



***GONZALO RODRIGUEZ
MEMORIAL
FOUNDATION***

APRIL 2009



SUMMARY

*Gonzalo Rodríguez Memorial
Foundation
Final Report
Year 2009*

<u>TECHNICAL SPECIFICATIONS</u>	<u>1</u>
<u>CHAPTER 1- RESPONDENTS' PROFILE</u>	<u>5</u>
<u>CHAPTER 2 – QUESTIONS ASKED TO ALL RESPONDENTS</u>	<u>14</u>
<u>CHAPTER 3 – MOTORCYCLISTS' BEHAVIOR, ATTITUDES AND OPINIONS</u>	<u>33</u>
<u>CHAPTER 4 – CAR OR VAN DRIVERS BEHAVIOR, ATTITUDES AND OPINIONS</u>	<u>45</u>
<u>CHAPTER 5 – PEDESTRIANS' BEHAVIOR, ATTITUDES AND OPINIONS</u>	<u>60</u>
<u>FINAL NOTES</u>	<u>62</u>
<u>CONCLUSIONS</u>	<u>66</u>



TECHNICAL SPECIFICATIONS

- 1 Type of Study. Household telephone survey, exclusively for EDU-CAR Plan, Gonzalo Rodríguez Memorial Foundation.
- 2 Type of sample. Probabilistic, for conglomerate and multistage, random selection of one individual per home in the final stage.
- 3 Study composed by adults older than 18, residents in the country, drivers and non-drivers of motor vehicles (motorcycles, cars, vans, trucks, etc).
- 4 Geographical universe. Urban centers with more than 8,000 inhabitants and all those areas classified by the INE (National Institute of Statistics) as populated/inhabited areas, that is to say, villages in the rural area (also known as “rururbanos”). An urban group is defined by considering one or more populated/inhabited area (according to INE) that constitutes an urban continuum in the same province (i.e. Dolores and Ejido de Dolores; the different centers that make up Gran Maldonado). Dispersed rural areas are not considered since the present study does not include the study of rural workers population.
- 5 Geographical area. This area includes:
 - a) Montevideo (urban and suburban areas)
 - b) Montevideo’s Metropolitan Area, in Canelones and San José; the Metropolitan Area in Canelones is determined by Progreso in the North, Pando in the Northeast and Solis Chico river in the East; and it can be sub-divided in three sub-areas: Route 5, Northwest and northeast, and Coast); San José’s Section corresponds to census centers Delta and Villas (Ciudad del Plata) and Playa Pascual.
 - c) Urban groups with more than 8,000 inhabitants; an
 - d) A representative sample of residing population in inhabited areas / (by INE’s definition) in urban groups of more than 8,000 inhabitants or less.



- 6 Sample zoning. For the elaboration of the sample the country was divided into the following areas, taking into account territorial continuity and socioeconomic, sociodemographic and sociopolitical homogeneity:
 1. Montevideo
 2. Urban Canelones (Metropolitan Area, Canelones, Santa Lucía)
 3. Littoral (Salto, Paysandú, Río Negro, Soriano)
 4. South (Colonia, San José, Florida, Maldonado)
 5. North (Artigas, Rivera, Tacuarembó)
 6. Center (Flores, Durazno, Lavalleja)
 7. East (Rocha, Treinta y Tres, Cerro Largo)

- 7 Number of questions— questionnaire provided by Gonzalo Rodríguez Memorial Foundation: 50 questions approx.

- 8 Number of cases: 798 cases.

- 9 Confidence level: 95.5% (2 sigmas)

- 10 Maximum statistical margin of error: +/- 3.5 (table of margins of error attached at the end of Specifications).

- 11 Data was collected through the telephone using the CATI system developed by FACTUM.

- 12 The survey was conducted and executed by Factum under the Direction of Professor Oscar A. Bottinelli and the General Coordination of Eduardo Bottinelli, Sociologist.

- 13 The research was totally carried out by Factum, without any kind of outsourcing: sample elaboration, data review, supervision, edition, encoding, data entry, quality control, processes and report, as well as questionnaire and auxiliary materials design and graphics were all directly produced by Factum.

- 14 Research and reports are done in compliance with Code of Professional Ethics and Practices from the World Association for Public Opinion Research (WAPOR)



and the Guide on Opinion Polls from WAPOR and ESOMAR (European Society for Opinion and Marketing Research).



The margin of error that in each confidence level corresponds to each percentage in each number of cases, it is as follows.

STATISTICAL MARGIN OF ERROR TABLE

Cases		798	
Percentage		Sigmas	
lowest	highest	1	2
1%	99%	0.4%	0.7%
2%	98%	0.5%	1.0%
3%	97%	0.6%	1.2%
4%	96%	0.7%	1.4%
5%	95%	0.8%	1.5%
6%	94%	0.8%	1.7%
7%	93%	0.9%	1.8%
8%	92%	1.0%	1.9%
9%	91%	1.0%	2.0%
10%	90%	1.1%	2.1%
11%	89%	1.1%	2.2%
12%	88%	1.1%	2.3%
13%	87%	1.2%	2.4%
14%	86%	1.2%	2.5%
15%	85%	1.3%	2.5%
16%	84%	1.3%	2.6%
17%	83%	1.3%	2.7%
18%	82%	1.4%	2.7%
19%	81%	1.4%	2.8%
20%	80%	1.4%	2.8%
21%	79%	1.4%	2.9%
22%	78%	1.5%	2.9%
23%	77%	1.5%	3.0%
24%	76%	1.5%	3.0%
25%	75%	1.5%	3.1%

26%	74%	1.6%	3.1%
27%	73%	1.6%	3.1%
28%	72%	1.6%	3.2%
29%	71%	1.6%	3.2%
30%	70%	1.6%	3.2%
31%	69%	1.6%	3.3%
32%	68%	1.6%	3.3%
33%	67%	1.7%	3.3%
34%	66%	1.7%	3.3%
35%	65%	1.7%	3.4%
36%	64%	1.7%	3.4%
37%	63%	1.7%	3.4%
38%	62%	1.7%	3.4%
39%	61%	1.7%	3.4%
40%	60%	1.7%	3.5%
41%	59%	1.7%	3.5%
42%	58%	1.7%	3.5%
43%	57%	1.8%	3.5%
44%	56%	1.8%	3.5%
45%	55%	1.8%	3.5%
46%	54%	1.8%	3.5%
47%	53%	1.8%	3.5%
48%	52%	1.8%	3.5%
49%	51%	1.8%	3.5%
50%	50%	1.8%	3.5%

The statistical margin of error for each category of the same variable depends on the percentage obtained. Hypotheses formulated can be contrasted with the table ut-supra, in reference to possible percentages over sample total.

