

**Joint Report on Statistical Data and Public Attitude
towards Road Safety in Chisinau and Tiraspol**
Within the Project
**„Development of casualty reduction Partnerships
in Chisinau and Tiraspol”**



Empowered lives.
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Support to Confidence Building Measures
Susținerea Măsurilor de Promovare a Încrederii
Поддержка мер по укреплению доверия

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General information – “ Development of casualty reduction Partnerships in Chisinau and Tiraspol “

The Republic of Moldova is an independent country situated in South-Eastern Europe between Romania and Ukraine. The territory of the republic has an area of 33.8 thou.km² and a population of about 4.4 million; population density is 128 inhabitants per km².

Being a state in the development process, Moldova is facing a multitude of political, economic and social problems. One of the serious problems that the country is trying to cope with is that of road accidents, tragedies which take lives of hundreds of people and destroy their families. In other words, road safety is a social problem involving human lives, their quality and economy. The World Bank has estimated that every life lost on the roads of Moldova “costs” approximately 511.000 US dollars to the national economy.

41.8% of the total number of road accidents occur in the capital of the Republic of Moldova – Chisinau which has a population of about 800.000 inhabitants.

The project “**Development of casualty reduction Partnerships in Chisinau and Tiraspol**” is in full progress currently. This project is funded by the EU and co-funded and implemented by the UNDP. Its goal is to form a partnership between the authorities directly responsible for the safety of all road users, which would be effective in dealing with the existing road safety problems. The problem of road accidents also persists in Tiraspol, this is the reason why we have joined our forces with our partners across the Nistru river.

The project opens up new links between municipalities, local agencies and civil society networks acting in fighting for road safety and reducing the number of accidents. It is based on an active cooperation between the Automobile Club of Transnistria (ACT) and the Automobile Club of Moldova (ACM), in partnership with the Eastern Alliance for Safe and Sustainable Transport (EASST). Thanks to EASST, which is a network of successful road safety campaigns and which operates in the EU Eastern Partnership countries, the project will be permanently directed by experts inside and outside Moldova.

The overall objective of the project is to promote and improve confidence. This will be achieved by a cooperation aimed at addressing a major problem of common interest and cause of poverty of many families - deaths and road accidents. The project will strengthen the dialogue and partnerships between non-governmental actors and local agencies/ municipalities, at the same time creating several platforms representative at local level to reduce the number of accidents.

This project allows for the joint training of civil society leaders, opinion makers, media and public agencies on both sides of the Nistru river.

The expected final result of the project is to establish local partnerships in order to reduce the number of accidents in Tiraspol and Chisinau, as well as to create a common platform to monitor the road safety performance.

Problems addressed

The project addresses the following key-aspects:

- Changing the procedures on development of policies and of methods of their implementation by involving all local stakeholders, giving local communities a central role and due influence;
- Lack of evaluation and knowledge in policy development – by providing training within the strategic evaluation and planning, based on evidence and consultation;
- Weak and inconsistent data – by performing joint analyses of public attitudes and of available data on road accidents with fatal effect and injuries as well as by reviewing performances in accordance with standards recommended by the EU, TRACECA and WHO.

Participants within the project

Participants in this project are the authorities directly responsible for ensuring road safety for road users in Chisinau and Tiraspol. These are: Road Police, General Directorate of Public Transport and Communication Routes, Civil Protection and Emergency Situations Service, Ministry of Healthcare, Directorate of Education, Youth and Sports, media, as well as partners across the Nistru river - Automobile Club of Transnistria and international partners - Eastern Alliance for Safe and Sustainable Transport (EASST).

Road infrastructure and accident statistics in Chisinau

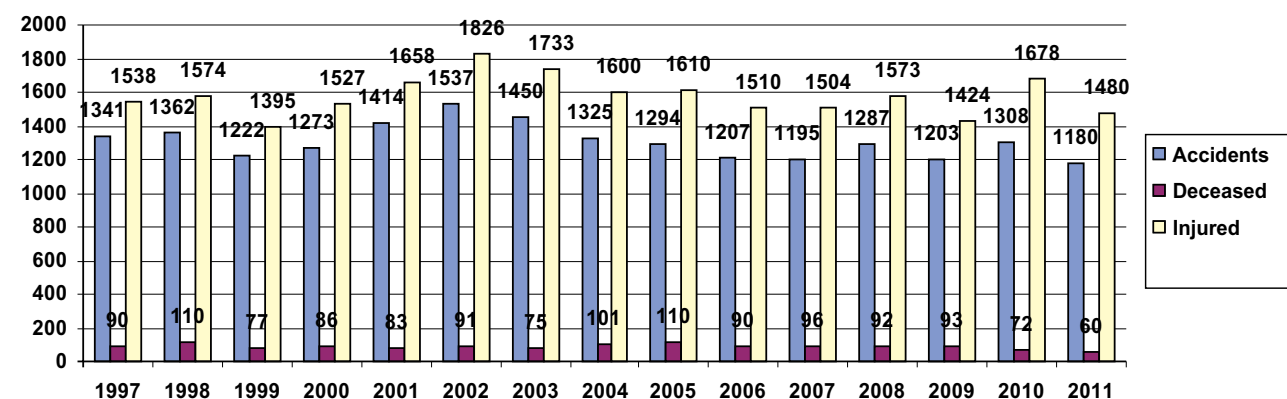
Road infrastructure of Chisinau municipality consists of 900 streets of 880 km long, with a carriageway surface of about 10 million sq.m. The length of sidewalks makes up 451 km (1.8 million m²). There are about 36 000 traffic lights in Chisinau municipality.

The analysis of road accidents, registered during 12 months of 2011, shows that within this period **1.180 (1308 – previous year) road accidents were registered in Chisinau, resulting in 60 (72 – previous year) deceased persons**, while other **1480 persons (1678 – previous year) were injured**.

Of the total number of accidents, resulting in injured persons, **362 (- 8.35%)** were classified as serious accidents, other **818 (- 10.41%)** resulted in various light injuries. As compared to the previous year, the total number of accidents has decreased by **9.79%**, the number of deceased persons – by **16.67%**, the number of injured persons – by **11.8%**.

The number of accidents, registered in the municipality makes up **41.8%** of the total number of accidents, registered throughout the country (**2819** accidents), **14.1%** of deceased persons (**425** per country) and **41.7%** of those injured (**3542** per country).

Figure 1.1. Dynamics of road accidents during 12 months, 1997-2011



The road accident severity index (the number of deceased persons per 100 injured persons) in general per municipality makes up **3.8%**, this figure making up **10.7%** per country.

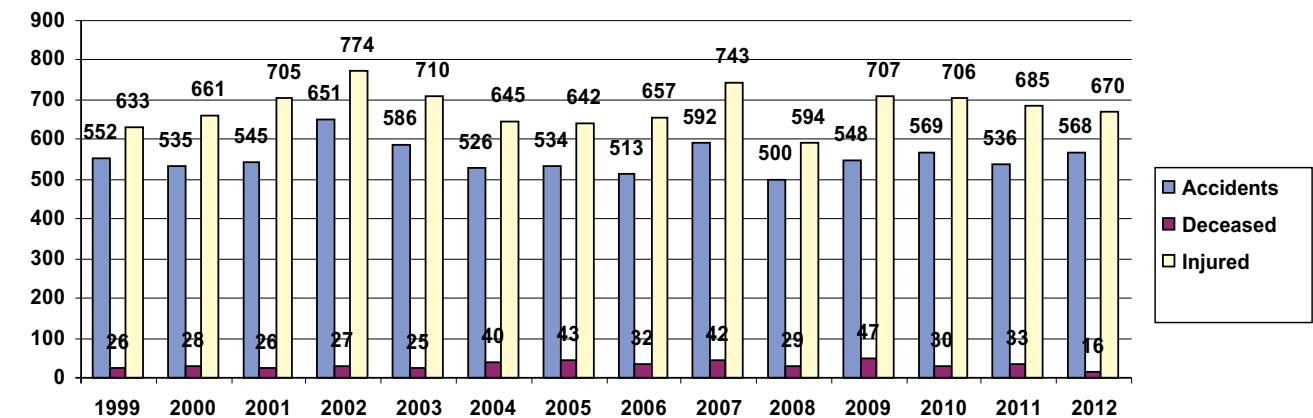
The analysis of road accidents registered during **6 months of 2012**, shows that within the reporting period, **568 (536 – previous year) road accidents were registered in Chisinau municipality, resulting in 16 (33 – previous year) deceased persons**, while other **760 (685 – previous year) were injured**.

Of the total number of accidents resulting in injured persons, **148 (- 15.91%)** were classified as serious accidents, other **420 (+ 16.67%)** resulted in various light injuries. As compared to the previous year, the total number of accidents has increased by 5.97%, the number of deceased persons has decreased by 51.52 %, the number of injured persons has increased by 11.8%.

The number of accidents registered in the municipality makes up **47.9 %** of the total number of accidents registered throughout the country (**1185** accidents), **10.5 %** of deceased persons (**152** per country) and **51.1 %** of those injured (**1487** per country).

The road accident severity index (the number of deceased persons per 100 injured persons) in general per municipality makes up **2%**, this figure making up **9.2%** per country.

