

Development of Strategic Directions of Road Transport for the Republic of Moldova in the Context of European Union

Svetlana Gorobievski

Technical University of Moldova

Diana Munteanu

Technical University of Moldova, Directorate of the General Inspectorate of Border

Police of the Ministry of Internal Affairs

buciumasdiana@yahoo.com

Abstract

*The key principles underlying the *acquis communautaire* in the field of transport identify the progress made and the delays that the Republic of Moldova still has in terms of convergence towards European transport standards.*

The correlation between increased road traffic and health risks continues to grow. The problem cannot be solved by a single measure or public policy, but an integrated approach is needed to reduce the negative effects of road transport, harmful gas emissions and noise, as well as road accidents, the number of which is constantly increasing. This problem is also very current for the Republic of Moldova, where over 200 thousand transport units are registered annually, the transport arteries remaining the same.

Key words: road safety, national economy, international mobility, integrated management, national strategy.

J.E.L. classification: R41

1. Introduction

It is recognized that transport and energy are vital areas for the European Union's economy. Citizens and goods are transported across the continent by all modes of transport, but especially by road. In order to streamline road traffic and improve the quality of the environment, the EU encourages its citizens to travel by public transport and recommends that transport companies use trains, boats and ships to transport goods. Fast, efficient and cheap transport of people and goods is a central element of the European Union's policies and strategies. The steady increase in mobility in Europe is putting strong pressure on transport systems. As a result, road traffic congestion often occurs, reducing the quality of transport, its efficiency and safety, increasing fuel consumption and exacerbating the phenomenon of pollution (increasing CO₂ emissions).

Transport is a fundamental sector of the economy. It embraces a complex network of around 1.2 million private and public companies in the European Union, employing around 10.5 million people and providing goods and services to EU citizens and businesses, including its trading partners.

Transport also ensures the mobility of Europeans, thus significantly contributing to the free movement of people in the internal market. Efficient transport services and infrastructure are vital for exploiting the strengths of all regions of the European Union, for supporting the growing internal market and for enabling economic and social cohesion. These factors influence trade competitiveness, as the availability, price and quality of transport services have strong implications for production processes and the choice of trade partners.

With such an important role, transport is, by definition, intertwined with various policy areas, such as environmental and social policies. The main challenges for the EU transport sector include creating a single, functional European transport area, connecting Europe with modern, multimodal

and secure transport infrastructure networks and moving to low-emission mobility, which also means reducing other negative transport externalities. From a social perspective, accessibility, reliability and affordability of transport are essential. However, this was not generally achieved.

2. Literature review

The European Commission aims to address the shortcomings, in particular with regard to the integration of the road transport market, through a set of initiatives for a fair social transition to clean, competitive and connected mobility, set out in its Low Mobility Strategy (adopted in July 2016) and subsequently in its Communication "Europe on the move" of 31 May 2017. This Communication accompanies a number of legislative proposals (called the "mobility package"), revising the rules on access to the road transport market, improving social legislation for road and revision of road charging rules. On 8 November 2017, the European Commission adopted a second set of proposals ("second wave of the mobility package"). They respond to the challenge of making mobility clean, competitive and connected through a combination of demand and supply measures on low-emission mobility. They combine a favorable regulatory framework with actions to mobilize financial resources, where necessary, while ensuring consumer acceptance and protecting the dimensions of social protection and employment. In concrete terms, the proposals include a number of measures to enable a transition to low and zero emission mobility, such as a reform of the Clean Vehicles Directive or a continuation of the action plan for the Alternative Fuels Directive.

Integrated management is a concept successfully used in the Member States of the European Union and aims to coordinate and cooperate with institutions, authorities and specialized services in order to achieve and achieve the objectives set in the field of road safety (Figure no. 1).

