a turn: City government unable to manage overloaded school buses” published by the Taiwan Youth Association for Democracy:**

*When a chartered school bus took students of Shoshan Senior School in Taoyuan to Zhuwei after school, the bus was so crowded that many students were forced to stand in the aisle or near the emergency exit. To everyone’s surprise, a girl was first thrown to the emergency exit and then out of the bus after the door suddenly opened when the bus took a turn.*

**In addition, bus overloading also happens to other schools, though the situation is different:**

*“As my school is in the middle of a hill, and there are not many school bus routes, many students take minivans. After having class for a whole day, sometimes there are 11 periods, students are exhausted. So, they prefer convenience to safety and take a minivan. Students who miss the school bus will need to keep waiting, even it is very late and it often pours in Keelung, they keep waiting. Otherwise, they will need to take a taxi or walk down the hill to take a bus.”*

*Student of Er Xin Senior High School*

**If it takes too long to wait for the school bus, students need to take the illegal, overloaded minivan to school without any protection, and the police simply let this happen. Student safety becomes a hidden danger.**

#### **4-3-2 Amending bad laws**

*This time, the Legislative Yuan wants to make amendments to eliminate report abuse. However, it needs more time to see if citizens can maintain self-discipline and stop breaking the law.*

*- PTS News Network, October 7, 2021<sup>80</sup>*

*The Legislative Yuan recently (December 7) passed the partial amendment to the “Road Traffic Management and Penalty Act” to list 46 offences in two categories for citizens to report. However, commonly found traffic offences such as illegal parking next to yellow and red lines, illegal driving on hard shoulder, failure to decelerate according to regulations, driving on bicycle lanes, parallel driving on bicycle lanes, etc., will be not open for citizen reports “when there is no serious obstruction to traffic safety and order”.*

*- The News Lens, December 6, 2021<sup>81</sup>*

*For their own convenience, drivers often cause inconvenience to others or accidents. To prevent continuous, malicious, and retaliative reports, the MOTC replied that the 60-day notification of amendment to the bylaw has been announced, and the amendments will be implemented in the first half of this year.*

*- PTS News Network, February 16, 2022<sup>82</sup>*

**On October 7, 2021, the third committee meeting at 4th meeting of the 10th Transportation Committee completed the review of all bills and referred them to the Yuan Sitzings for deliberation, and the “Amendment to Article 7-1 of the “Road Traffic Management and Penalty Act” was one of them.<sup>83</sup>**

---

<sup>80</sup> <https://news.pts.org.tw/article/548276>

<sup>81</sup> <https://www.thenewslens.com/article/160278>

<sup>82</sup> <https://news.pts.org.tw/article/548276>

<sup>83</sup> <https://lis.ly.gov.tw/lgcgi/lypdf.txt?xdd!cec9cbcac6cacac6c7c681cececfcfc7cecfcec4cfccceccc4cfccac6>

**On December 7, 2021, two months after referral to the Yuan Sitzings for deliberation, the Legislative Yuan passed the amendment. The amendments to Articles 7-1, 7-2, and 85-1 of the “Road Traffic Management and Penalty Act” were passed.<sup>84</sup>**

**On December 22, 2021, the amendments to articles 7-1, 7-2, and 85-1 of the “Road Traffic Management and Penalty Act” were promulgated by the Presidential Order Hua-Zong-Yi-Yi-Zi No. 11000114011. The reference number is No. 7579.<sup>85</sup>**

**Instead of deleting any report items, the current amendments show the absurdity of the attitudes of Taiwan’s legislators toward traffic offences in Taiwan. When the police is exhausted by huge volumes of traffic offence reports, instead of finding out if anything is missing in traffic education, if there are any defects in traffic engineering, or if there is reluctance in enforcement, they simply limit the right to report offences of citizens who care about traffic safety.**

**When the government started to allow citizens to report traffic violations in 1996, the reason was: “While the limited workforce of the police and the tendency of offenders to cheat traffic regulations are among the causes for traffic disorder, citizens reporting traffic offences through proper channels can compensate for the police’s workforce shortages and deter offenders.”<sup>86</sup> Now, by narrowing the scope for reporting offences, besides obstructing the report of traffic offences, the legislature also sets a negative example to confuse children and youth that traffic offences are unimportant, giving rise to the misconception of “demeanors are acceptable”.**