Figure 1.2. Dynamics of road accidents during 6 months, 1999-2012



Detailed accident analysis by sectors of Chisinau municipality

For the first time in the last 10 years, a reduction in road accidents and their consequences in all sectors of the municipality has been registered.

The greatest reduction in serious accidents has been registered in Ciocana sector (-23.6%), the number of deceased persons has decreased by 53.3%, the number of those seriously injured – by 40.2%, followed by Centru sector – by 21.7%, followed by other sectors where a slight reduction in the number of serious accidents has been registered, except for Riscani sector, where there has been a slight increase in serious RA by **1.05%** and in seriously injured persons – by 20.

The performed analysis shows that reduction in accidents was possible due to a complex of positive factors, among which: responsible attitude of the Road Police which organized the service properly and knew in a right way how to make all road users obey road traffic regulations, in a similar way, an essential contribution is made by social campaigns, as well as by awareness campaigns carried out by TV channels in cooperation with non-governmental organizations, like the Automobile Club of Moldova.

Given the distribution by sectors, the situation is following:

Territorial area	2010			2011			Итого		
	Acci-dents	Deceased	Injured Total	Acci-dents	Deceased	Injured Total	Acci-dents	Deceased	Injured Total
Botanica sector	63	1	66	59	0	62	-6,35	-100	-4,84
Buiucani sector	54	0	58	64	0	69	18,52	##	18,52
Centru sector	36	0	38	31	0	36	-13,89	##	-13,89
Ciocana sector	34	0	37	35	0	44	2,94	##	2,94
Riscani sector	49	0	54	43	1	47	-12,24	##	-14,29
Total	236	1	253	232	1	258	-1,69	0	-1,7

The performed analysis by categories of accidents, shows that of the total number of accidents, the largest part is:

- **Hitting pedestrians – 555** accidents (making up 47.03 % of the total number of accidents occurred within the reporting period) resulting in 44 deceased and 543 injured persons.
- **Collision of vehicles – 41,35** (or 42.1 %);
- **Collision with obstacles – 49** (or 4.15 %);
- **Turnover of vehicles - 22** (1.86 %);
- **Hitting bicyclists – 25** (2.11 %)
- **Falling of the passenger in the vehicle or out of the vehicle – 30** (2.54 %)

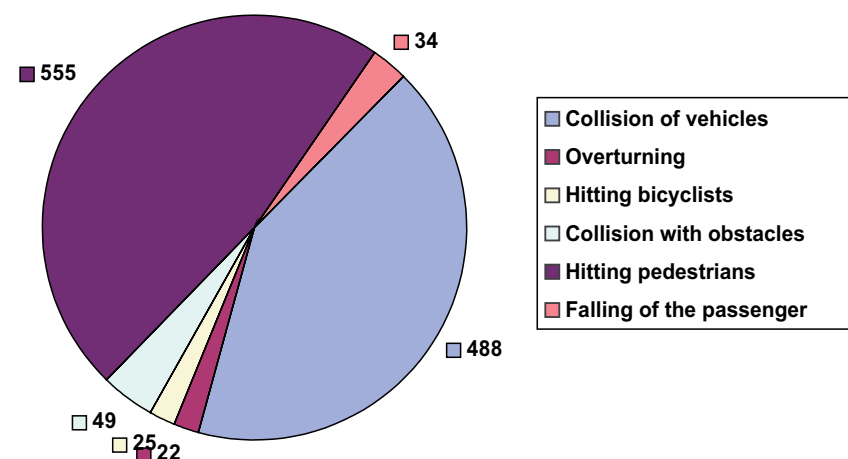
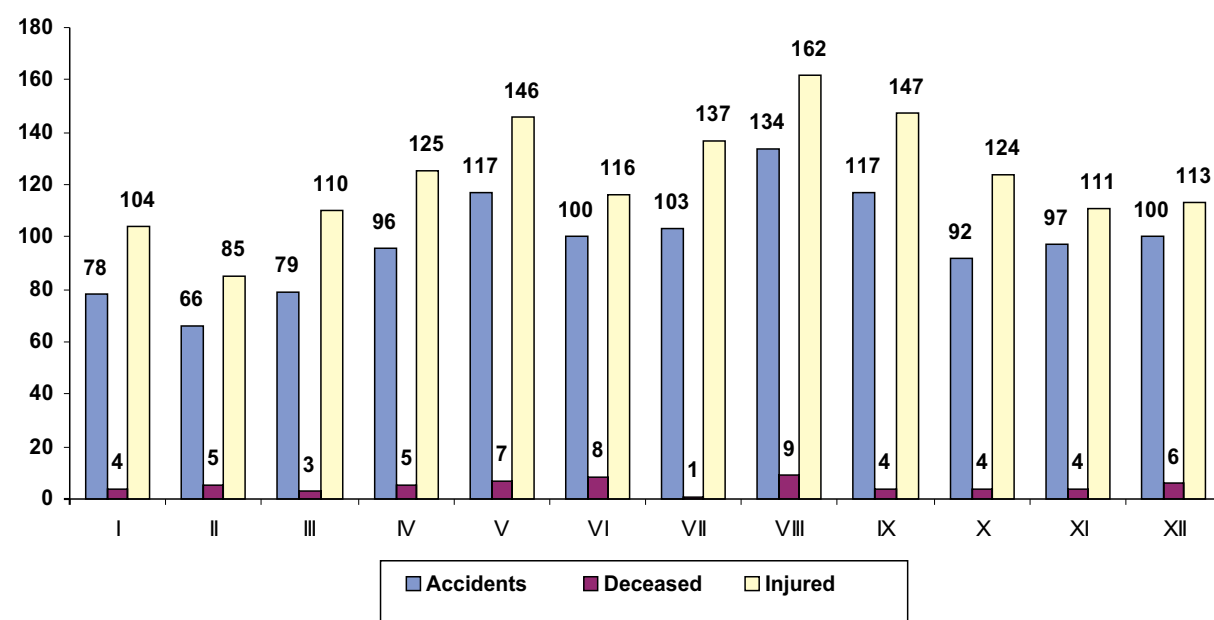
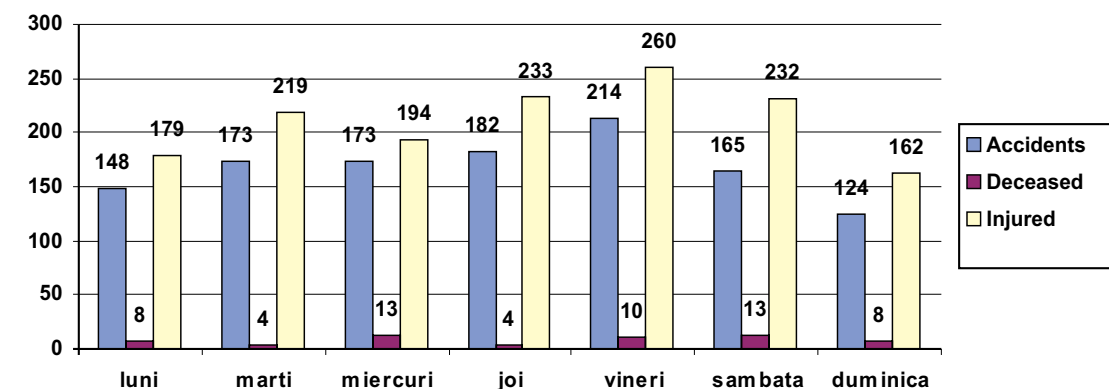


Figure 1.3 Frequency of road accidents by months of the period (12 months of 2011)



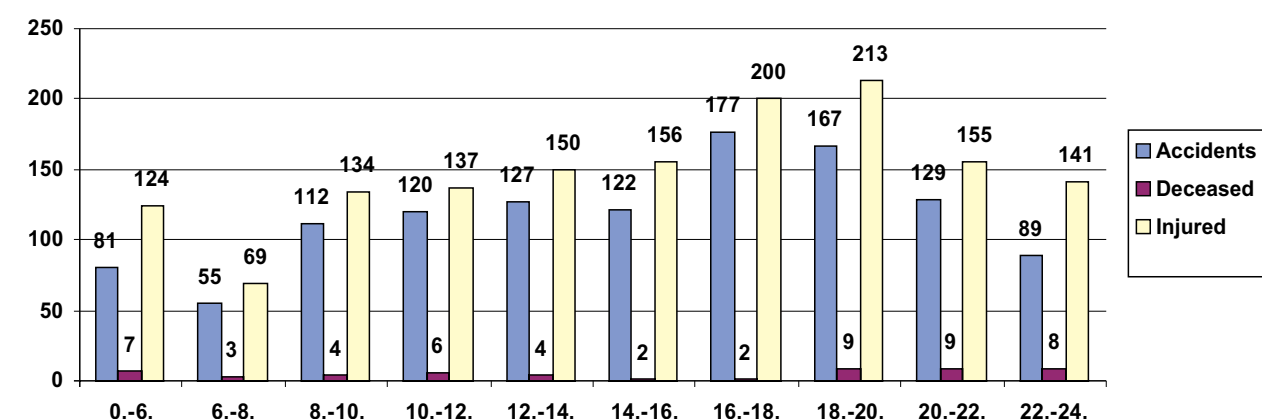
The performed analysis of accidents by the days in which they occurred, shows that most accidents occurred on **Fridays - 214** accidents, resulting in **10** deceased persons and others - **260** injured persons.