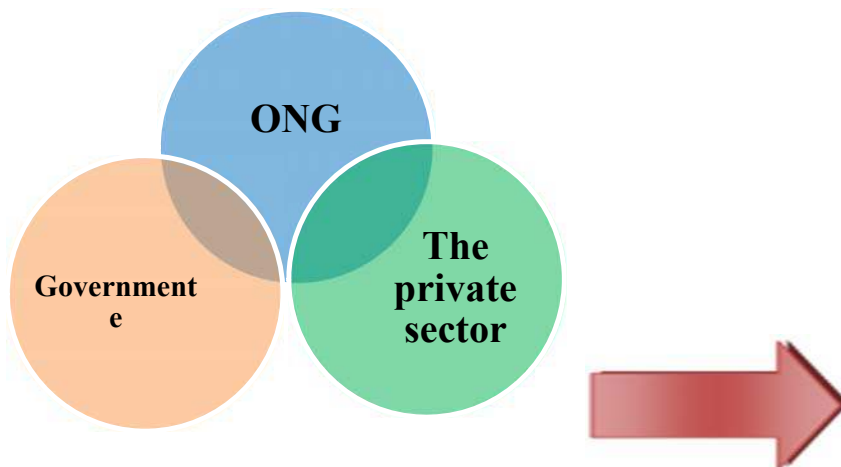
Road safety and security is a social issue of major importance for future strategy papers on transport policies, with the reduction of injuries being a remarkable goal for civil society and companies.

In the context of the current road situation in the Republic of Moldova, we will draw some important aspects in the field subject to scientific research.

Firstly, road safety is an issue of global interest for all actors with direct and indirect responsibilities in the field of road safety and security, but also for all citizens, whether they are drivers or as various participants in road safety. road traffic, each of them have the opportunity to contribute collectively and individually to a safer road.

Secondly, we note the existence in this regard of European documents and such as the National Strategy for Road Safety in the Republic of Moldova for the period 2011-2020 and Commission Recommendation 2004/345 / EC on the application of rules in the field of road safety.

Figure no. 1. Relations of public actors aimed at improving road safety



IMPROVEMENT ROAD SAFETY

Source: developed by the authors

Thirdly, road safety policies need to be built as factors for action, making citizens more accountable.

Fourthly, the development of a flexible collaboration between EU countries and the European Commission, in order to implement the European Union's policy "in the field of road safety and to monitor progress in this endeavor, will include their development of national safety strategies and plans, which will be made public and which will contain the description of the means had in order to achieve the common objective "and to establish a calendar of actions in this respect.

Fifth, all Member States face the same road safety problems, with the main causes of accidents being clearly defined: excessive and improper speed, the cause of about a third of fatal and serious accidents, but also an important factor in determining the severity of injuries. ; alcohol, drug or fatigue. Statistics show that a high seat belt use rate internationally can save more than 7,000 lives each year. From this point of view, the benchmark is a solution to put into practice the best solution identified by one country or another.

Finally, I believe that an integrated road safety management is able to capture the complexity and contextuality of the road phenomenon for its understanding through road safety. The decision I opted for in choosing this scientific research topic derived from a series of aspects related, on the one hand, to the interest of developing my training in this important field and, on the other hand, to aspects related to the challenges offered. the difficulty of managing new issues as efficiently as possible, characterized by excessive mobility of people, the emergence of a new range of risks and threats at national, regional and global level on road safety and security and, last but not least, the increase of transnational field.

All these aspects, but also others, determine complex, integrated approaches and require effective actions in what we can call a new culture of mobility.

