

Tour de Banat



Partner	Country	Programme Co-financing		IPAIL Co-Financing (percent)	Percentage Of Total IPAIL	Contribution		Private Contribution	Total Public Contribution	Total Eligible
		IPAIL				Public Contribution				
1 - Opština Nova Crnja	SERBIA	€ 240.443,49		85,00 %	52,78 %	€ 42.431,21	€ 0,00	€ 0,00	€ 42.431,21	€ 282.874,70
2 - Oraşul Jimbolia	ROMÂNIA	€ 149.316,95		85,00 %	32,77 %	€ 26.350,06	€ 0,00	€ 0,00	€ 26.350,06	€ 175.667,01
3 - Regionalni centar za društveno-ekonomski razvoj – Banat doc	SERBIA	€ 65.782,60		85,00 %	14,44 %	€ 0,00	€ 11.608,70	€ 11.608,70	€ 11.608,70	€ 77.391,30

Driver attention alert





DRIVERS AND CYLISTS – COLLEAGUES IN TRAFFIC!



Riding a bike is not the same as driving a car: while driving a vehicle we must, naturally, pay attention to the other road users, but a person on a bicycle must also keep his bicycle in a fragil equilibrium, taking care both of us and of the holes and cracks in asphalt, shafts, sand, glass ...

We have to be aware that it can sometimes be very difficult, even surpassing the ability of a cyclist.

Whenever we are close to someone who is moving on two wheels, we should have in mind the possibility of his sudden sharp turning, or even falling. Perhaps there is a hole in front of us that we do not see, that the cyclist will try to bypass, "forgetting" about us or unconscious of our presence? Can it happen that the sock of his pants slips into the gears just at the moment when we go around him? Maybe he's still inexperienced and maybe our vehicle is making him very nervous - as he looks back to see if he's safe from us, can he fall? can it happen that the bag goes off, or a book,





cap from the head ... and the cyclist, surprised, will lose balance? Or it will happen because of a dog crawling from the yard and running across the sidewalk?

For this reason, be sure to leave lot of space between your vehicle and the cyclist during overtaking. Do not be "glued" with cyclist – he will be, if nothing else, upset, and can lead him to make a mistake.

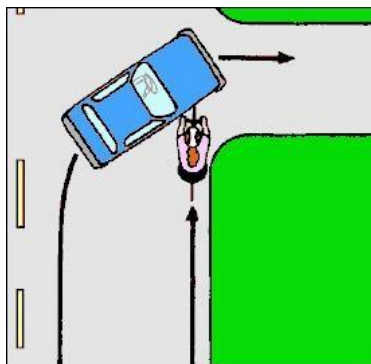
The cyclist does not have a metal shield, seat belt or airbag, to protect him from a crash: his only protection is our attention! That's why we should always leave him enough room for error. And even if he makes mistake - we should not be angry, even if we are right. It's not the same to drive cars and bicycles, so please, understand the cyclists - it can save one's life!

Most common dangerous mistakes

Below are examples of the most common cases that our mistakes or the mistakes of cyclists can bring us to. We can easily avoid them - with little attention or with minimal patience.

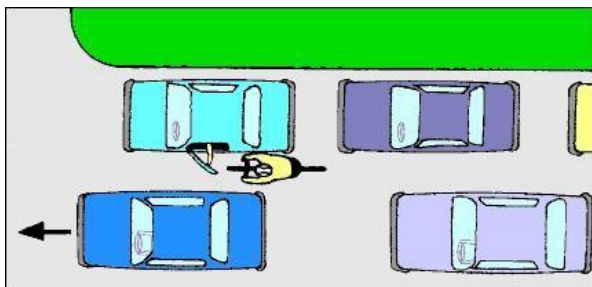
1. Statistics say that this is, unfortunately, so common that we should recommend: do not doubt that it can easily happen to you.

It happens when we underestimate the speed of a cyclist: we have past it, and believing that we are far enough from him, we immediately turn to the street side. But if we have misjudged his speed, we created a situation in which he must hurry up - or we'll hit him with the edge of our vehicle. The solution is simple: if we are close to the street side and we



want to turn in, and in front of us is a cyclist, slow down and let him pass first through the intersection. It's a matter of a few seconds that does not mean anything to us, and this few seconds can prevent the day from turning into an ugly story.

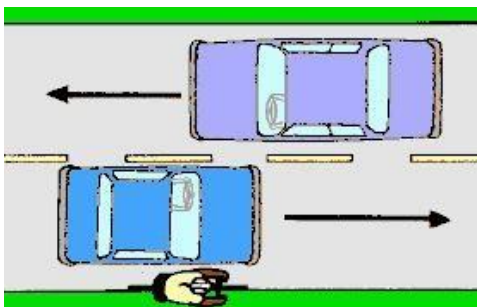
2. Another typical situation: opening the door of a vehicle in front of a bicycle's nose that suspects nothing. Cyclists often (especially at traffic lights) overtake vehicles on the right side, where drivers do not expect them, but such improper behavior is not the reason to hurt them: whenever you are getting ready to open the doors be careful to observe both mirrors and (this is important), that we are



not only thinking about other colleagues on four wheels, but also, sticking to the side of our cars or in the blind spot. If a passenger is preparing to leave the vehicle we must also look after him.



3. You should never pass between cyclists and vehicles from the opposite direction: if the overtaking cant not be perform earlier, slow down and wait until the other vehicle pass. It's only a matter of a couple of seconds and it means a lot for the safety and tranquility of a cyclist.