Figure 1.4. Frequency of road accidents by days of the week (12 months of 2011)



The performed analysis of accidents by the hours when they occurred, shows that most accidents occurred between **16.00 – 20.00 – 354** accidents, resulting in **11** deceased persons and **413** injured persons.

Figure 1.5. Frequency of road accidents by the time of the day (12 months of 2011)



According to statistics, most accidents occurred through the driver's fault: 1.035 RA (87.71% of all accidents occurred).

The low level of training and poor road discipline of beginner drivers who are at fault in road accidents also negatively influenced the accident situation, as demonstrated by the analysis below:

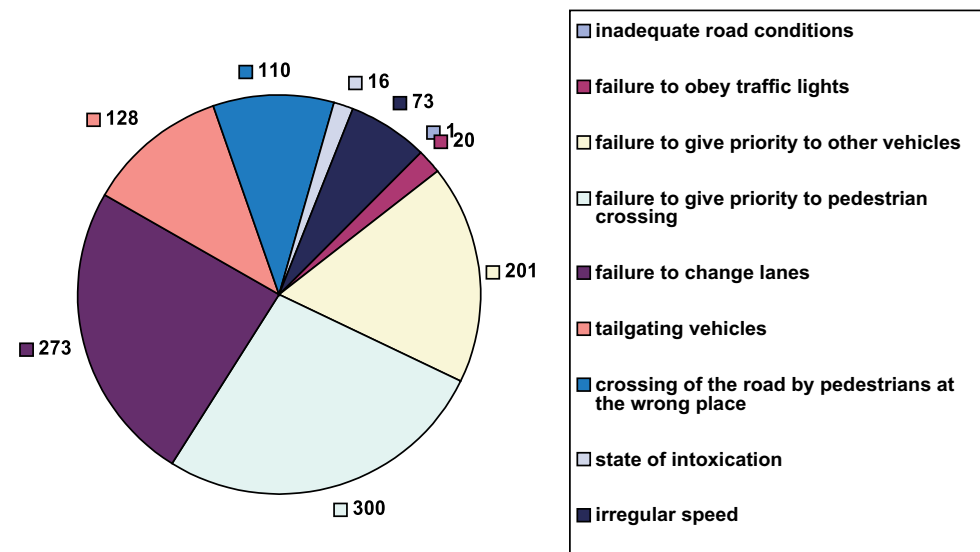
Stage	2011		
	Accidents	Deceased	Injured total
0 - 1	106	19	113
1 - 3	185	8	259
10 - 15	165	3	204
15 - 20	44	1	54
20 - 25	33	1	41
25 - 100	32	3	37
3 - 5	163	5	221
5 - 7	169	2	227
7 - 10	143	7	190
Total	1035	46	1343

Each **8th** road accident occurred **through pedestrian's fault** (11.35% of the total number of accidents)...

The main causes, generating road accidents with victims in 2011 in the capital were:

- failure to give priority to pedestrian crossing **300 cases (24 deceased persons, 292 injured persons);**
- failure to change lanes or direction of movement **273 cases;**
- crossing of the road by pedestrians at the wrong place **110 cases;**
- failure to give priority to other vehicles **201 cases;**
- tailgating vehicles **128 cases;**
- irregular speed **73 cases;**
- state of intoxication **16 cases;**
- wrong stopping / parking **33 cases.**

Figure 1.6. Causes of road accidents (12 months of 2011)



The number of accidents in which **children** suffered as compared to the same period of the previous year, **decreased by 1.69%**. 232 such accidents or 19.66% of the total number were registered, as a result of which 258 (- 1.7%) children were injured, and 1 died. Children's road trauma is at high level and has increased by 18.52% as compared to the same period of 2010 in Buiucani sector.

Figure 1.7. Children who were injured in road accidents (12 months of 2011)

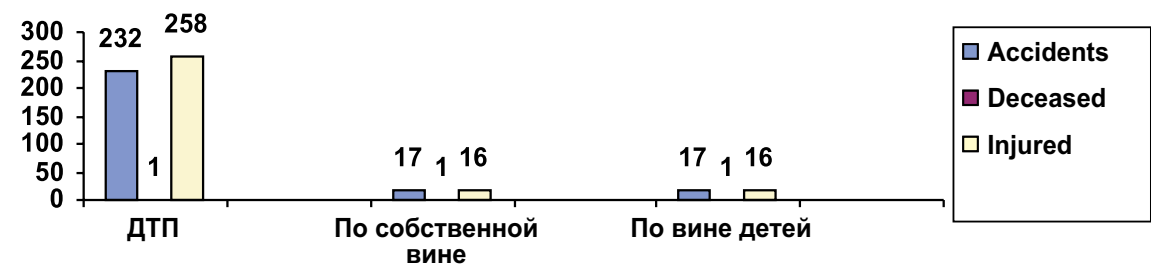


Figure 1.8. Men and women involved in accidents (12 months of 2011)

Sex	Culpability	Accident consequence	Accidents	Deceased	Injured total	%Total
Female	Not guilty	- serious accident	10	1	15	0,5984
		- light accident	60	0	79	3,5907
	Not guilty Total		70	1	94	4,1891
	Guilty	- serious accident	19	6	20	1,137
		- light accident	60	0	70	3,5907
	Guilty Total		79	6	90	4,7277
Female Total			149	7	184	8,9168
Male	Not guilty	- serious accident	132	27	213	7,8995
		- light accident	435	0	605	26,032
	Not guilty Total		567	27	818	33,932
	Guilty	- serious accident	292	39	400	17,475
		- light accident	663	0	854	39,677
	Guilty Total		955	39	1254	57,151
Male Total			1522	66	2072	91,083
Total			1671	73	2256	100

The main problems identified in the capital

The factors contributing to road accidents in Chisinau include:

- 1. Insufficient organization of activities in the field of minibuss passenger transport and taxi transport:**
 - Lack of infrastructure (specialized parks that would allow for centralized control when starting and returning from the route, medical examination);
 - Lack of stations intended for passenger boarding, resulting in chaotic stopping of minibusses and crossing of the road by passengers at wrong places;
 - Lack of waiting stations for public transport;
- 2. Road traffic systematization:**
 - deplorable state on certain parts of the road;
 - improvement of roads with technical means of traffic signal (lack of information signs, road marking, pedestrian crossings, lighting)
 - the problem of the system of traffic light objects that is obsolete;
- 3. Low training level of candidates for driving;**
- 4. Lack of traffic culture among road users;**
- 5. Insufficient training courses for the young generation in the field of road traffic;**
- 6. Lack of sufficient measures on the part of some middle-level heads the Road Police Service (RPS);**
- 7. Insufficient equipping of the RPS with modern equipment for traffic monitoring;**

Recommendations:

- 1. Modernization of road police service by extending information technologies in the process of interaction with road users;**
- 2. Diversification of activities with target groups in the field of road safety, building partnerships;**
- 3. Establishment of communication platforms in the field of road safety with authorities in charge, business community and civil society;**
- 4. Systematic communication, promotion in a clear and objective manner of messages of media institutions at national and local level;**
- 5. Improvement of the training curriculum for children in the field of road safety;**
- 6. Improvement of the overall road traffic systematization;**
- 7. Drawing attention to provision of first medical aid, as well as to post-accident rehabilitation program for victims of road accidents.**

Study on road safety in Chisinau

Within the project “Development of casualty reduction Partnerships in Chisinau and Tiraspol” during September-October 2012 the Automobile Club of Moldova (ACM) and Automobile Club of Transnistria (ACT) conducted a study on road safety issues among Chisinau and Tiraspol residents by means of questioning and observation.

Objectives of the study:

- To examine and assess public opinion on the road safety situation and the use of safety belts, reflective elements, speed limit, public transport security.
- To identify the percentage of the use of seat belts and child safety seats according to age and sex categories, purposes of travel, occupied seats in the vehicle (among passengers and drivers).
- To assess the level of observance of road traffic regulations and standards of behavior on the road in general, and in particular: observance of the speed limit, the use of reflective elements, etc.

Results in Chisinau:

The study on the use of seat belts by means of observation:

It is known and proven that seat belts play an important role in reducing the severity of injuries caused to people in a crash. The use of seat belts reduces the risk of death for passengers sitting in the front seat by 40% - 65% and can reduce the risk of death for passengers sitting in the back seat by 25% - 75%.

In the Republic of Moldova, the mandatory use of seat belts is stipulated by the **Code of Administrative Offences of the Republic of Moldova No. 218-XVI dated 24.10.2008, published in the Official Gazette** of 16.01.2009 No.3-6/15. The penalty for failure to use a seat belt is 300-400 MDL, using 3 penalty points.