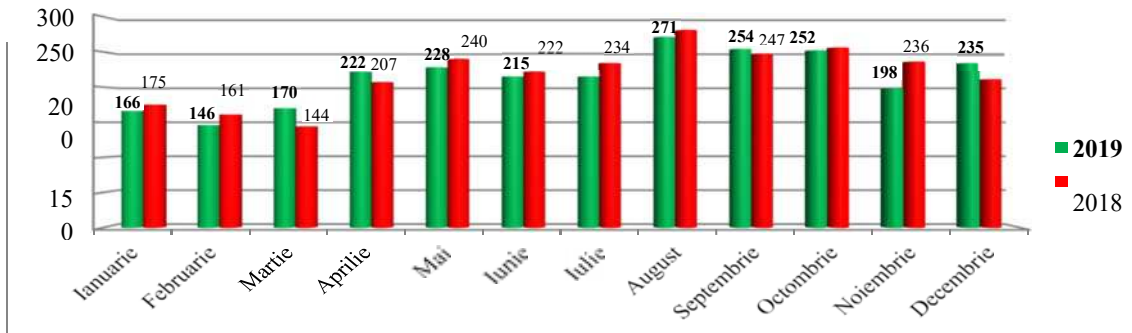
3. Research methodology

Road safety is the result of the reduction to eliminate the risk of involvement in a road event. This is possible by implementing legislative, educational-preventive, regulatory, institutional and technical solutions. These dimensions interrelate in a dynamic way, in constant change and adaptation to the legislative or infrastructure conditions in each country, generating the elaboration and application of various intervention strategies both at European and national level. Road safety also refers to the reduction of road accidents that can be with contraventional and civil consequences, but also with criminal consequences. Road safety is a responsibility of several institutions at central and regional level of the Ministry of Internal Affairs, public and private authorities, as well as civil society. Reducing road accidents of any kind is a major goal, figure no. 2.

Thus, the issue of road accidents is analyzed, starting from the legislative basis, continuing with the collaboration between the responsible institutions and ending with the procedure applied in order to protect traffic participants. In the case of accidents, the institutional collaboration is applied in such a way that the workers in the system investigate by various methods the causality and the consequences of the road incident applying the legislation in force. They will be taken to ensure safe traffic building intervention strategies.

The relationship between these dimensions has a dynamic side and is constantly changing and adapting to the legislative or infrastructure conditions in each country. Collaboration between institutions with responsibility in the road field will generate building intervention strategies.

Figure no. 2. Monthly dynamics of road accidents in the Republic of Moldova, 2018-2019



Source: Information system "Road Accident Register", managed by the Information Technology Service of the Ministry of Internal Affairs of the Republic of Moldova, 2019

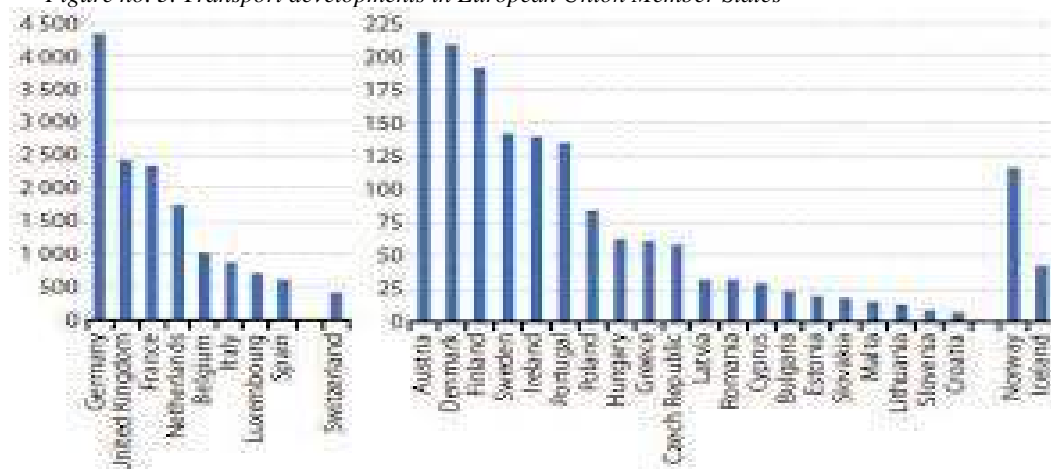
The latter will clearly and rigorously cover the specific tasks of each authority involved. Road safety will be based on these strategies. Compliance with road rules, respectively those relating to both road and technical infrastructure of vehicles involved in traffic, will definitely influence the number of road accidents, which is a pressing issue today.

The road transport safety at the level of the European Union corroborated with the national road safety of the Republic of Moldova highlights the urgent need to implement and implement strategies with immediate effects.

European integration is perceived as a fundamental desideratum of the internal and foreign policy of the Republic of Moldova, and this will materialize primarily through countless internal transformations of the country.

The general transport network in the European Union is of particular importance, especially given the operation of the two directives on the free movement of goods and services within the European Community. Thus, analyzing the perspective of the evolution of transport in the Member States of the European Union, it is found that in all countries, without exception, transport by car is the largest share, in some countries being over 90% as in the case of Denmark, Germany, Sweden, Finland and others, figure no. 3.