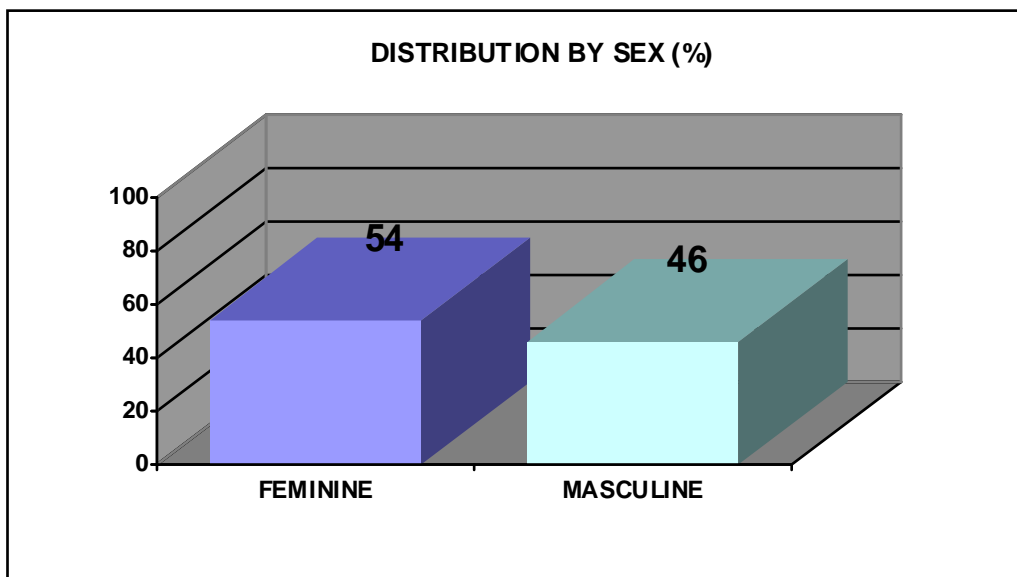


CHAPTER 1- RESPONDENTS' GENERAL PROFILE

1.1 Respondents' general profile

1. Sex

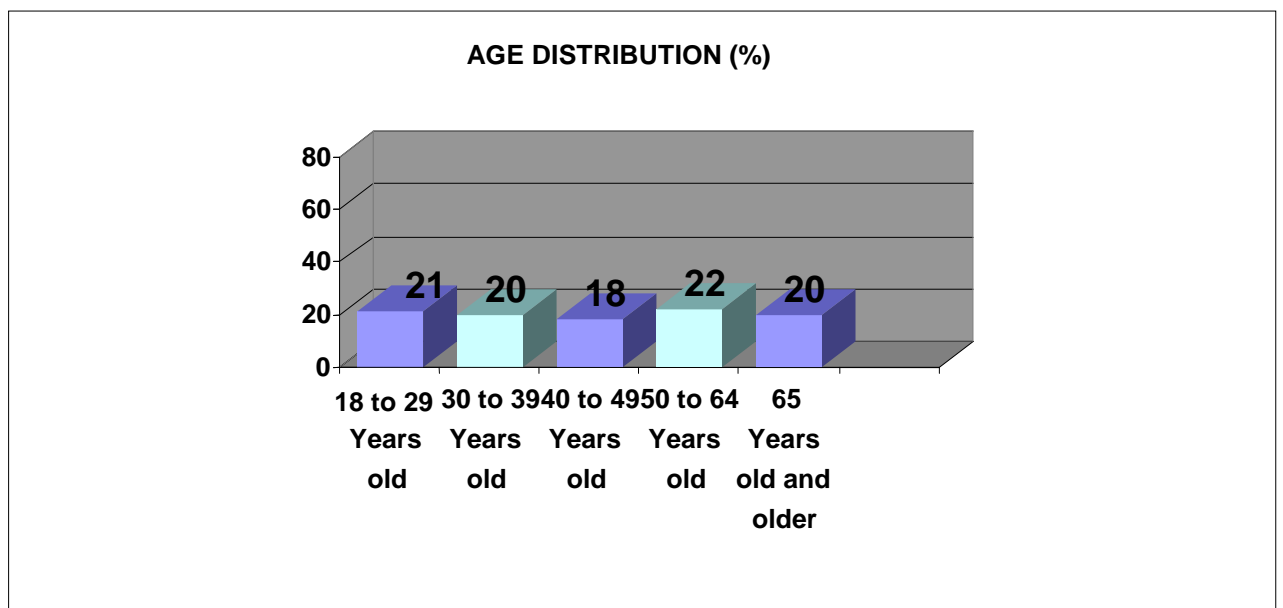
	Percentage
MASCULINE	45,6%
FEMENINE	54,4%
Total	100,0%





2. Age

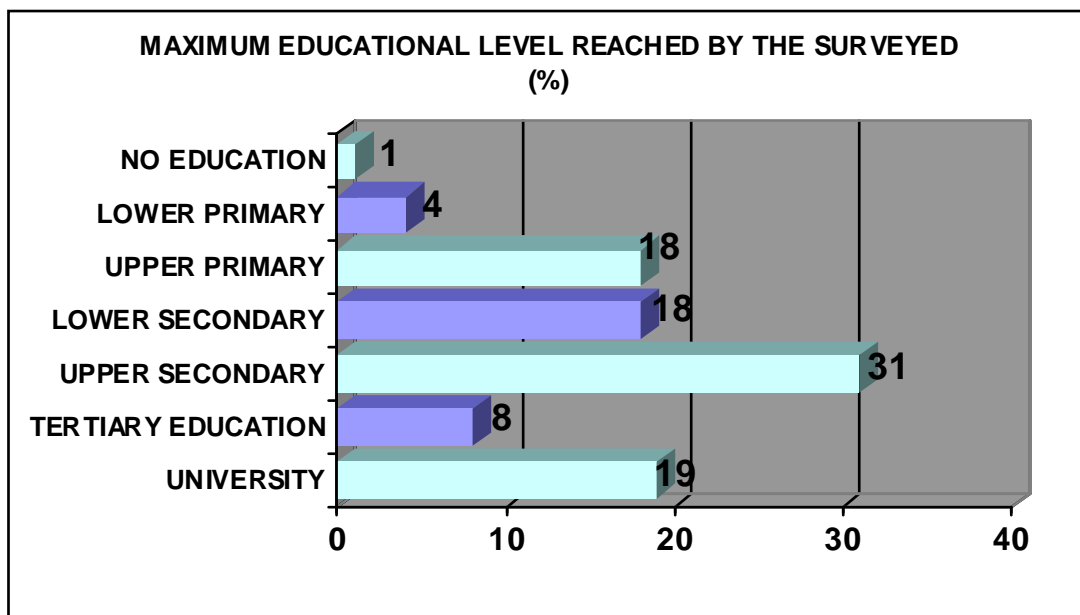
Age range	Percentage
18 to 29	21,2%
30 to 39	19,5%
40 to 49	18,0%
50 to 64	21,6%
65 and older	19,7%
Total	100,0%





3. Maximum Educational Level Reached by the Surveyed.

	Percentage
NO EDUCATION	1,0
LOWER PRIMARY	4,3
UPPER PRIMARY	18,4
LOWER SECONDARY	18,2
UPPER SECONDARY	30,6
TERTIARY EDUCATION	8,1
UNIVERSITY	19,4
Total	100,0





4. Respondent's Current Occupation

	Percentage
HOUSEWIFE	16%
PRIVATE EMPLOYEE	25%
PROFESSIONAL BUSINESSMAN	19%
PUBLIC WORKER	9%
RETIRED	16%
INDEPENDENT WORKER	10%
PROFESSIONAL BUSINESSMAN	5%
Total	100,0



5. Social class self-perception

	Percentage
VERY POOR	0,4%
LOW	6,8%
SOMEWHAT LOW	3,9%
MEDIUM LOW	24,1%
MEDIUM	57,9%
MEDIUM HIGH	6,1%
HIGH	,9%
Total	100,0%

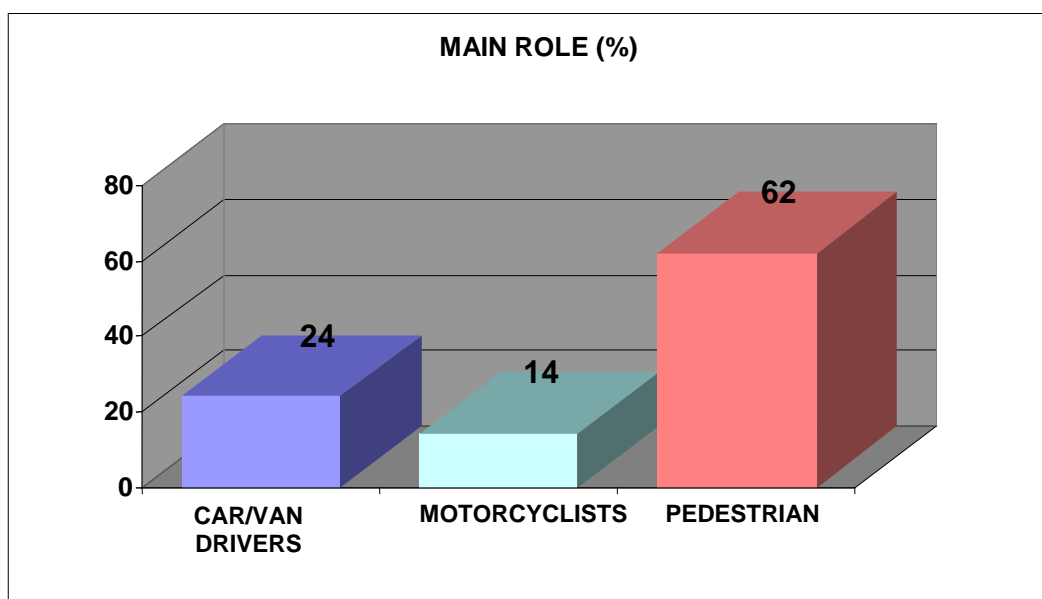
6. Socioeconomic status

	Percentage
LOW	19%
SOMEWHAT LOW	16%
MEDIUM	30%
HIGH AND MEDIUM HIGH	34%
Total	100%