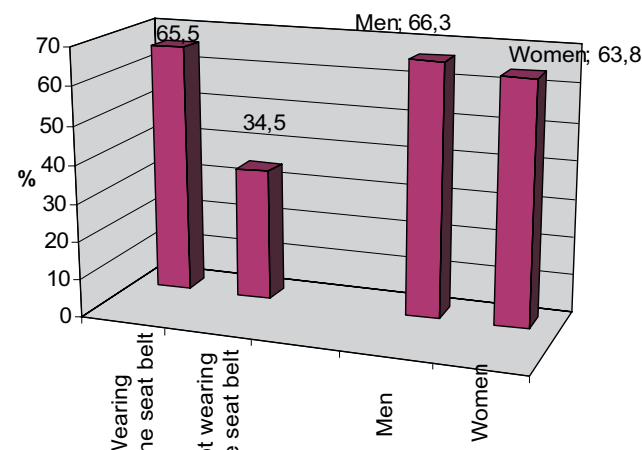
From September 28 to 30, 2012, a study on the use of seat belts and child safety belts was conducted in Chisinau, by means of questionnaire and observation.

The purpose of the first part of the study - observation - was to record the use of the seat belt by drivers, passengers in the front and back seats, including data on gender composition and the use of child restraints. It was conducted on six intersections with regulated traffic. Specially trained teams of 2 persons conducted observations, divided into 3-hours sessions from 7:30 to 18:30 (i.e., within the period of high influx of vehicles during rush hour). The teams used special forms to record the necessary data.

During the **observation** the sample size was 1000 vehicles and motorists, as well as 438 front-seat passengers, 183 back-seat passengers, 694 men and 306 women.

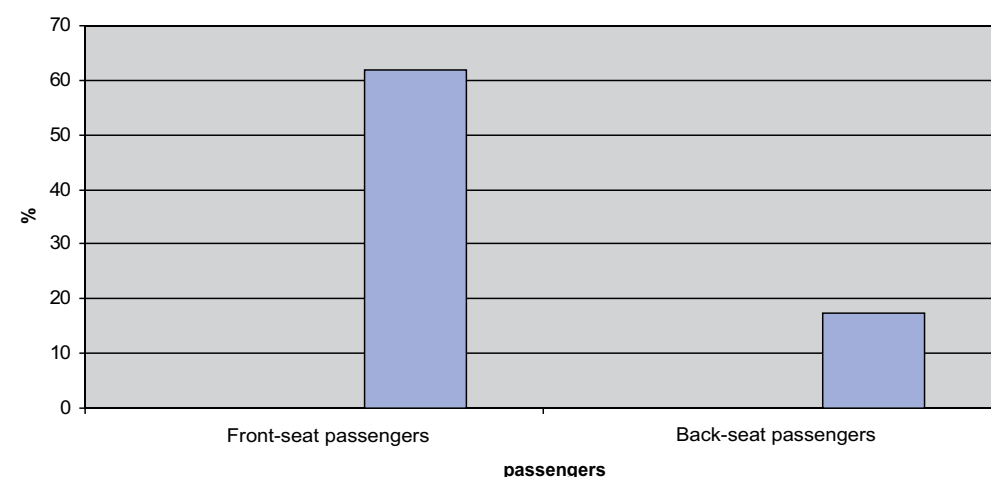
Observations showed that the level of compliance with the law on compulsory use of seat belts **among drivers is 65.5%**. At the same time, **66.3% men and 63.8% women** used a seat belt.

Figure 1.8. The level of seat belt use among drivers (Chisinau)



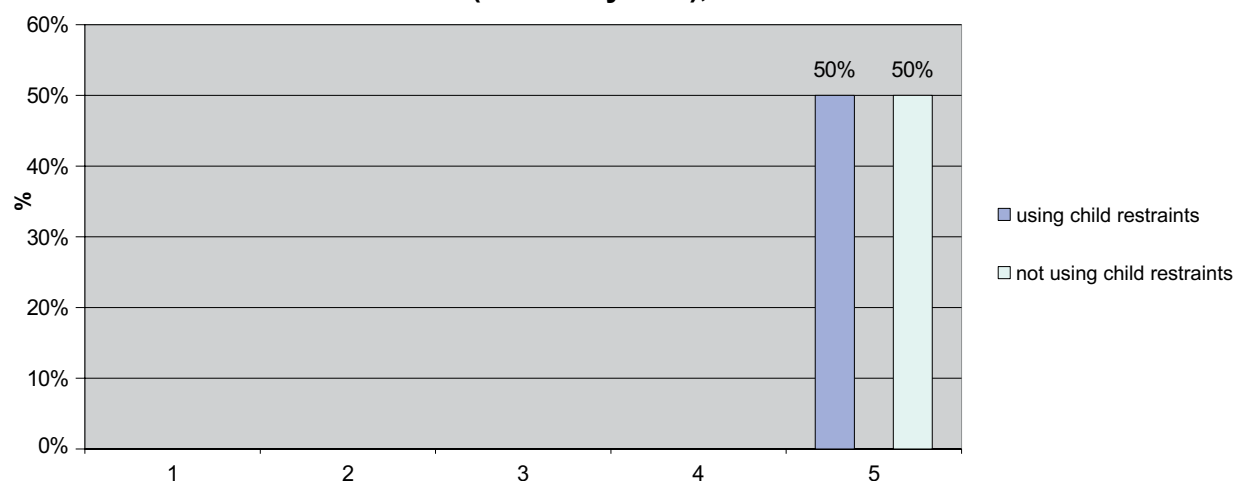
As for passengers in the vehicles under observation, the level of seat belt use by **front-seat passengers** is higher (**61.8%**) than by **back-seat passengers** (**17.5%**).

Figure 1.9. The level of seat belt use among passengers (Chisinau)



During the observation, 50% cases of child restraints use and 4 women, not wearing their seat belts and sitting in the front seat of the vehicle with children in their arms were recorded.

Figure 1.10. The level of child safety belt use when transporting children (under 7 years), Chisinau



Results of the study:

The second part of the study consisted of a **survey** that was conducted during the same period, immediately after the observation sessions. A total of 212 persons, aged 14-59 (40% aged 20-30), of which 35% - owners of vehicles were surveyed.

The purpose of the survey was to identify and assess the knowledge, attitude and behavior of people in relation to:

- road safety situation and existing problems on the roads of Chisinau;
- observance of road traffic regulations (use of seat belts and child safety belts, observance of speed limit, etc.);
- safety and visibility of pedestrians on the road and the use of reflective elements;
- public transport safety in the capital.

First of all, **48%** of respondents have estimated the level of road safety in the capital as **“bad”**, and **38%** - as **“good”**.

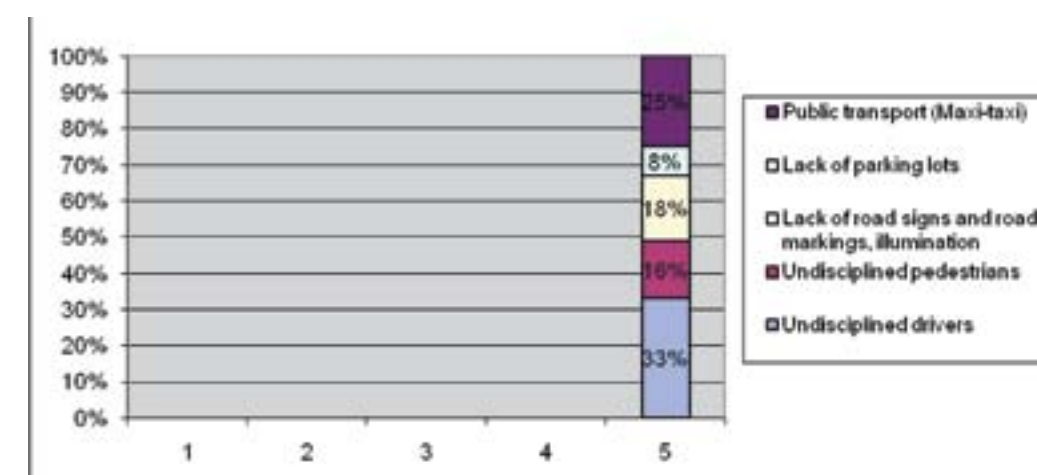
88% of respondents believe that there is a need to continuously and effectively conduct mandatory training in road traffic regulations and road safety, 90% agree with the need to introduce the European practice for beginner drivers (obtaining temporary driver's license for a year and passing an additional exam to obtain the permanent one). In addition, **52%** consider it necessary to toughen up the road traffic regulations and increase penalties for traffic violations, pointing to the main causes of road accidents in the city (33% undisciplined drivers and 16% are undisciplined pedestrians).

It should be noted that 73% of respondents said they always obey road traffic regulations, while 22% - sometimes do it. As for the question about the seat belt use (whether by driver or passenger), 65% of **respondents said that they always wear seat belts** - 15% rarely use the belt, while 20% of respondents - do not use them at all. The main reasons for that are inconvenience and discomfort; they do not consider the seat belt to be important. **Child restraints are used by 29%, and reflective elements** in night time are used by **35%** of respondents.

Unfortunately, **40%** of respondent residents of the **capital only occasionally**, and **37%** - **always observe the speed limit**.

In respondents' opinion the main causes of road crashes in Chisinau are **undisciplined drivers – 33%** and **25% - public transport**.

Figure 1.11. The main causes of road accidents in Chisinau municipality.



As for the question, “**how the problem of safety in public transport can be solved?**”, the situation is following:

- **19%** - to toughen up the measures on license issuance and strict control of route administrators and drivers;
- **46%** - to remove routes of minibuses and increase the number of buses and trolleybuses;
- **25%** - the exact schedule and fixed stops;
- **10%** of respondents gave no answer.

