

TRANSPORT - USER PREFERENCES AND STATE INVOLVEMENT

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INTRODUCTION

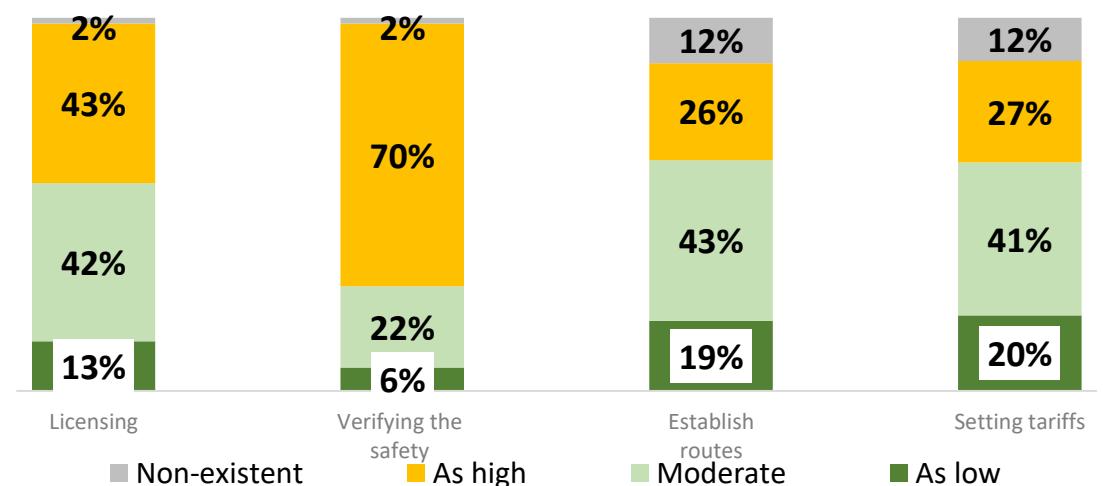
Taking into account the transport situation in Romania and the fact that this sector is of particular importance for the development of the economy, a questionnaire was applied to the inhabitants of Bucharest to identify attitudes and behaviors related to transport. Besides these, the study wanted to capture the perception of transport users about the role the state must play in this market.

The research was designed to be representative of the population of Bucharest (18-75 years of age) at a confidence level of 95% and error of +/- 3%, the data were collected during April 24 - May 22, 2017 and the sample size was 1.627 respondents.

RESULTS

- Licensing and verifying the safety of motor vehicles or aircraft are the main issues that interviewers believe the state involvement needs to be as high as possible;
- 4 out of 10 respondents being for a higher role in the field of licensing;
- 7 out of 10 people consider the same as checking the carrier's material basis;
- People who lean for a strong role of the state in the field of transport are generally between 18-25 and 56-75 years of age, high school graduates, low-income, being in the category of students and students, but also of people without job;

The role of the state in the field of transport companies



Base: N = 1627 respondents (inhabitants from Bucharest, aged 18-75)

RESULTS

- Respondents who believe that the role of the state in this sector should be non-existent or as low as possible are generally from the age of 36-45, doctoral graduates with high incomes, being part of the entrepreneurs category;
- Although 7 out of 10 respondents consider that the form of ownership of the transport service provider influences the quality of services, only 6 out of 10 people say they disagree with the privatization of Tarom and 5 out of 10 say the same with regard to CFR's privatization.

CONCLUSIONS

The information obtained may explain why certain decisions on the privatization of state-owned transport companies are postponed, with the general public disagreeing with such decisions, which allows policy-makers not to change the present situation in order not to lose image capital. Equally, the results of the study can provide a basis for implementing strategic decisions on different types of transport, graphs with image and importance being benchmarks for direction of change.

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