7. Main Role

	Percentage
Car or van drivers	23,9
Motorcyclists	14,3
Pedestrian	61,8
Total	100,0



8. Case distribution according to Geographical Area

Area	% col.
Montevideo	51%
Provinces	49%
Total	100%



1.2 – Respondent’s profile according to main role in road traffic

9. Sex according to Main Role

Main Role	Sex		Total
	MASCULINE	FEMININE	
Car/ van drivers	37%	13%	24%
Motorcyclists	15%	13%	14%
Pedestrian	48%	74%	62%
Total	100%	100%	100%

10. Age range according to Main Role

Main role	Age (Range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Car / van drivers	15%	26%	33%	24%	24%	24%
Motorcyclists	13%	19%	17%	17%	6%	14%
Pedestrian	72%	55%	50%	59%	71%	62%
Total	100%	100%	100%	100%	100%	100%



11. Maximum educational level reached by the Surveyed according to Main Role

Main Role	Maximum educational level reached by the surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY EDUCATION	UNIVERSITY.	
Car / van drivers	0%	21%	11%	17%	25%	28%	42%	24%
Motorcyclists	25%	15%	14%	20%	16%	14%	5%	14%
Pedestrian	75%	65%	75%	63%	59%	58%	53%	62%
Total	100%	100%	100%	100%	100%	100%	100%	100%

12. Current surveyed occupation according to Main Role

Main Role	Current surveyed occupation							Total
	HOUSEKEEPER	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSSMAN	
Car / van drivers	9%	24%	31%	12%	23%	33%	55%	24%
Motorcyclists	11%	19%	11%	22%	8%	15%	21%	14%
Pedestrian	81%	57%	59%	66%	69%	51%	24%	62%
Total	100%	100%	100%	100%	100%	100%	100%	100%



13. Social class self-perception according to Main Role

Main Role	Social class self- perception							Total
	VERY POOR	LOW	SOMEWHAT LOW	MEDIUM LOW	MEDIUM	MEDIUM LOW	HIGH	
Car / vans drivers	0%	15%	3%	14%	28%	51%	29%	24%
Motorcyclists	0%	17%	13%	18%	14%	6%	14%	14%
Pedestrian	100%	69%	84%	69%	58%	43%	57%	62%
Total	100%	100%	100%	100%	100%	100%	100%	100%

14. Socioeconomic status according to Main Role

Main Role	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	HIGH AND MEDIUM HIGH	
Car / van drivers	11%	10%	23%	39%	24%
Motorcyclists	11%	22%	17%	10%	14%
Pedestrian	78%	68%	60%	51%	62%
Total	100%	100%	100%	100%	100%



CHAPTER 2 - QUESTIONS ASKED TO ALL RESPONDENTS

2.1 Authority image in road traffic

2.1 a) Image of Highway Police

15. Opinion on Highway Police performance

	Sex		Total
	MASCULINE	FEMININE	
Very good	12%	13%	13%
Good	57%	59%	58%
Neither good nor bad	12%	8%	10%
Bad	5%	6%	6%
Very bad	1%	2%	2%
DK/DA	12%	12%	12%
Total	100%	100%	100%

16. Opinion on Highway Police performance

	Age (range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Very good	4%	10%	11%	16%	22%	13%
Good	59%	56%	65%	55%	55%	58%
Neither good nor bad	14%	13%	10%	6%	6%	10%
Bad	9%	7%	6%	5%	3%	6%
Very bad	3%	2%	1%	2%	0%	2%
DK/DA	12%	12%	6%	16%	14%	12%
Total	100%	100%	100%	100%	100%	100%

Translator's note: DK= does not know

DA= does not answer



17. Opinion on Highway Police performance

	Maximum educational level reached by the surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY EDUCATION	UNIVERSITY	
Very good	25%	24%	16%	14%	9%	18%	8%	13%
Good	50%	47%	67%	59%	56%	60%	53%	58%
Neither good nor bad	0%	9%	3%	12%	11%	2%	16%	10%
Bad	13%	6%	3%	6%	6%	6%	8%	6%
Very bad	0%	0%	1%	1%	2%	3%	3%	2%
DK/DA	13%	15%	10%	8%	15%	11%	13%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%

18. Opinion on Highway Police performance

	Current surveyed occupation							Total
	HOUSEWIFE	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Very good	18%	5%	8%	19%	21%	9%	21%	13%
Good	61%	56%	60%	54%	55%	64%	47%	58%
Neither good nor bad	5%	15%	13%	4%	6%	14%	8%	10%
Bad	5%	7%	8%	7%	2%	4%	8%	6%
Very bad	1%	2%	2%	3%	0%	0%	5%	2%
DK/DA	10%	14%	10%	14%	16%	9%	11%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%



19. Opinion of Highway Police performance

	Socioeconomic status				Total
	LOW	SOMEWHAT	MEDIUM	HIGH AND MEDIUM HIGH	
Very good	18%	13%	11%	11%	13%
Good	55%	61%	59%	56%	58%
Neither good nor bad	9%	6%	10%	12%	10%
Bad	4%	4%	7%	7%	6%
Very bad	1%	2%	1%	2%	2%
DK/DA	14%	13%	12%	11%	12%
Total	100%	100%	100%	100%	100%

20. Opinion of Highway Police performance

	Main Role			Total
	Car/van drivers	Motorcyclists	Pedestrian	
Very good	13%	12%	13%	13%
Good	57%	58%	58%	58%
Neither good nor bad	13%	12%	8%	10%
Bad	11%	4%	4%	6%
Very bad	2%	2%	1%	2%
DK/DA	5%	11%	15%	12%
Total	100%	100%	100%	100%

21. Opinion on Highway Police performance according to area

	Area		Total
	MVD	Provinces	
Very good	12%	13%	13%
Good	55%	61%	58%
Neither good nor bad	14%	6%	10%
Bad	6%	5%	6%
Very bad	2%	2%	2%
DK/DA	11%	13%	12%
Total	100%	100%	100%



2.1 b) Municipal Transit Police Officers' image

22. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Sex		Total
	MASCULINE	FEMININE	
Very good	6%	8%	7%
Good	39%	45%	42%
Neither good nor bad	17%	16%	16%
Bad	21%	18%	19%
Very bad	9%	5%	7%
DK/DA	7%	9%	8%
Total	100%	100%	100%

23. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Age (Range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Very good	6%	4%	4%	11%	10%	7%
Good	41%	38%	47%	43%	43%	42%
Neither good nor bad	17%	19%	14%	15%	17%	16%
Bad	23%	22%	21%	16%	13%	19%
Very bad	4%	10%	8%	8%	5%	7%
DK/DA	8%	6%	6%	7%	11%	8%
Total	100%	100%	100%	100%	100%	100%



24. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Maximum educational level reached by the surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY EDUCATION	UNIVERSITY	
Very good	25%	9%	12%	6%	6%	9%	3%	7%
Good	50%	59%	58%	43%	38%	40%	32%	42%
Neither good nor bad	13%	12%	10%	19%	20%	18%	15%	16%
Bad	13%	9%	10%	15%	19%	22%	32%	19%
Very bad	0%	6%	3%	8%	8%	6%	8%	7%
DK/DA	0%	6%	7%	8%	9%	5%	9%	8%
Total	100%	100%	100%	100%	100%	100%	100%	100%

25. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Current occupation of the surveyed							Total
	HOUSEWIFE	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Very good	13%	1%	5%	12%	10%	6%	8%	7%
Good	56%	39%	35%	46%	41%	41%	47%	42%
Neither good nor bad	9%	17%	19%	12%	17%	23%	18%	16%
Bad	12%	26%	27%	14%	14%	14%	11%	19%
Very bad	4%	8%	9%	7%	5%	6%	11%	7%
DK/DA	5%	8%	5%	9%	13%	9%	5%	8%
Total	100%	100%	100%	100%	100%	100%	100%	100%



26. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	MEDIUM HIGH AND HIGH	
Very good	11%	9%	5%	6%	7%
Good	50%	47%	43%	36%	42%
Neither good nor bad	13%	16%	18%	18%	16%
Bad	11%	17%	19%	25%	19%
Very bad	5%	8%	6%	8%	7%
DK/DA	9%	5%	10%	7%	8%
Total	100%	100%	100%	100%	100%

27. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Main Role			Total
	Car or van drivers	Motorcyclists	Pedestrian	
Very good	3%	9%	9%	7%
Good	35%	44%	45%	42%
Neither good nor bad	20%	18%	15%	16%
Bad	29%	20%	15%	19%
Very bad	13%	4%	5%	7%
DK/DA	1%	4%	11%	8%
Total	100%	100%	100%	100%

28. Opinion on Municipal Transit Police Officers' performance of the province in which he/she lives.

	Area		Total	
	MVD	Provinces		
Opinion of Highway Police officers' performance of the province in which he/she lives.	Very good	5%	9%	7%
	Good	37%	49%	42%
	Neither good nor bad	18%	15%	16%
	Bad	21%	17%	19%
	Very bad	9%	5%	7%
	DK/DA	11%	5%	8%
Total	100%	100%	100%	



2.1c) Transit Police image

29. Opinion on Transit Police performance in the province where they live.

	Sex		Total
	MASCULINE	FEMININE	
Very good	5%	8%	6%
Good	39%	46%	43%
Neither good nor bad	14%	9%	11%
Bad	10%	5%	7%
Very bad	2%	3%	3%
DK/DA	12%	8%	10%
Very good	18%	21%	20%
Total	100%	100%	100%

30. Opinion on Transit Police officer performance in the province where they live.

	Age (range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Very good	4%	6%	4%	7%	10%	6%
Good	40%	43%	44%	44%	45%	43%
Neither good nor bad	13%	11%	11%	10%	11%	11%
Bad	8%	8%	6%	8%	5%	7%
Very bad	4%	3%	3%	3%	1%	3%
There is no high way police in his province.	7%	8%	15%	12%	9%	10%
DK/DA	24%	22%	17%	17%	20%	20%
Total	100%	100%	100%	100%	100%	100%



31. Opinion on Transit Police performance in the province where they live.

	Maximum educational level reached by the surveyed.							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY EDUCATION	UNIVERSITY	
Very good	25%	18%	11%	7%	5%	3%	2%	6%
Good	25%	38%	59%	41%	41%	48%	32%	43%
Neither good nor bad	13%	24%	5%	16%	9%	9%	13%	11%
Bad	0%	9%	5%	8%	7%	5%	10%	7%
Very bad	0%	0%	0%	3%	4%	3%	3%	0%
There is no high way police in his province.	13%	9%	9%	7%	10%	15%	11%	10%
DK/DA		25%	3%	11%	19%	23%	17%	29%
Total	100%	100%	100%	100%	100%	100%	100%	100%

32. Opinion on Transit Police officer performance in the province where they live.

	Surveyed current occupation							Total
	HOUSEWIFE	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Very good	16%	2%	5%	4%	10%	4%	3%	6%
Good	49%	42%	41%	45%	43%	41%	39%	43%
Neither good nor bad	5%	15%	12%	7%	12%	15%	8%	11%
Bad	5%	6%	9%	8%	6%	9%	11%	7%
Very bad	1%	3%	5%	1%		1%	11%	3%
There is no high way police in his province.	8%	9%	9%	16%	10%	13%	11%	10%
DK/DA	18%	22%	21%	19%	20%	17%	18%	20%
Total	100%	100%	100%	100%	100%	100%	100%	100%



33. Opinion on Transit Police Officer performance in the province where they live.

	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	HIGH AND MEDIUM HIGH	
Very good	13%	8%	4%	4%	6%
Good	48%	39%	45%	41%	43%
Neither good nor bad	11%	12%	11%	11%	11%
Bad	5%	7%	7%	8%	7%
Very bad	1%	3%	3%	3%	3%
There is no high way police in his province.	5%	12%	12%	10%	10%
DK/DA	16%	20%	19%	23%	20%
Total	100%	100%	100%	100%	100%

34. Opinion on Transit Police Officer performance in the province where they live.

	Main Role			Total
	Car or van drivers	Motorcyclists	Pedestrian	
Very good	3%	8%	8%	6%
Good	40%	42%	44%	43%
Neither good nor bad	13%	12%	10%	11%
Bad	12%	7%	5%	7%
Very bad	5%	4%	1%	3%
There is no high way police in his province.	14%	13%	8%	10%
DK/DA	14%	13%	24%	20%
Total	100%	100%	100%	100%



35. Opinion of Highway Police brigade performance in the province where they live according to area.

		Area		Total
		MVD	Provinces	
Opinion of Highway Police brigade performance in the province where they live according to area.	Very good	4%	8%	6%
	Good	39%	47%	43%
	Neither good nor bad	13%	9%	11%
	Bad	10%	4%	7%
	Very bad	4%	1%	3%
	There is no high way police in his province.	4%	16%	10%
	DK/DA	26%	13%	20%
	Total	100%	100%	100%



2.2- Fines levied on drivers and pedestrians.

2.2 a) Fines levied on vehicles that do not comply with regulations.

36. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Sex		Total
	MASCULINE	FEMININE	
Very good	35%	47%	41%
Good	52%	45%	48%
Neither good nor bad	6%	3%	5%
Bad	4%	3%	4%
a Very bad	2%	1%	2%
DK/DA	1%	1%	1%
Total	100%	100%	100%

37. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Age (ranges)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Very good	30%	46%	46%	47%	39%	41%
Good	59%	44%	44%	42%	51%	48%
Neither good nor bad	5%	4%	5%	4%	4%	5%
Bad	4%	5%	3%	4%	3%	4%
Very bad	1%	1%	2%	3%	2%	2%
DK/DA	1%			1%	1%	1%
Total	100%	100%	100%	100%	100%	100%



38. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Maximum educational level reached by the surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY EDUCATION	UNIVERSITY	
Very good	63%	35%	49%	45%	38%	45%	35%	41%
Good	38%	44%	44%	48%	51%	46%	51%	48%
Neither good nor bad		9%	4%	3%	6%		5%	5%
Bad			2%	3%	4%	6%	5%	4%
Very bad		9%	1%		1%	2%	3%	2%
DK/DA								
Total	100%	100%	100%	100%	100%	100%	100%	100%

39. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Current Surveyed occupation							Total
	HOUSEWIFE	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Very good	56%	38%	38%	46%	42%	29%	37%	41%
Good	40%	50%	51%	47%	48%	54%	47%	48%
Neither good nor bad	2%	5%	2%	4%	6%	10%	5%	5%
Bad	1%	5%	6%		2%	4%	8%	4%
Very bad	1%	1%	2%	3%	2%	3%	3%	2%
DK/DA		0%	1%		2%			1%
Total	100%	100%	100%	100%	100%	100%	100%	100%



40. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	HIGH AND MEDIUM HIGH	
Very good	48%	39%	41%	39%	41%
Good	43%	52%	47%	50%	48%
Neither good nor bad	4%	5%	7%	3%	5%
Bad	3%	2%	4%	5%	4%
Very bad	1%	2%	1%	2%	2%
DK/DA	1%	2%		1%	1%
Total	100%	100%	100%	100%	100%

41. Opinion of fines levied on vehicles that do not comply with road traffic regulations.

	Main role			Total
	Car or van driver	Motorcyclist	Pedestrian	
Very good	34%	42%	44%	41%
Good	51%	43%	48%	48%
Neither good nor bad	5%	10%	3%	5%
Bad	7%	3%	2%	4%
Very bad	3%	2%	1%	2%
DK/DA		1%	1%	1%
Total	100%	100%	100%	100%



2.2 b) Opinion of fines levied on drivers that do not comply with road traffic regulations.