Figure 1.12. The level of seat belt use

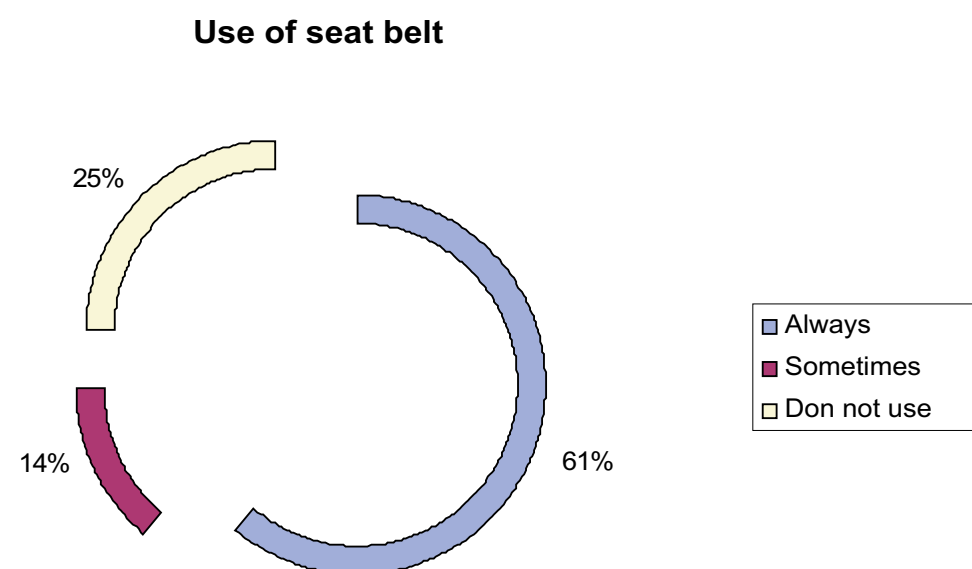


Figure 1.13. What can motivate you to be a disciplined road users?

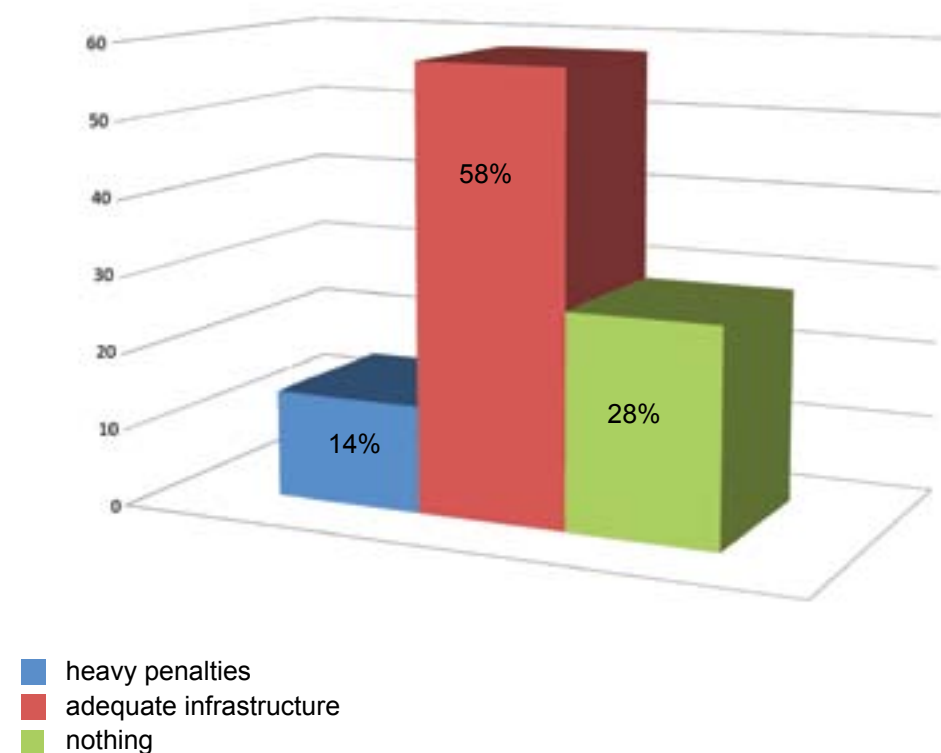
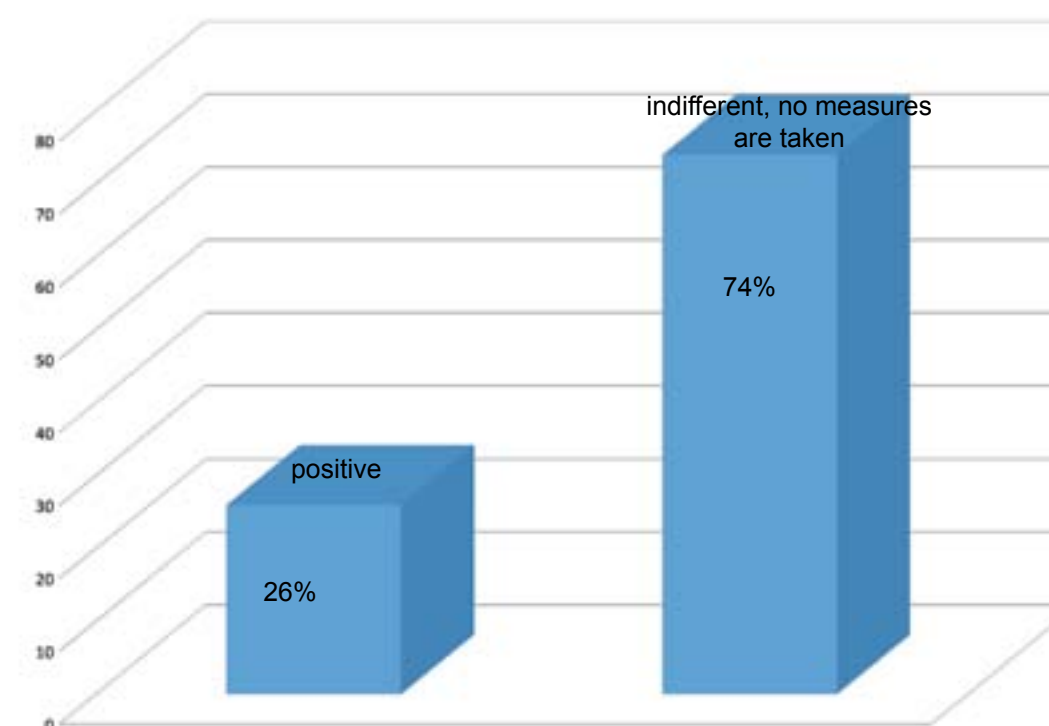


Figure 1.14. How do you assess the attitude of authorities in charge towards the road safety issue?



Effective measures to improve the safety level in Chisinau offered by respondents:

- To toughen up the system of penalties for traffic violations – 35%;
- To improve the road infrastructure - 13%;
- To improve the educational system for road users - 18%;
- To obey road traffic regulations by all road users - 15%;
- To place, discuss and explain basic road traffic rules in the media and social networks - 19%.

Road infrastructure and road accident statistics in Tiraspol

Tiraspol is situated on the southern end of the East European Plain. Tiraspol is located not far from big cities - about 105 km from Odessa and 75 km from Chisinau, with which it is connected by road and rail.

Tiraspol is the second largest city after Chisinau and the largest in the Transnistrian region. According to the census, conducted in Transnistria in November 2004, the population of Tiraspol made up 159 163 people.

Statistical data during 2011-2012

All road accidents are subject to registration of the State Automobile Inspectorate, motor transport companies and road organizations, regardless of the severity of injuries caused to people and the size of material damage.