Figure no. 3. Transport developments in European Union Member States



Source: http://www.revistadestatistica.ro/suplement/wp-content/uploads/2017/08/RRSS_08_2017_A6_ro.pdf

The Government of the Republic of Moldova aims to make sustained efforts to promote the reforms requested by both Moldovan society and the international community in the fields of ensuring media freedom, independence of the judiciary, economic liberalization - vital areas for the true promotion of European integration. By coherently promoting policies for the Europeanization of all aspects of the country's socio-political and economic life and the signing of the Association Agreement with the European Union, the Government will succeed in transforming the Republic of Moldova into a country eligible for membership in the foreseeable future. EU. "

The vision of the strategy includes the organization of the national transport network so as to cover the entire territory, the elimination of areas that present a challenge in terms of transport volume and quality, meeting the mobility needs of citizens, developing intermodal transport, ensuring safety and environmental protection. The strategic options in the field of transport infrastructures consider the development of specialized and efficient physical infrastructure networks, compatible with the European and international infrastructures that would support the sustainable development of the national territory and that would ensure:

- affirming the position of the Republic of Moldova as the main plate of continental and intercontinental transports;
- organizing national networks for all modes of transport so as to ensure better coverage of the territory;
- elimination of deficient areas in terms of transport volume and quality and better meeting the travel needs of citizens;
- development of intermodal transport both in traffic and in impact areas with the main European corridors;
- ensuring the greatest possible security in transport and the protection of the environment.

4. Findings

Through the general studies we have tried to offer a solid argument in order to use this type of management, insisting on the particularities identified in relation to road safety.

During the scientific research, in the future we will promote fundamental theoretical connections with practical elements and real case studies in the field, thus, it is hard to provide a complete picture both from a systemic and functional point of view. Case studies serve as case studies, the analysis of different legislative documents and their content, comparative analyzes, comparative judicial statistics will complete the qualitative research we have promoted.

The functional objectives of the article, which derive directly from the fundamental objective are:

- substantiation of integrated management in the field of road safety;
- identification of the main aspects of interest in integrated management with reference to road signaling and systematization as elements to ensure road safety;
- identifying the preventive aspects that can be used in the analysis of the causes of accidents in the light of the practices of the EU countries, as well as the choice of models to be implemented through the benchmark;
- the specifics of the integrated management in the preventive-educational area as an element of promoting road safety;
- learning from critical situations, through the proactive exploitation of the factors and causes generating road accidents;
- identification of good practices by analyzing the managerial aspects related to road safety in some European countries and their implementation in the Republic of Moldova.

5. Conclusions

Integrated road traffic management is the integrated dimension of management to be analyzed from the perspective of prevention activities, highlighting aspects related to traffic signaling and systematization. The modernity of society at European level, and not only, generates a broader relationship between the institutions and authorities responsible for the organization, signaling and systematization of road traffic. The European Union must take steps to harmonize the laws of

the Member States in order to benefit from efficient and safe transport, transposing them into national legislation helping to ensure road safety, reduce the number of accidents and deaths on European public roads.

In the context of the above, it is obvious that for the modernization of transport processes with the aim of increasing the quality of transport services, it is desirable to adopt a series of actions within a unitary plan, both nationally and at the level of each organization working in the field. :

- developing an appropriate legislative framework in relation to similar directions in the European Union;
- elaboration of some plans for the development of urban transport on medium and long term in relation to the socio-economic directions and strategies;
- elaboration of norms and procedures at the level of each unit / subunit in order to increase the safety and security of transport services;
- elaboration of studies and analyzes based on modern methods on risks in ensuring reliability;
- development of analysis tools based on new technologies to model unwanted phenomena / actions and make appropriate decisions (many decisions, decisions in conditions of risk and uncertainty, etc.);
- developing models for simulating decisions in the event of undesirable phenomena that would disrupt the smooth running of transport systems;
- the introduction of new technologies, a video monitoring system in all sectors of transport activity with a focus on cross-border and international communications;
- launching wide-ranging programs and projects to improve the quality of transport services at national level and within urban networks;
- proper financing of the development of transport infrastructures (acquisition of new means of transport, facilitation of their maintenance, etc.) and encouraging the development of intelligent transport systems.

We appreciate that it is not possible to achieve the strategic objectives at national level without a program supported by the research - development - innovation process in the field of transport, including urban public transport and services directly aimed at the citizen.

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