---

<sup>84</sup> [https://lis.ly.gov.tw/lygazettec/mtdoc?PD100412:LCEWA01\\_100412\\_00092](https://lis.ly.gov.tw/lygazettec/mtdoc?PD100412:LCEWA01_100412_00092)

<sup>85</sup> <https://www.president.gov.tw/Page/294/48032>

<sup>86</sup> [https://www.youtube.com/watch?v=Rr\\_6AARhKvY&t=51s](https://www.youtube.com/watch?v=Rr_6AARhKvY&t=51s)

*According to T. Hugh Woo, Associate Professor of the Department of Transportation & Logistics Management, National Yang Ming University, the present amendment to the “Road Traffic Management and Penalty Act” is very inappropriate because the police want to prevent report abuse. However, if no one stops repeated demeanors, children and youth will learn this wrong behavior if no one take care of them. This is how demeanors spread. In a media interview, Professor Woo further pointed out, as the reward for reporting traffic offences has been canceled, citizens on patrol merely aim to help the police maintain traffic safety. He keeps an eye on traffic offences are nearly every day. The police can outsource report processing to make up for workforce shortages. Reducing the items for reporting is not a wise move.*

*- United Daily News Network, December 7, 2021<sup>87</sup>*

**Teddy Po-Hsun LIN, who has for a long time been concerned about traffic issues in Taipei City and represented the Tree Party to run for the Taipei City councilor campaign in Songshan and Xinyi districts in 2018, has produced a list of traffic-related casualties and named it “List of Casualties from the Lax Illegal Parking Policy”<sup>88</sup>:**

*15-year-old motorcyclist killed by crashing into a trailer illegally parked on the street out of convenience! :*

*“After finishing cargo moving work, the 15-year-old Chung took his friend home by motorcycle without a motorcyclist’s license. When passing by the accident scene, he crashed into an illegally parked trailer on the street without noticing it. He broke his neck and fell on the ground. The young passenger Ma was mildly injured with blood all over the face. Chung was pronounced dead after arriving at the hospital.”*

*The Liberty Times, August 23, 2019.*

---

<sup>87</sup> <https://udn.com/news/story/7315/5944693>

<sup>88</sup> <https://www.facebook.com/teddy3small/posts/5105226742883549>



*New Taipei girl's internal organs ruptured after being run over by 5-ton truck while reversing:*

*"A horrendous car accident recently occurred in Wugu District, New Taipei City. A truck temporarily parked on the yellow line was blocking the pavement. Fearing to pass by the truck, a girl waited behind it. When the driver reversed the truck, he couldn't see the girl and the truck and simply rolled over her tiny body, causing severe lacerations. Later at the hospital, she was diagnosed visceral rupture as all her internal organs were ruptured."*

*United Daily News, April 2, 2020.*

*Cycling youth hit by suddenly opening door of illegally parked car and run over:*

*"A deadly car accident occurred this morning in South District, Taichung City! When the driver of an illegally parked truck suddenly opened the door, the 16-year-old youth Chen couldn't escape when cycling by and was knocked to the ground. Then, another sedan ran over him, causing skull and chest bleeding. The youth died during in the hospital while they tried to rescue him."*

*Apple News Network, March 27, 2021.*

### **According to the Convention on the Rights of the Child (CRC):<sup>89</sup>**

#### *Article 3*

*1. In all actions concerning children, whether undertaken by public or private social welfare institutions, courts of law, administrative authorities or legislative bodies, the best interests of the child shall be a primary consideration.*

**Bad laws kill. The right to survival of children and youth is being neglected by the legislature, because narrowing the scope for reporting traffic offences is a bad law.**

---

<sup>89</sup>Convention on the Rights of the Child, Laws and Regulations Database of the Republic of China (Taiwan)

**Besides narrowing the scope of reporting, the current amendment has reveals the absurdity, irony, and disappointing attitude of legislators and the government.**

**Narrowing the scope of reporting because there are too many offences is like “shutting the whistleblower up to silence the whistle”, which is absurd. We urge the government not to let any children and youth become a number showing up in the statistics on retrospective death cause analysis because of an unsafe traffic environment.**