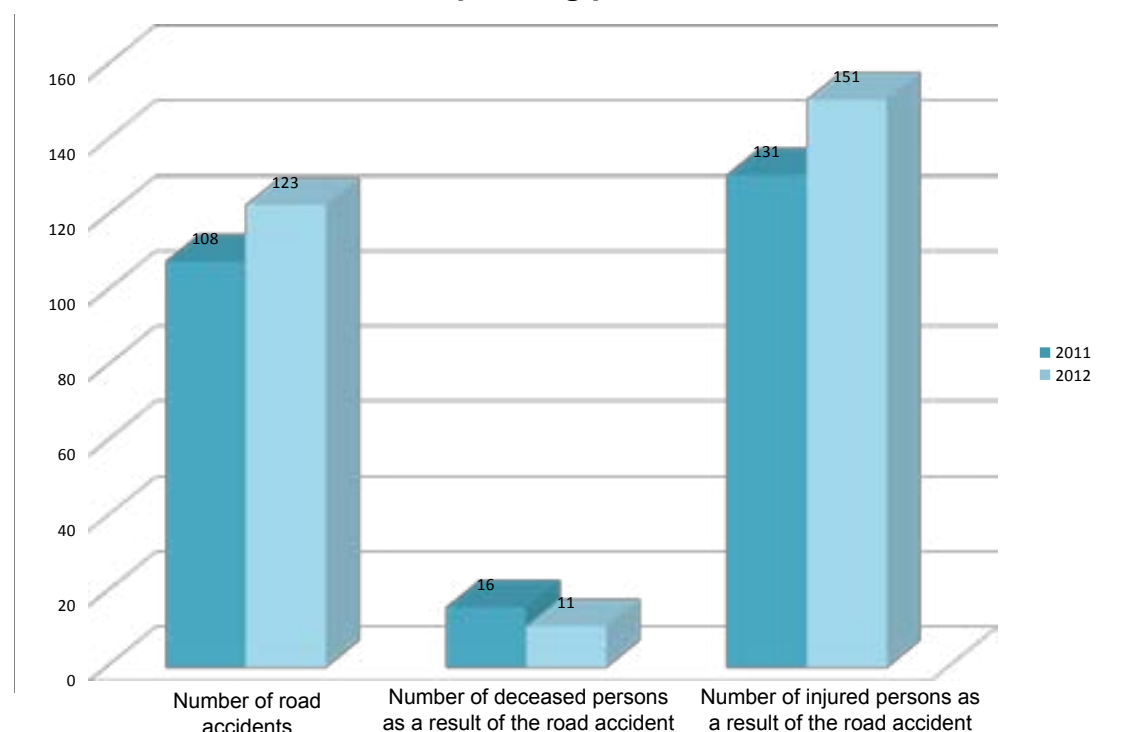
Statistics of road accidents and people who suffered injuries in them is growing each year. During 6 months of 2012, 123 accidents in which 11 people died and 151 - were injured occurred on Transnistrian roads. As compared to the same period of last year, the number of road accidents increased by 15 cases, the number of deceased persons, in turn, decreased by 5, and the number of injured persons increased by 20 people.

Road accident statistics during 6 months of 2012 and the corresponding period of 2011.

Indicators	6 months of 2011	6 months of 2012
Number of road accidents	108	123
Number of deaths in road accidents	16	11
Number of injuries in road accidents	131	151

The figure clearly shows the increase of these indicators:

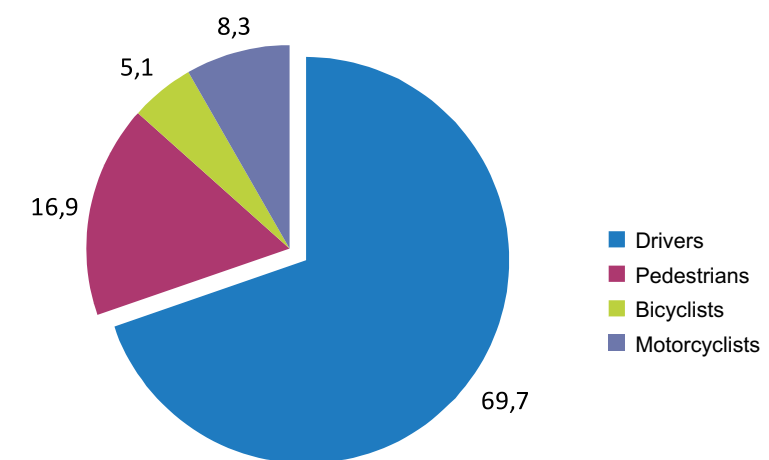
Figure 2.1. Road accidents statistics during 6 months of 2012 and the corresponding period of 2011



Most road accidents are caused by drivers because of their violation of road traffic regulations, as well as because of their poor qualification.

Persons at fault in road accidents	Share of the total number of road accidents, %
Drivers	69,7
Pedestrians	16,9
Bicyclists	5,1
Motorcyclists	8,3

Figure 2.2. Persons at fault in road accidents



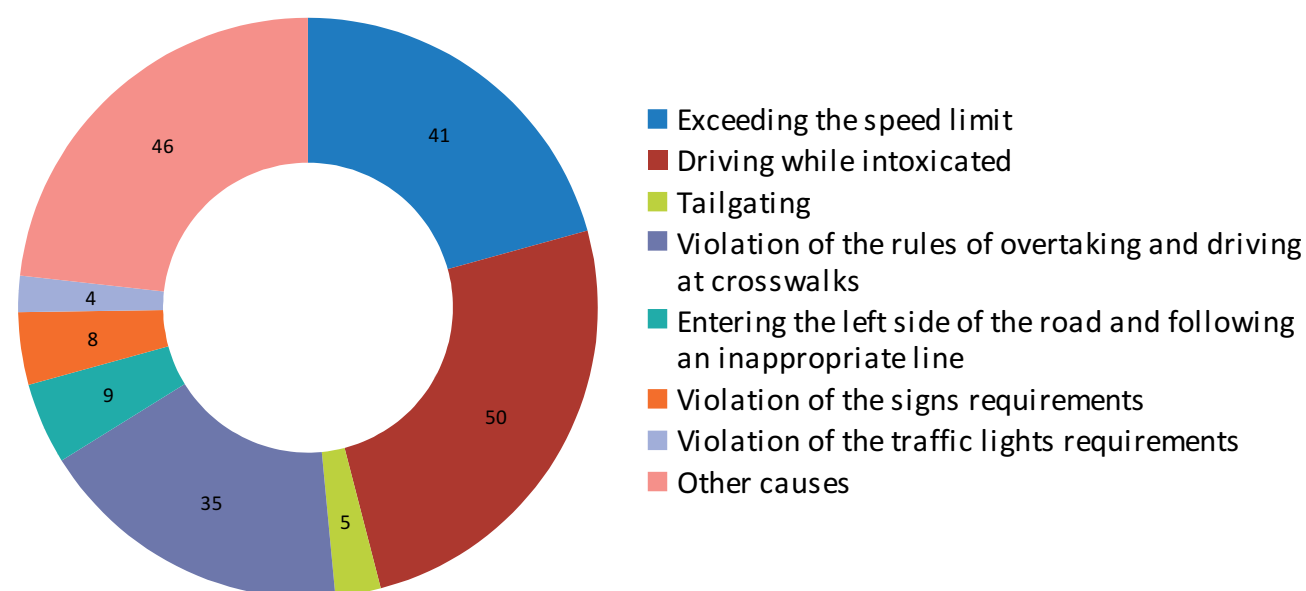
Gross violations of road traffic regulations, which occur more often, are due to the driver's fault:

1. exceeding the speed limit,
2. drink driving,
3. tailgating vehicles,
4. violation of the rules of overtaking and driving at crosswalks,
5. entering the left side of the road and following an inappropriate line
6. violation of the signs and traffic lights requirements.

The main causes of road accidents occurred through the drivers' fault.

Exceeding the speed limit	41
Driving while intoxicated	50
Tailgating vehicles	5
Violation of the rules of overtaking and driving at crosswalks	35
Entering the left side of the road and following an inappropriate line	9
Violation of the signs requirements	8
Violation of the traffic lights requirements	4
Other causes	46

Figure 2.3. The main causes of accidents occurred through the driver's fault



Main problems identified in Tiraspol

If we consider that it is the most active and able-bodied part of the society who dies on the roads, then we can add 10-20% of children whom they will be able to give birth to in the next few decades to the amount saved from death and injuries. This can significantly improve the demographic situation.

Imperfection of man should be compensated by a developed infrastructure – a secure and safe roadside, reliable vehicle, assistant information systems, effective rescue system on the road.

Appropriate programs can be implemented only by joint efforts of all parties involved. Due to budget constraints, the implementation of the respective projects could be made through the projects of community-based organizations, which would become the main coordinators and engines for programs implementations.

Effective motivation of all road users is very important. Administrative measures are usually not effective in complex systems. Motivation management will give a much greater effect.

Builders have to be motivated to build safer roads, meeting modern standards, focused on safety. Drivers have to be motivated by penalties and fees of insurance companies, etc. The influence of the state and society on road users to form worthwhile stereotypes of transport culture and raise legal awareness is not enough at the moment. It is necessary to solve a set of problems that do not allow minimizing the socio-economic costs resulting from road accidents.

Goals:

- to reduce the number of persons dying in road traffic accidents;
- to reduce the number of road accidents with victims.

In order to achieve these goals it is necessary to cope with the following tasks:

- to improve the organization of the movement of vehicles in cities and localities of Transnistria;
- to improve road traffic conditions, to eliminate dangerous areas on public roads;
- to prevent risky behavior of road users;
- to reduce the number of child road traffic injuries;
- to reduce the time of arrival of the respective services to the place of road accident, increase their effectiveness in providing assistance to victims of road accidents;
- to improve the efficiency of public administration system operation in the field of road safety on public roads and at local government level.

The Automobile Club of Transnistria highlighted several measures which would have a significant impact on the improvement of the situation on Transnistrian roads:

- monitoring the roadside for safety;
- review of regulations and requirements for vehicles and road users;
- legislative elimination of the corruption component when undergoing technical inspection;
- complex programs to improve road safety in the regions;
- legislative regulation of the traffic system;
- legislative regulation of individual transport activities;
- improvement road traffic conditions on main and minor roads of cities and small towns;
- improvement of the condition of roadsides and roadbed slopes of motor roads, elimination of side constraints;
- improvement of the longitudinal profile of the road and visibility conditions;
- restoration of the road surface;
- improvement of the road surface evenness;
- improvement of adhesion qualities of the road surface;
- arrangement of pedestrian streets and roads;
- regulation of stops and parking areas;
- organization of one-way traffic;
- arrangement of additional stop signals;
- reflective materials and protective coat (clothes and its elements);
- motorcycle and bicycle helmets;
- technical equipment for mopeds and motorcycles;
- driver training requirements;
- gradual obtaining of driver's license and driving restrictions;
- stricter penalties for driving while intoxicated;
- automatic speed control;
- automatic traffic control at red light.