42. Opinion of fines levied on drivers that do not comply with road traffic regulations.

	Sex		Total
	MASCULINE	FEMININE	
Very good	39%	48%	44%
Good	52%	46%	48%
Neither good nor bad	4%	2%	3%
Bad	3%	2%	2%
Very bad	1%	1%	1%
DK/DA	1%	2%	1%
Total	100%	100%	100%

43. Opinion of fines levied on drivers that do not comply with road traffic regulations.

	Age (range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Very good	34%	44%	49%	47%	45%	44%
Good	55%	49%	46%	45%	47%	48%
Neither good nor bad	3%	1%	3%	4%	3%	3%
Bad	3%	4%	1%	1%	3%	2%
Very bad	2%	1%	2%	1%	1%	1%
DK/DA	3%	1%		1%	1%	1%
Total	100%	100%	100%	100%	100%	100%



44. Opinion of fines levied on drivers that do not comply with road traffic regulations.

	Maximum educational level reached by the Surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY	UNIVERSITY	
Very good	50%	44%	45%	45%	40%	51%	43%	44%
Good	38%	47%	52%	46%	52%	42%	46%	48%
Neither good nor bad		6%	1%	3%	4%		4%	3%
Bad			1%	3%	3%	2%	3%	2%
Very bad		3%	1%		1%	3%	2%	1%
DK/DA	13%		1%	3%		3%	2%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%

45. Opinion of fines levied on drivers that do not comply with road traffic regulations.

	Current surveyed occupation							Total
	HOUSEWIFE	PUBLIC EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Very good	49%	38%	40%	55%	47%	38%	45%	44%
Good	47%	56%	48%	41%	45%	46%	47%	48%
Neither good nor bad	2%	2%	4%	1%	3%	6%		3%
Bad		1%	3%	1%	2%	6%	8%	2%
Very bad	1%	1%	3%	1%	1%	1%		1%
DK/DA	2%	1%	2%		2%	1%		1%
Total	100%	100%	100%	100%	100%	100%	100%	100%

46. Opinion of fines levied on drivers that do not comply with road traffic regulations.

	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	HIGH AND MEDIUM HIGH	
Very good	43%	45%	40%	46%	44%
Good	49%	45%	52%	47%	48%
Neither good nor bad	3%	4%	3%	3%	3%
Bad	1%	2%	2%	3%	2%
Very bad	1%	2%	1%	1%	1%
DK/DA	2%	2%	2%	1%	1%
Total	100%	100%	100%	100%	100%



47. Opinion fines levied on drivers that do not comply with road traffic regulations.

	Main Role			Total
	Car or van driver	Motorcyclist	Pedestrian	
Very good	41%	36%	46%	44%
Good	49%	56%	46%	48%
Neither good nor bad	5%	3%	2%	3%
Bad	3%	2%	2%	2%
Very bad	1%	2%	1%	1%
DK/DA	2%	2%	1%	1%
Total	100%	100%	100%	100%

2.2 c) Fines levied on pedestrians.

48. Agree on fines levied on pedestrians.

	Sex		Total
	MASCULINE	FEMININE	
Completely agree	29%	34%	32%
Agree	53%	54%	54%
Indifferent	4%	2%	3%
Disagree	11%	8%	9%
Strongly disagree	2%	1%	2%
DK/DA	2%	1%	1%
Total	100%	100%	100%

49. Agree on fines levied on pedestrians.

	Age (range)					Total
	18 to 29	30 to 39	40 to 49	50 to 64	65 and older	
Completely agree	17%	37%	38%	37%	30%	32%
Agree	54%	53%	58%	49%	55%	54%
Indifferent	7%	1%	1%	3%	3%	3%
Disagree	18%	7%	3%	7%	10%	9%
Strongly disagree	3%	1%	1%	2%		2%
DK/DA	1%	1%		1%	2%	1%
Total	100%	100%	100%	100%	100%	100%



50. Agree on fines levied on pedestrians.

	Maximum educational level reached by the surveyed							Total
	NO EDUCATION	LOWER PRIMARY	UPPER PRIMARY	LOWER SECONDARY	UPPER SECONDARY	TERTIARY	UNIVERSITY	
Completely agree	50%	38%	29%	32%	28%	45%	32%	32%
Agree	25%	44%	59%	49%	57%	48%	52%	54%
Indifferent		9%	1%	3%	2%	3%	4%	3%
Disagree	13%	6%	8%	10%	11%	5%	10%	9%
Strongly disagree			1%	3%	1%		1%	2%
DK/DA	13%	3%	1%	3%			1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%

51. Agree on fines levied on pedestrians.

	Current Occupation of the Surveyed							Total
	HOUSEWIF W	PRIVATE EMPLOYEE	PROFESSIONAL BUSINESSMAN	PUBLIC WORKER	RETIRED	INDEPENDENT WORKER	PROFESSIONAL BUSINESSMAN	
Completely agree	35%	27%	28%	31%	27%	46%	47%	32%
Agree	52%	58%	51%	61%	59%	38%	42%	54%
Indifferent	2%	2%	5%	1%	2%	5%	3%	3%
Disagree	9%	10%	14%	4%	10%	8%	5%	9%
Strongly disagree	1%	2%	3%	3%				2%
DK/DA	2%	0%			2%	3%	3%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%



52. Agree on fines levied on pedestrians.

	Socioeconomic status				Total
	LOW	SOMEWHAT LOW	MEDIUM	HIGH AND MEDIUM HIGH	
Completely agree	30%	32%	31%	32%	32%
Agree	55%	54%	53%	53%	54%
Indifferent	3%	2%	3%	3%	3%
Disagree	9%	11%	9%	9%	9%
Strongly disagree	2%	1%	2%	1%	2%
DK/DA	2%	1%	2%	0%	1%
Total	100%	100%	100%	100%	100%

53. Agree on fines levied on pedestrians.

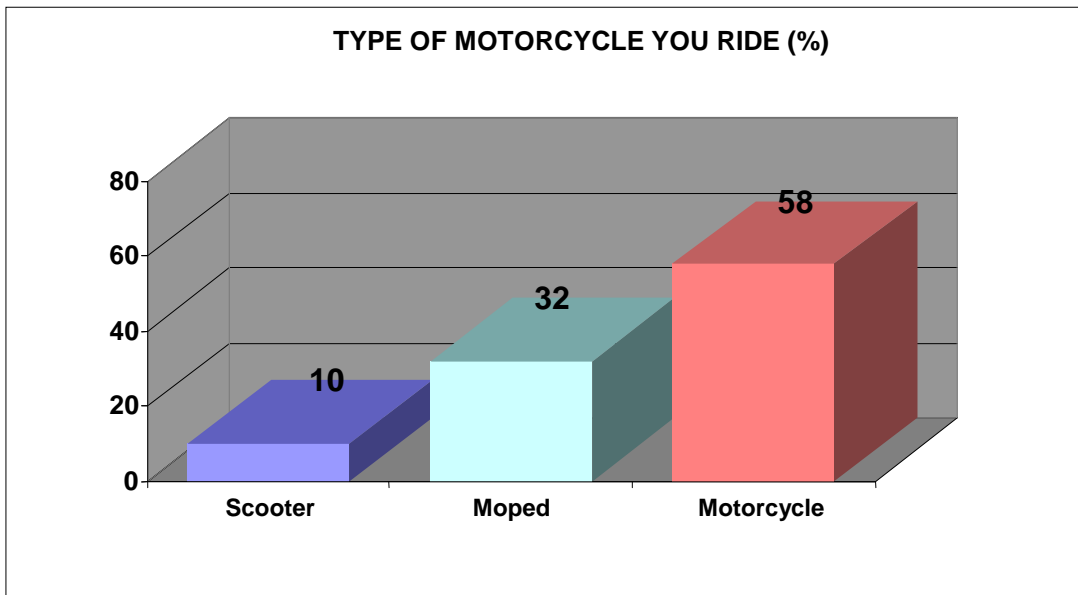
	Main Role			Total
	Car or van driver	Motorcyclist	Pedestrian	
Completely agree	43%	32%	27%	32%
Agree	46%	56%	56%	54%
Indifferent	3%	1%	3%	3%
Disagree	6%	8%	11%	9%
Strongly disagree	1%	1%	2%	2%
DK/DA	1%	3%	1%	1%
Total	100%	100%	100%	100%