### 4-3-3 Traffic guards

**Traffic guards are common to many schools in Taiwan. As protecting the traffic safety of students commuting to school is their job, they usually provide guarding service at intersections of vehicles and pedestrian crossings.**

*According to the NFTU, the traffic guards of over 90% (869) of schools are teaching and non-teaching staff, and 25% (240) of schools directly put teachers on the job without even asking for their willingness or discussing at the school affairs meetings.*

*Parenting Media Center, February 10, 2022.<sup>90</sup>*

**The traffic guard job may lead to various risks:**

*PE teacher Liang of Fong Siang Junior High School in Kaohsiung was knocked down by a car running the red light last year when carrying out traffic guard duty and is still in a coma.*

*PTS News Network, January 18, 2022<sup>91</sup>*

**The accident of PE teacher Liang of Fong Siang Junior High School in Kaohsiung being knocked down by a car running the red light at the end of 2021 when carrying out traffic guard duty has drawn attention of educational groups and society to the duty of traffic guards:**

*”Some compulsory actions are needed for traffic control and traffic guard, as teachers have no authority, disputes will arise easily.” Chun-Liang HOU added, some drivers simply ignore school traffic guards, and reckless and aggressive drivers are everywhere. Besides facing danger, teachers on traffic guard duty can’t do anything against drivers who violate rules.*

*PTS P# News Lab, January 5, 2022.<sup>92</sup>*

---

<sup>90</sup> <https://www.parenting.com.tw/article/5091971>

<sup>91</sup> <https://news.pts.org.tw/article/563883>

<sup>92</sup> [https://newslab.pts.org.tw/video/167-](https://newslab.pts.org.tw/video/167-%E5%B0%8E%E8%AD%B7%E9%9B%A3%E9%A1%8C%E8%AA%B0%E4%BE%86%E7%AB%99%E5%B4%97%E6%89%8D%E5%90%88%E7%90%86?)

<https://newslab.pts.org.tw/video/167-%E5%B0%8E%E8%AD%B7%E9%9B%A3%E9%A1%8C%E8%AA%B0%E4%BE%86%E7%AB%99%E5%B4%97%E6%89%8D%E5%90%88%E7%90%86?>



▲ *School teachers and staff serving as traffic guards*

**Without authority, school teachers and staff serving as traffic guards don't have the right to control road users which can easily cause trouble. Many drivers deliberately hit traffic guards or ignore their directions and directly violate signals, causing extremely huge risks to children and youth walking on pedestrian crossings. Besides providing no protection for teachers and staff, this also significantly reduces the effectiveness of children and youth protection by traffic guards.**



**In addition to teachers and staff, some schools also ask students to serve as traffic guards:**

*According to Chun-Liang HOU, 347 (36.15%) primary and secondary schools ask students to be traffic guards, clearly violating the spirit of the Convention on the Rights of the Child: no exposing underage students to places that harm their mental and physical well-being. Action must be taken.*

*Parenting Media Center, February 10, 2022.<sup>93</sup>*



▲ *Students serving as traffic guards.*

**It is already extremely risky for teachers and staff to be traffic guards, not to mention the danger for children and youth serving as traffic guards. The reality is, many schools still ask students to be traffic guards, exposing children and youth to places that harm their mental and physical health and development and neglecting their right to survival.**

---

<sup>93</sup> <https://www.parenting.com.tw/article/5091971>

#### **4-3-4 Recommendations**

- 1. Exact enforcement and sanction all demeanors, because any demeanor may cause deadly car accidents.**
- 2. Establish a complete mechanism for school bus audits, ensure that schools have signed contracts with bus service companies, instead of transporting students with city buses.**
- 3. Immediately resume the reporting system and study the traffic warden system.**
- 4. Take positive action against problems, instead of “shutting the whistleblower up to silence the whistle.”**
- 5. Immediately stop asking teachers, staff, and students to be traffic guards, assign people with authority to take the job.**

## **V. Expression, Knowing, and Participation of Children and Youth**

### **5-1 Expression and participation**

**According to the Convention on the Rights of the Child (CRC):**

*Article 13*

*1. The child shall have the right to freedom of expression; this right shall include freedom to seek, receive and impart information and ideas of all kinds, regardless of frontiers, either orally, in writing or in print, in the form of art, or through any other media of the child's choice.*