The results of the study on road safety issues in Tiraspol

Results of the questionnaire:

From October 01 to 03, 2012, the ACT conducted a study on the use of seat belts and child safety belts in Tiraspol, based on the same methodology, applied by the ACM in Chisinau.

The residents of Tiraspol respected the study and were quite willing to provide the necessary information to volunteers.

Summing up the **questionnaire** results as a whole, it may be noted that the understanding by the citizens of the importance to obey road traffic regulations is at a high level.

94.5% of respondents reported that they **always obey road traffic regulations**. However, among the respondents, there are also those who can cross the road in the wrong place or on red light. The main reason is because they are usually in a big hurry.

Most of the respondents, namely **65%**, **consider the level of safety** on the roads to be **good**.

Over **77%** of respondents believe that the infrastructure of our roads is **“not great”**. There are areas where a pedestrian crossing and “speed bumps” should be placed.

93% of respondents believe that toughening road traffic regulations and increasing penalties will reduce the incidence of drunk driving. Most of the respondents believe that the rules of conduct on the road should be taught at school-age, and the more interesting and useful additional lessons and classroom hours are, the less road accidents involving pedestrians will happen.

Also, the majority of respondents pointed out that road accidents in the capital occur due to minibuses and taxi, but **37% still believe that namely pedestrians are guilty** since they are not convinced of the security when crossing the road.

The respondents reacted in different ways regarding the idea of introducing the European practice for beginner drivers. Thus, all respondents having vehicles reported possible inconveniences associated with it. First of all, it is impossible to travel outside the country during this period, which will inevitably increase corruption within the authorized bodies.

100% of respondents usually observe the speed limit, but still, some admit that they sometimes violate it when they are late.

None of the respondents use reflective elements at night or in poor visibility conditions - they do not seem it to be necessary.

72% of respondents reported that sometimes they use seat belts when traveling outside the country. Inconvenience of using seat belts is the main reason why the drivers do not use them all the time.

93% of respondents believe that the attitude of responsible authorities towards the road safety problem is good.

The respondents believe that the most effective measure to prevent road accidents is to toughen the system of penalties for traffic violations.

The study on the seat belt use by means of the observation method:

Observation of the vehicle showed that 87% of drivers drive without wearing a seat belt. Observers highlighted that drivers who wore seat belts, were driving vehicles, whose registration was not local. It was noted that if a driver is wearing seat belt, then the front-seat passenger is also wearing seat belt. **100% of back-seat passengers were not wearing seat belts**. Tinted back windows, available in a large number of vehicles have complicated the observers' task. However, during 3 days of observation 4 child safety seats were observed on the back seats.

Lack of culture on seat belt use is probably indirectly related to the fact that a warning or a penalty of 1 (one) calculated level of the minimum wage (1.15 US dollars) is provided for the violation of the rules on seat belt use in Tiraspol.

In addition, there is a tacit tradition among the traffic police officers since the days of the Soviet Union - not to penalize for not wearing a seat belt. The history of this tradition is unknown.

Figure 2.4. The level of seat belt use among drivers

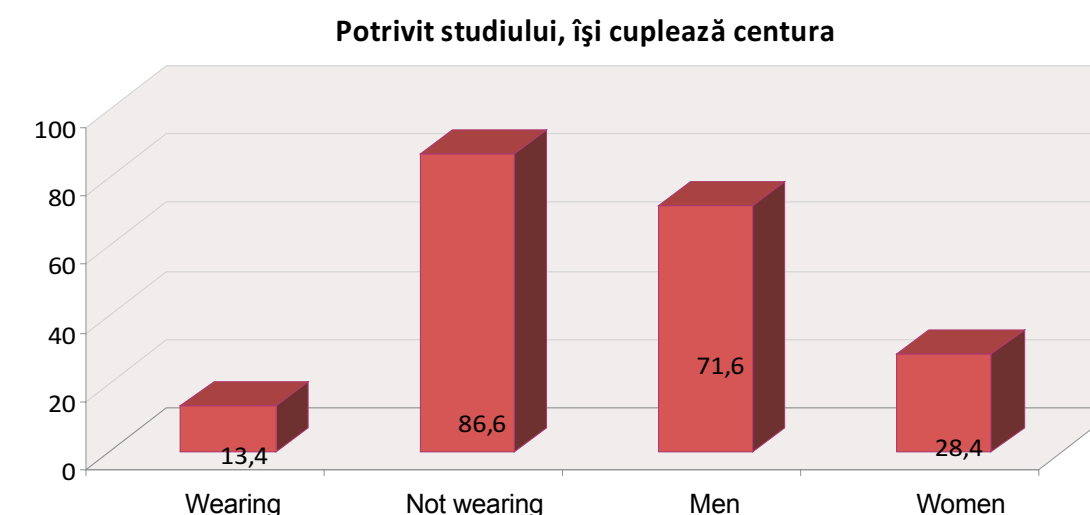


Figure 2.5. The level of seat belt use among passengers

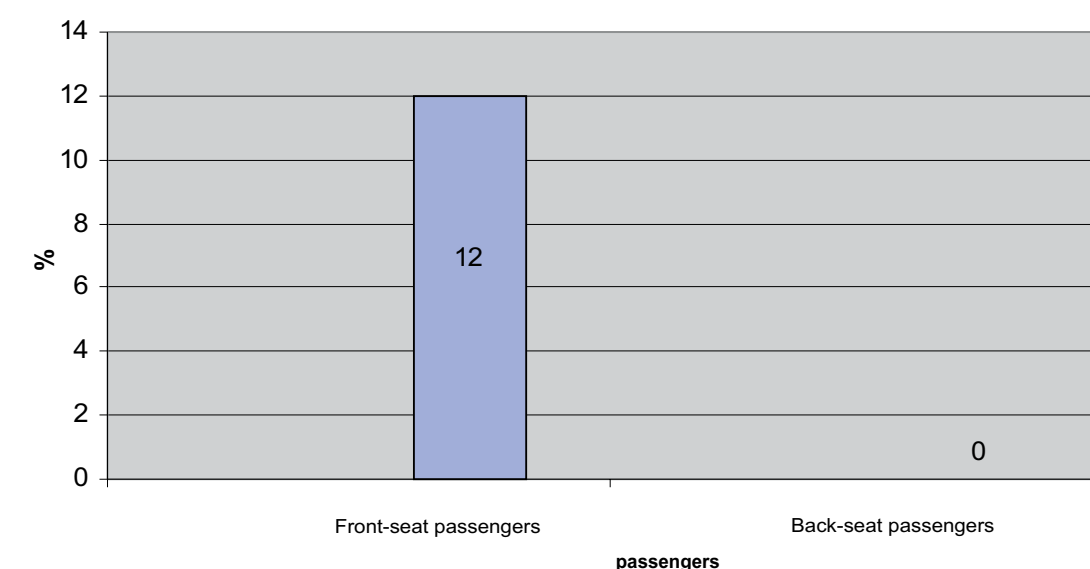


Figure 2.6. The level of child safety belt use when transporting children (under 7 years)