CHAPTER 3- MOTORCYCLISTS' BEHAVIOR, ATTITUDES AND OPINIONS

54. What kind of motorcycle do you ride?

	Column %
Scooter	10%
Moped	32%
Motorcycle	58%
Total	100%



55. What kind of motorcycle do you ride?

		Area		Total
		MVD	Provinces	
What kind of motorcycle do you ride?	Scooter	13%	8%	10%
	Moped	37%	31%	32%
	Motorcycle	50%	61%	58%
	Total	100%	100%	100%



56. Do you have a license to ride motorcycles? Is it still valid?

				% col.	% sub table
Has a motorcycle license	Yes	Your motorcycle license is valid	Yes	83%	96%
			No	4%	4%
	Total				87%
No	Your motorcycle license is valid		Does not correspond	13%	100%
	Total			13%	100%

57. Do you have a motorcycle license?

		Area		Total
		MVD	Provinces	
Has a motorcycle license	Yes	73%	92%	87%
	No	27%	8%	13%
Total		100%	100%	100%

58. Is your license still valid?

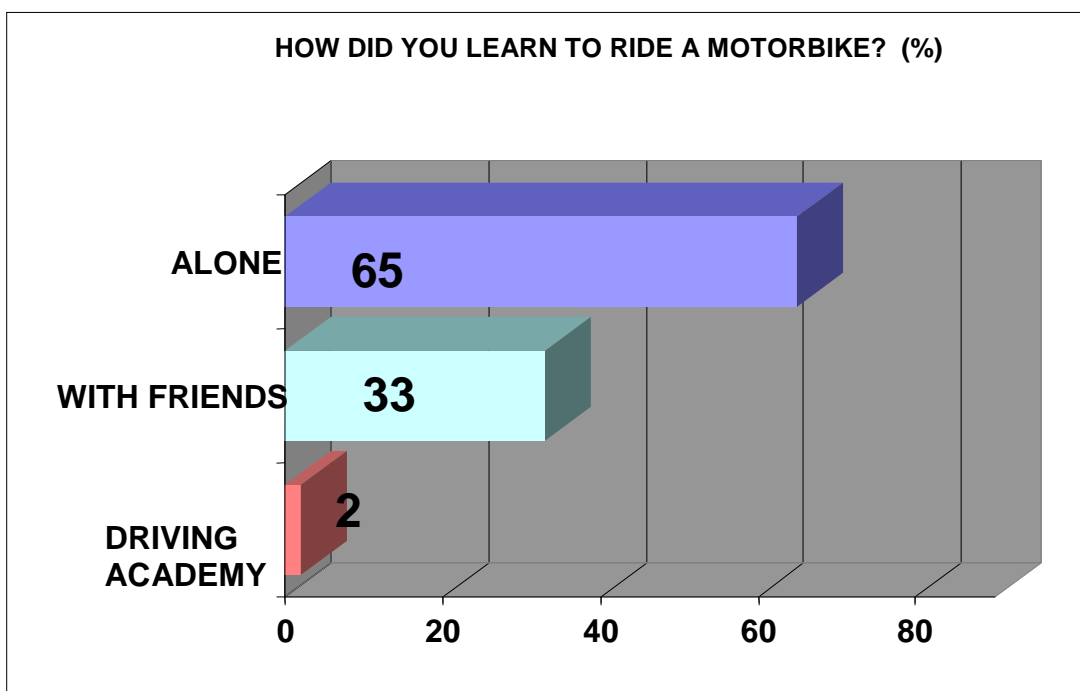
		Area		Total
		MVD	Provinces	
Your license is valid	Yes	73%	87%	83%
	No		5%	4%
	Does not correspond	27%	8%	13%
Total		100%	100%	100%

Out of total motorcyclists



59. How did you learn to ride a motorcycle?

	Column %
Attended a course in a driving academy	2%
A friend or relative taught you how to ride	33%
You learnt on your own	65%
Total	100%



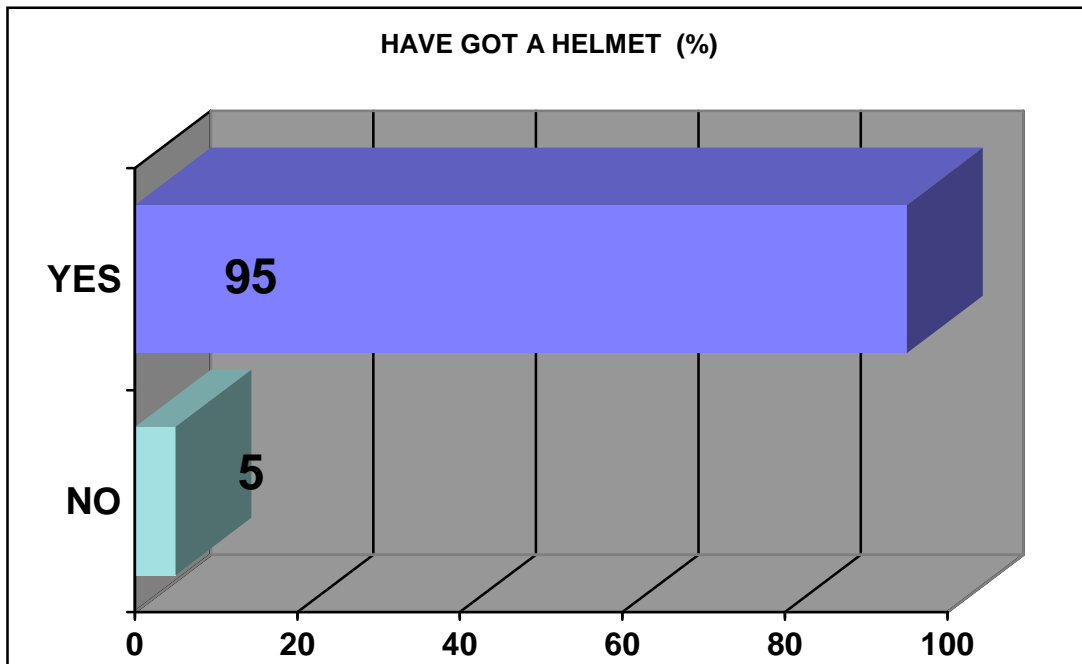
60. How did you learn to ride motorcycles?

		Area		Total
		MVD	Provinces	
How did you learn to ride motorcycles?	Attended a course in a driving academy		2%	2%
	A friend or relative taught you how to ride it	40%	31%	33%
	You learnt on your own	60%	67%	65%
	Total	100%	100%	100%



61. Have you got a helmet?

	Column %
Yes	95%
No	5%
Total	100%



62. Have got a helmet for the motorcycle?

		Area		Total
		MVD	Provinces	
Have got a helmet for the motorcycle	Yes	100%	93%	95%
Have got a helmet for the motorcycle	No		7%	5%
	Total	100%	100%	100%



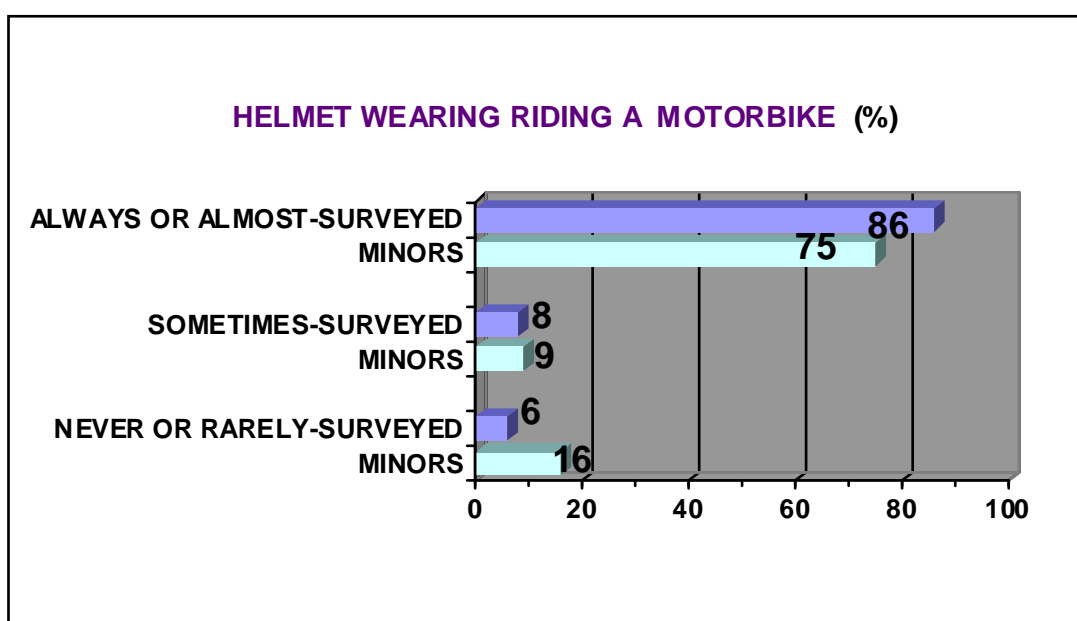
63. Frequency of appropriate helmet wearing (on head) when riding a motorcycle