*Article 17*

*States Parties recognize the important function performed by the mass media and shall ensure that the child has access to information and material from a diversity of national and international sources, especially those aimed at the promotion of his or her social, spiritual and moral well-being and physical and mental health.*

**The right to expression of children and youth is often neglected in Taiwan. According to JCCSF's "2020 Child Traffic Safety Index Survey"<sup>94</sup>, respondents expressed:**

*"Children should be given the opportunity to discuss traffic conditions with adults, instead of making children a passive managed group."*

---

<sup>94</sup> [https://www.safe.org.tw/key\\_report/research\\_detail/90?key\\_id=648](https://www.safe.org.tw/key_report/research_detail/90?key_id=648)

**Although the MOTC held the “Traffic Safety Opinion Seminar for Children and Youth” in 2021 for children and youth from different county and cities to express their opinions, only four children and youth were given the opportunity to make their speeches, while others could only write their opinions down for officials at the seminars to make short replies. Reviewing the child and youth participation in government agencies, the Ministry of Health and Welfare has set up child and youth representatives, the social welfare or affairs bureaus of local governments have set up child and youth representatives, the K-12 Education Administration has set up a child and youth consultation meeting, the Ocean Affairs Council has established a youth consultation group, and so on. While many government agencies have allowed child and youth participation, the RTSC and MOTC have not established any mechanisms for regular child and youth participation.**

**Issues concerning the survival of children and youth and seriously threatening their existence should allow for child and youth participation. However, the top transportation authority of Taiwan thinks otherwise.**

**When selecting outsider members for the 16th Taipei City Bus Operations and Service Quality Oversight and Evaluation Committee, the Taipei City Government allowed students to be candidates to provide an opportunity for children and youth in Taipei City to let their voices be heard. Unfortunately, this happened only in Taipei City, and this committee only focused on bus transportation, suggesting that child and youth opinions in transportation issues are often neglected by the government. The deprivation of the right to participation of children and youth actually also damages the rights to express and know of children and youth.**



## **5-2 Knowing**

**One example will be given to explain this:**

**According to Article 6 of the “Freedom of Government Information Law”: “The administrative measures directly related to people’s rights and interests as well as other relevant government information shall be made available to the public actively and timely.”**

**Also according to Article 7, paragraph 1, subparagraph 10 of the “Freedom of Government Information Law”: “The information shall be made available to the public actively as follows, except for the information referred to in Article 18 that is restricted from making available to the public or provision: 10. Meeting records of the agencies based on a collegiate system.”**

**According to paragraph 3 of the same article: “‘Meeting records of the agencies based on a collegiate system’ as defined in paragraph 1, subparagraph 10, means records consisting of gist of motions, programs, content of resolutions and list of the members who attend the meeting of the agency in which each member exercises the authority independently according to law.”**

**Hence, the Transportation Department of the New Taipei City Government should disclose the reasons, agenda, resolutions, and list of attendees of the proposals discussed at the “New Taipei City Bus Operations Review Committee Meeting”.**

**However, no traces regarding the reasons, agenda, resolutions, and list of attendees of the proposals discussed at the “New Taipei City Bus Operations Review Committee Meeting” can be found on the internet. This example shows open government information can often not be found, depriving children and youth of the right to know and harming their right to know.**

### **5-3 Recommendations**

- 1. Build a complete mechanism for children and youth to express their opinions to transportation authorities from the local to central governments to enforce the right to expression of children and youth.**
- 2. Enforce open government information and ensure the access to information of children and youth to enforce the right to know of children and youth.**

## **VI. Conclusion**

**I just want to live peacefully on this land I love with all the people I love.**

**When screams of fear begin**

**When harsh impacts strike**

**When disintegration takes place**

**When the ground is hit**

**When blood splashes all over**

**When bodies are badly mutilated**

**When the phone rings**

**When mournful cries burst**

**When life passes away**

**When families are wrecked**

**I only want to ask, when can the government save children and youth from experiencing these moments?**

**I have a tiny dream: I want to live.**

**This is the end of this report. Thank you for reading.**