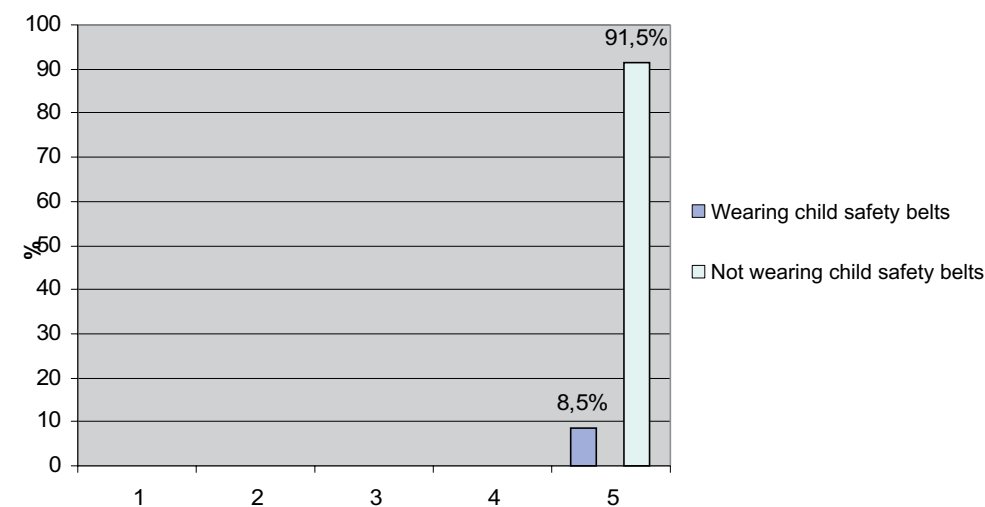


Figure 2.7. The main causes of road accidents in Tiraspol

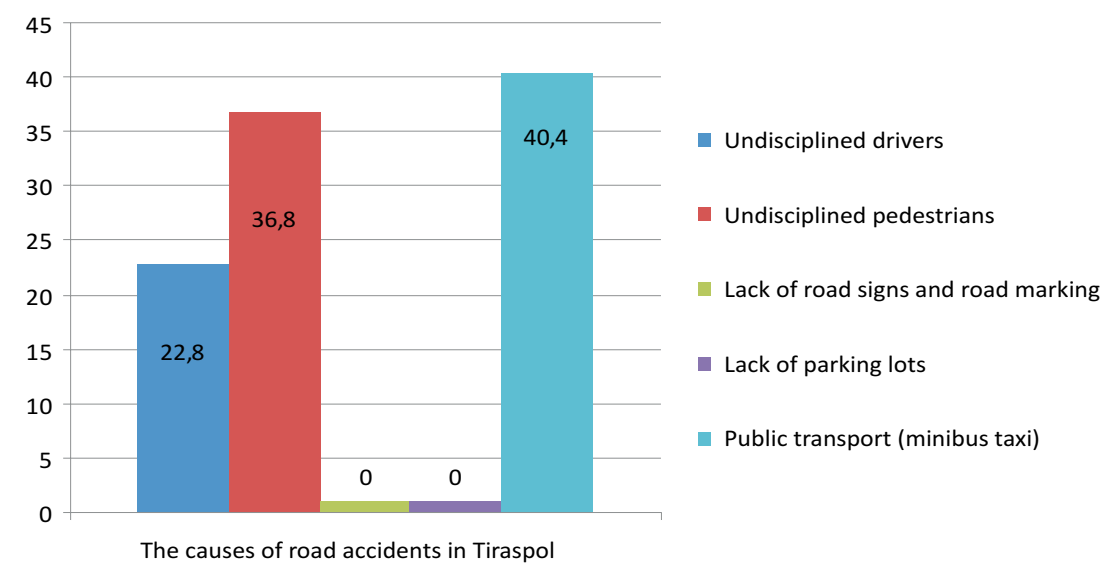


Figure 2.8. The level of seat belt use

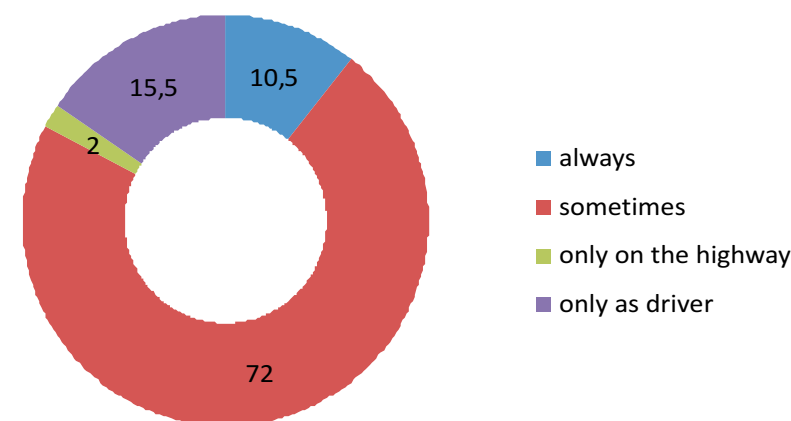


Figure 2.9. What can motivate you to become a disciplined road user?

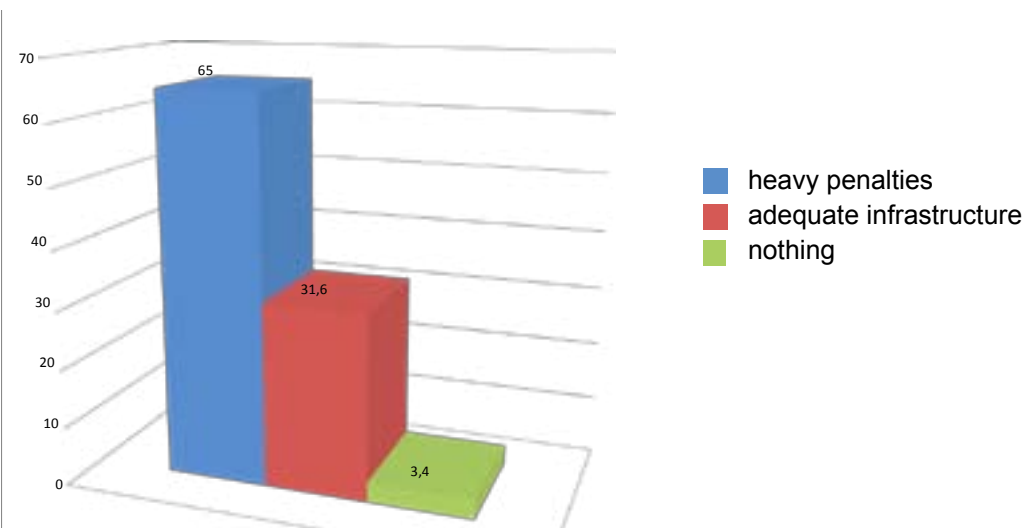
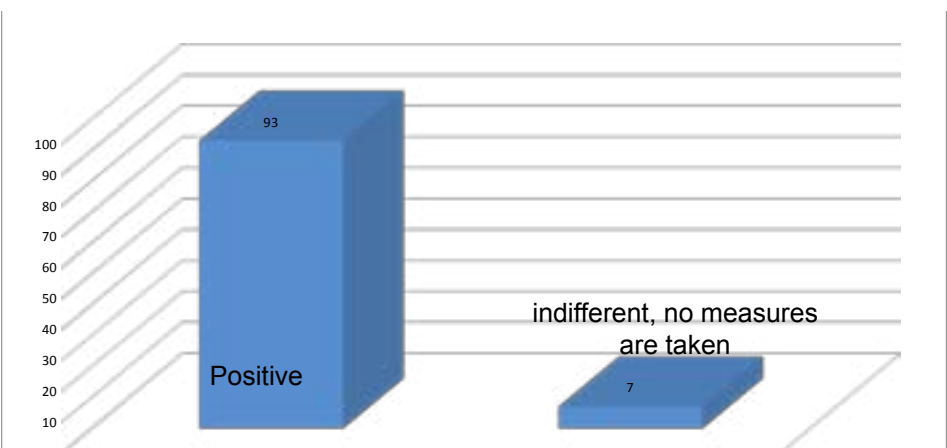


Figure 2.9. What can motivate you to become a disciplined road user?



Survey data from Chisinau and Tiraspol will be taken into consideration in road awareness campaigns, aimed at changing attitude and behavior of road participants, carried out by ACM and ACT.

Conclusion

Joint analysis of road safety level in both municipalities, Chisinau and Tiraspol, demonstrated concrete problems that should be solved, though there are some positive dynamics in comparison with the previous years due to the implementation of actions and measures undertaken at national level. The issues identified in Chisinau and Tiraspol require a new, inovative approach and road safety initiatives involving local road safety stakeholders.

The development of the local partnership will help to create a specific municipal strategy with key-solutions in tackling local road safety problems.

The new created partnerships will open new link of sharing experience between local communities of two banks of the Nistru river, with the assistance of international partners involved in the project.



The Automobile Club of Moldova is a non-governmental, noncommercial, public association, the member of the International Automobile Federation, participating in international projects aimed at raising the level of road safety. Thus, in 2009, ACM launched the international project "Make Roads Safe" at the national level, within which any kind of actions, intended to raise road safety level and awareness of gravity of the problem by society and public authorities were taken. (www.saferoads.md)



The Eastern Alliance for Safe and Sustainable Transport - EASST is a UK-registered charity organization, which grew from a network of local road safety organizations in Eastern Europe, with Partners from Armenia, Azerbaijan, Belarus, Georgia, Moldova, Russia and Ukraine. EASST partners work together to promote road safety, develop and implement regional and cross-border projects, sharing experience and resources. (www.easst.co.uk)



The Automobile Club of Transnistria was founded in 2008 by a group of enthusiasts who felt the need to form a local club that could take concrete actions related to raising road safety level in the region. In 2009 a partnership with ACM was built to strengthen the activities carried out to promote road safety. (www.safetyroads.org)



The United Nations Organization in cooperation with the World Health Organization proclaimed the period 2011-2020 as the Decade of Action for Road Safety on a global level. The goal of actions of the Decade is to ensure a 50% decrease in the number of victims of road traffic until 2020, namely by taking various measures at national level in each country. In order to achieve the objectives, the Global Plan for the Decade of Action for Road Safety 2011-2020 was developed, providing for a general framework of activities over the years: to improve road safety and transport networks, to develop the safety of vehicles, to enhance the behavior of road users, as well as

to improve post-crash care.

ACM, ACT and EASST support the Decade of Action for Road Safety 2011-2020 and all activities undertaken within this decade in the field of road safety are carried out to achieve the ultimate goal - a 50% decrease in the number of victims of road accidents.



The European Union is made up of 27 Member States who have decided to gradually link together their know-how, resources and destinies. Together, during a period of enlargement of 50 years, they have built a zone of stability, democracy and sustainable development whilst maintaining cultural diversity, tolerance and individual freedoms. The European Union is committed to sharing its achievements and its values with countries and peoples beyond its borders.



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It's time for action! Together we can save millions of lives!



Empowered lives.
Resilient nations.