4. White traffic markings could be slippery in rain or wet conditions and dangerous for cyclists. Particularly troublesome are wide lines drawn on pedestrian crossings.

5. On many roads right edge of carriageway is in bad condition (holes or patches...) so that cyclists in such areas have to drive closer to the middle of the road: let us look better and try to put ourselves in their position, and daring ride will look different.





6. If you see physically separate bike lane next to the roadway, attention: if at the next intersection you turn right, you will cut that path! Forgetting that this simple fact is the reason for the large number of accidents.





Important for cyclist!

Although cyclists are not required to have a driver's license, because of the road traffic safety, they must be familiar with basic rules on road when riding bicycles.

1. The bicycle must be fitted with good brakes, trumpet and lighting, and other fluorescent and visible equipment, to have a white or yellow light in the front and rear red light or a fluorescent device that produces a bright red color.

2. Cyclists are forbidden to learn to ride a bike on a very busy road, to ride on the sidewalk, except for cases in which the pavement provided special parallel runways intended for cycling and in cases in which they participate in organized sports competitions.

3. It is forbidden to ride a bike with only one hand, and both legs must be on pedals, it is forbidden for cyclists to hold or catch the vehicle in motion. Cyclists are forbidden to be tilted by another vehicle or pushed or towed by a person in another moving vehicle, they are forbidden to drive under the influence of alcohol, seductive substances or under the influence of drugs of similar effect.

4. Cyclists are prohibited from transporting persons other than a child up to the age of seven, and only if a bicycle is provided with a special chair / child transport equipment on the front of the bicycle or if the bicycle is specially designed for the transport of others. It is forbidden to cross public roads at pedestrian crossings and drive at only one wheel.

5. Also, bikers are forbidden to drive on alleys in parks or in public gardens, except in cases where they do not interfere with pedestrian traffic, and they must wear their own equipment which, with their fluorescent elements, provides visibility when the darkness falls or when visibility is generally small.



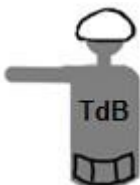
SIGNALIZATION - when we drive a bicycle

These signs are divided in two major categories. The first includes signalization of a cyclist in traffic and the other includes the type of signalization in the context of driving in competitions, signs that are respected also in competitions of professionals.

SIGNALIZATION IN TRAFFIC

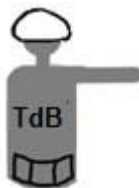


Change of direction to the left:





Change of direction to the right:



These two signalizations are basic and well known to all participants in the traffic.

SIGNALIZATION IN GROUP DRIVING BIKE

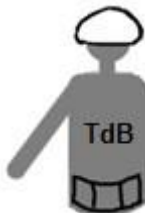


It is very important to know how to signal the intention to stop. In the case of high speeds, the lack of this signalization can be extremely dangerous and can lead to disturbances and infiltration, especially on the road with dense traffic.



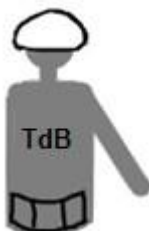
Signalization to stop on the left side

Hand need to be rearward oriented and arm need to be as far distant from the body as possible and as far back as possible.



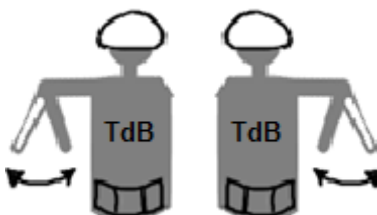
Signalization to stop on the right side

Hand need to be rearward oriented and arm need to be as far distant from the body as possible and as far back as possible.



Signalization at the railroad crossing

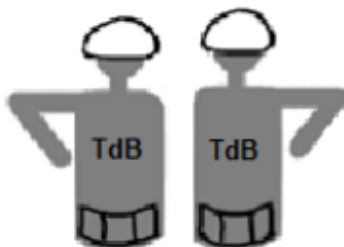
Use any arm. Raise your arm as shown on the figure below, with hand rearward oriented, make a movement like when your arm is broken, with forearm.





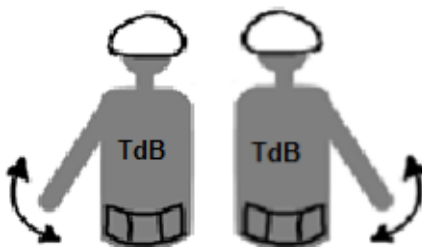
Changing a place in a group drive

When you are at the forefront of a group of cyclists who change places in a group, you must signal withdrawal from the forefront of the group by exposing the elbow, as shown in the figures below the text. Indicate your intention two or three seconds before withdrawal, to give the person behind you the time to prepare to deal with the wind.



Signalization of holes, bumps or waste at the edge of the road

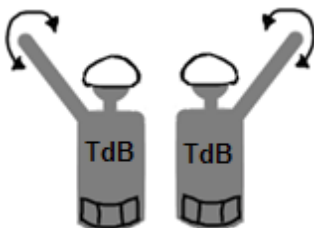
The arm is raised on the side of the road on which problems are spotted as shown on figures below.





Signalization in case that another group of cyclists or runners are in the same direction or stationed next to the road

The arm rises in the direction of the group to be circumvented, as shown in figures, with a hand forwards.



On the road or when you take part in mountain bike competitions, in situation when you are overtaking another competitor, you can yell "Attention Right!" or "Attention Left!" depending on which side you intend to overtake.

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Text: Cyclo Group

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