	Column %
Always	75%
Almost always	11%
Sometimes	8%
Rarely	4%
Never	2%
Total	100%

Out of Total of motorcyclists

64. Frequency of appropriate helmet wearing (on head) when riding a motorcycle

		Area		Total
		MVD	Provinces	
Frequency of appropriate helmet wearing (on head) when riding a motorcycle	Always	83%	72%	75%
	Almost always	13%	10%	11%
	Sometimes		12%	8%
	Rarely	3%	4%	4%
	Never		3%	2%
	Total	100%	100%	100%





65. How did you get your helmet?

	Column %
You bought a new one	83%
You bought it second hand	6%
Someone lent it to you	2%
It was a present	5%
It was given to you when you bought the motorcycle	4%
Total	100%

Out of Total of motorcyclists that declare to have a helmet

66. How much did you pay for it?

	Col.%
199 to 300	8%
300 to 399	8%
400 to 499	9%
500 to 599	11%
600 to 699	10%
700 to 1499	10%
2000 to 2499	2%
4000 to 8999	3%
12000 to 12999	2%
24000 and more	1%
DK/DA	34%
Total	100%

Expressed in Uruguayan currency



67. How much did you pay for your helmet if it was new or second hand?

				col.%	Sub table %
How did you get your helmet	You bought a new one	How much did you pay for your helmet?	199 to 300	6%	7%
			300 to 399	8%	9%
			400 to 499	6%	7%
			500 to 599	11%	12%
			600 to 699	10%	11%
			700 to 1499	10%	11%
			2000 to 2499	1%	1%
			4000 to 8999	3%	3%
			12000 to 12999	2%	2%
			24000 and more	1%	1%
				Does not know/does not remember	33%
	Total	93%	100%		
You bought a second hand helmet		How much did you pay for your helmet?	199 to 300	2%	29%
			400 to 499	3%	43%
			2000 to 2499	1%	14%
			Does not know/does not remember	1%	14%
			Total	7%	100%

Out of Total of motorcyclists who bought their helmet



68. Imagine the following situation

	Column %
The child on the motorcycle without helmet with his parents	2%
The child on the motorcycle wearing a helmet and one parent, the other one walks	79%
The three of them on the motorcycle, the child is wearing the helmet	13%
They should not use the motorcycle	6%
Total	100%

A mother and a father go to pick their child up from school. Both of them wear a helmet on the head but do not have one for the kid. What do you think should be done to take the child home?

69. Imagine the following situation

		Area		Total
		MVD	Provinces	
Imagine the following situation	The child on the motorcycle without helmet with his parents	3%	1%	2%
	The child on the motorcycle wearing a helmet and one parent, the other one walks	80%	79%	79%
	The three of them on the motorcycle, the child is wearing the helmet	7%	15%	13%
	They should not use the motorcycle	10%	5%	6%
	Total	100%	100%	100%

A mother and a father go to pick their child up from school. Both of them wear a helmet on the head but do not have one for the kid. What do you think should be done to take the kid home?

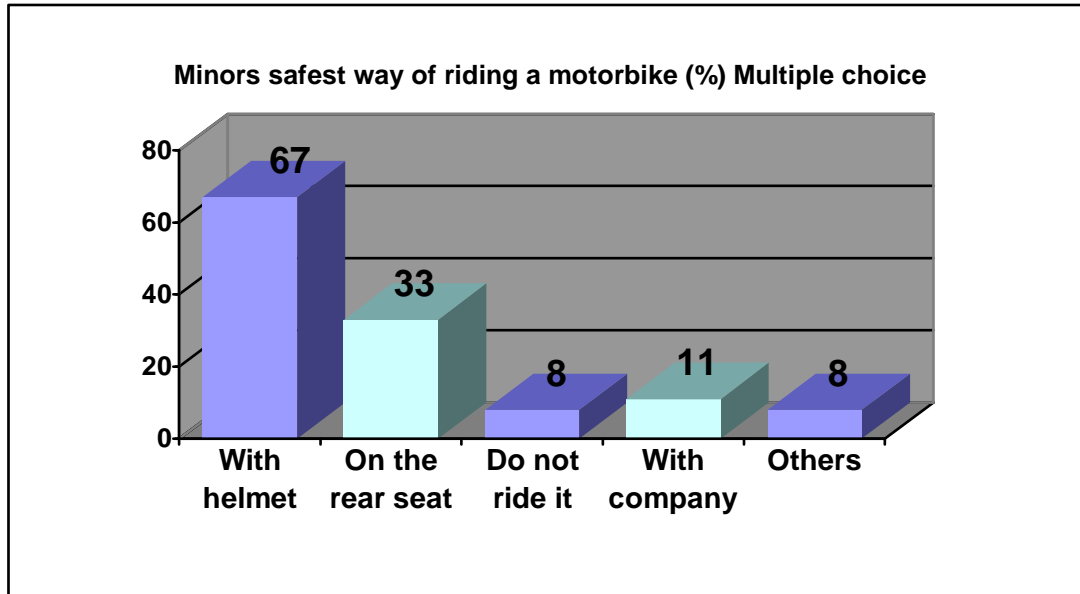


70. Number of children under 15

	Column %
0	53%
1	25%
2	18%
3	4%
Total	100%

71. What do you think is the safest way for children under 15 to ride on a motorcycle?

	Column %
To ride between two adults	2%
To ride in the rear seat and wearing a helmet	20%
To ride in the rear seat	13%
To ride in the front seat	2%
To wear a helmet	40%
Do not know	1%
Should not ride a motorcycle	8%
With all the standard equipment	3%
With an adult and wearing a helmet	7%
With an adult	4%
Total	100%



72. What do you think is the safest way for children under 15 to ride on a motorcycle?

		Area		Total
		MVD	Provinces	
Safest way for children under 15 to ride on a motorcycle	To ride between two adults		2%	2%
	On the rear seat and wearing a helmet	13%	23%	20%
	On the rear seat	10%	14%	13%
	On the front seat	3%	1%	2%
	To wear a helmet	50%	37%	40%
	Do not know		1%	1%
	Should not ride a motorcycle	13%	6%	8%
	With all standard equipment		4%	3%
	With an adult and wearing a helmet	7%	7%	7%
	With an adult	3%	5%	4%
	Total	100%	100%	100%



73. Number of children under 15 that usually ride on your motorcycle

	Column %
0	50%
1	42%
2	6%
3	2%
Total	100%

74. Frequency of children under 15 that ride on your motorcycle wearing a helmet on the head

	Column %
Always	63%
Almost always	12%
Sometimes	9%
Rarely	7%
Never	9%
Total	100%

75. Frequency of children under 15 that ride on your motorcycle wearing a helmet on the head

		Area		Total
		MVD	Provinces	
Frequency of children under 15 that ride on your motorcycle wearing a helmet on the head.	Always	64%	63%	63%
	Almost always	14%	12%	12%
	Sometimes	7%	9%	9%
	Rarely		9%	7%
	Never	14%	7%	9%
Total		100%	100%	100%



76. Frequency of children under 15 that ride on your motorcycle wearing a helmet on the head according to the number of children under 15 who usually ride on your motorcycle

				% col.	% sub table
Number of children under 15 who usually ride on your motorcycle.	1	Frequency of children under 15 who ride on your motorcycle wearing a helmet on the head	Always	58%	69%
			Almost always	9%	10%
			Sometimes	5%	6%
			Rarely	5%	6%
			Never	7%	8%
			Total	84%	100%
	2	Frequency of children under 15 who ride on your motorcycle wearing a helmet on the head	Always	4%	29%
			Almost always	2%	14%
			Sometimes	4%	29%
			Rarely	2%	14%
			Never	2%	14%
			Total	12%	100%
	3	Frequency of children under 15 who ride on your motorcycle wearing a helmet on the head	Always	2%	50%
Almost always			2%	50%	
Total			4%	100%	

77. How safely do you think children under 15 ride on your motorcycle?

	Column %
Very safe	33%
Pretty safe	42%
Somewhat safe	11%
Not very safe	9%
Not safe at all	5%
Total	100%



78. How safely do you think children under 15 ride on your motorcycle according to the frequency they ride on your motorcycle wearing a helmet?

				% col.	% sub table
Frequency of children under 15 riding on your motorcycle wearing a helmet on the head	Always	How safely do you think children under 15 ride on your motorcycle?	Very safely	26%	42%
			Pretty safely	26%	42%
			Not very safely	7%	11%
			Not safely at all	4%	6%
			Total	63%	100%
	Almost always	How safely do you think children under 15 ride on your motorcycle?	Very safely	5%	43%
			Pretty safely	5%	43%
			Somewhat safely	2%	14%
			Total	12%	100%
	Sometimes	How safely do you think children under 15 ride on your motorcycle?	Very safely	2%	20%
			Pretty safely	4%	40%
			Somewhat safely	4%	40%
			Total	9%	100%
	Rarely	How safely do you think children under 15 ride on your motorcycle?	Pretty safely	5%	75%
			Somewhat safely	2%	25%
			Total	7%	100%
	Never	How safely do you think children under 15 ride on your motorcycle?	Pretty safely	2%	20%
Somewhat safely			4%	40%	
Not very safely			2%	20%	
Not safely at all			2%	20%	
Total			9%	100%	



CHAPTER 4 - CAR OR VAN DRIVERS BEHAVIOR, ATTITUDES AND OPINIONS

79. Car or van brand and model

		Col %	% sub table
Citroën	Others	5%	75%
	Xsara	2%	25%
	Total	6%	100%
Chery	Others	1%	100%
	Total	1%	100%
Chevrolet	C10	2%	9%
	Corsa	8%	47%
	Chevette	3%	16%
	Monza	2%	13%
	Others	3%	16%
	Total	17%	100%
Daihatsu	Others	1%	100%
	Total	1%	100%
Fiat	Fiorino	2%	13%
	Doesn't know	2%	10%
	Others	5%	33%
	Palio	2%	10%
	Uno	5%	33%
	Total	16%	100%
Ford	Escort	2%	36%
	Doesn't know	1%	9%
	Others	3%	55%
	Total	6%	100%
Hyundai	Others	2%	100%
	Total	2%	100%
Mitsubishi	Lancer	2%	50%
	Doesn't know	1%	17%
	Others	1%	33%
	Total	3%	100%
Nissan	Doesn't know	2%	43%
	Others	2%	57%
	Total	4%	100%
Peugeot	Doesn't know	7%	88%
	Others	1%	13%
	Total	8%	100%
Renault	Doesn't know	4%	62%
	Others	3%	38%
	Total	7%	100%
Subaru	Doesn't know	1%	67%
	Others	1%	33%
	Total	2%	100%
Suzuki	Others	4%	100%
	Total	4%	100%
Toyota	Corolla	2%	50%
	Hilux	2%	38%
	Doesn't know	1%	13%
	Total	4%	100%
Volkswagen	Fusca	2%	16%
	Gol	6%	44%
	Doesn't know	1%	8%
	Others	4%	32%
	Total	13%	100%
Others	Doesn't know	2%	21%
	Others	6%	79%
	Total	7%	100%



80. Year of vehicle you drive

	Percentage
1953 to 1972	2%
1973 to 1982	14%
1983 to 1992	18%
1993 to 2002	52%
2003 to 2009	13%
Total	100%

81. Year of vehicle you drive

		Area		Total
		MVD	Provinces	
Year of vehicle you drive	1953 to 1972	1%	4%	2%
	1973 to 1982	11%	19%	14%
	1983 to 1992	20%	16%	18%
	1993 to 2002	51%	53%	52%
	2003 to 2009	17%	8%	13%
	Total	100%	100%	100%



82. Frequency of seat belt use in cars or vans

	Percentage
Always	75%
Almost always	8%
Sometimes	6%
Rarely	4%
Never	6%
Total	100%

83. Frequency of seat belt use in cars or vans

		Area		Total
		MVD	Provinces	
Frequency of seatbelt use in cars or vans	Always	83%	65%	75%
	Almost always	6%	12%	8%
	Sometimes	4%	10%	6%
	Rarely	4%	5%	4%
	Never	4%	8%	6%
	Total	100%	100%	100%

84. Number of children under 15

	Column %
0	61%
1	19%
2	18%
3	1%
5 or more than 5	1%
Total	100%



85. Number of children under 15 who usually travel in your vehicle.

	Column %
0	46%
1	23%
2	25%
3	5%
4	2%
Total	100%

86. Number of children under 15 who usually travel in your vehicle.

		Area		Total
		MVD	Provinces	
Number of children under 15 who usually travel in your vehicle.	0	39%	54%	46%
	1	28%	17%	23%
	2	27%	23%	25%
	3	5%	5%	5%
	4	1%	2%	2%
	Total		100%	100%



87. Seat belt use by children under 15 in your vehicle

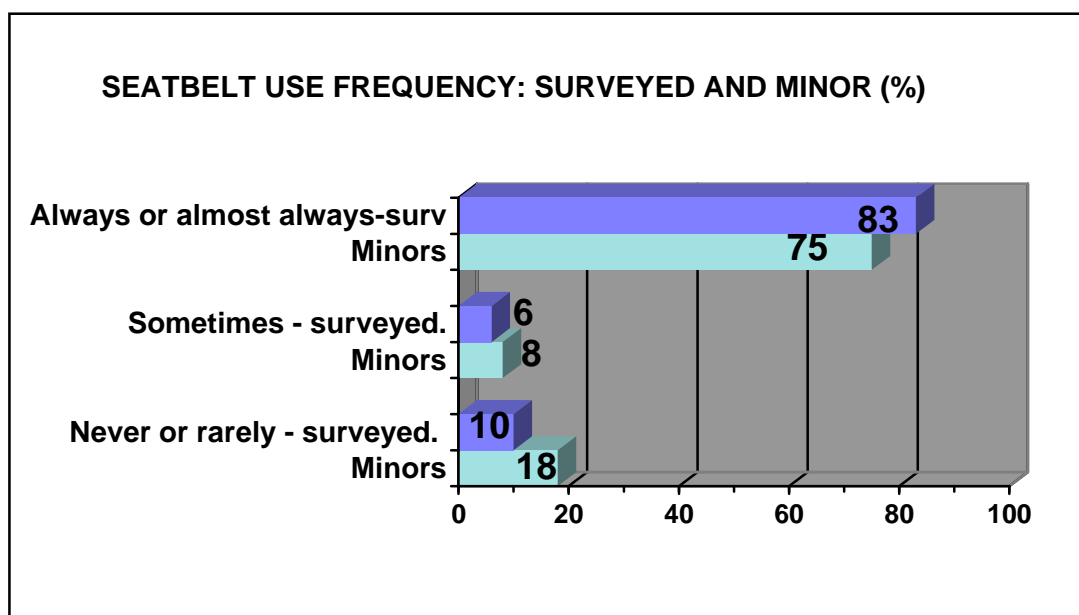
	Column %
Always	62%
Almost always	13%
Sometimes	8%
Rarely	8%
Never	10%
Total	100%

Out of Total of those who travel with at least one child under 15.

88. Seat belt use by children under 15 in your vehicle

		Area		Total
		MVD	Provinces	
Those under 15 who travel in your car wear a seat belt.	Always	68%	51%	62%
	Almost always	14%	13%	13%
	Sometimes	8%	8%	8%
	Rarely	5%	13%	8%
	Never	6%	15%	10%
	Total	100%	100%	100%

Out of Total of those who travel with at least one child under 15.

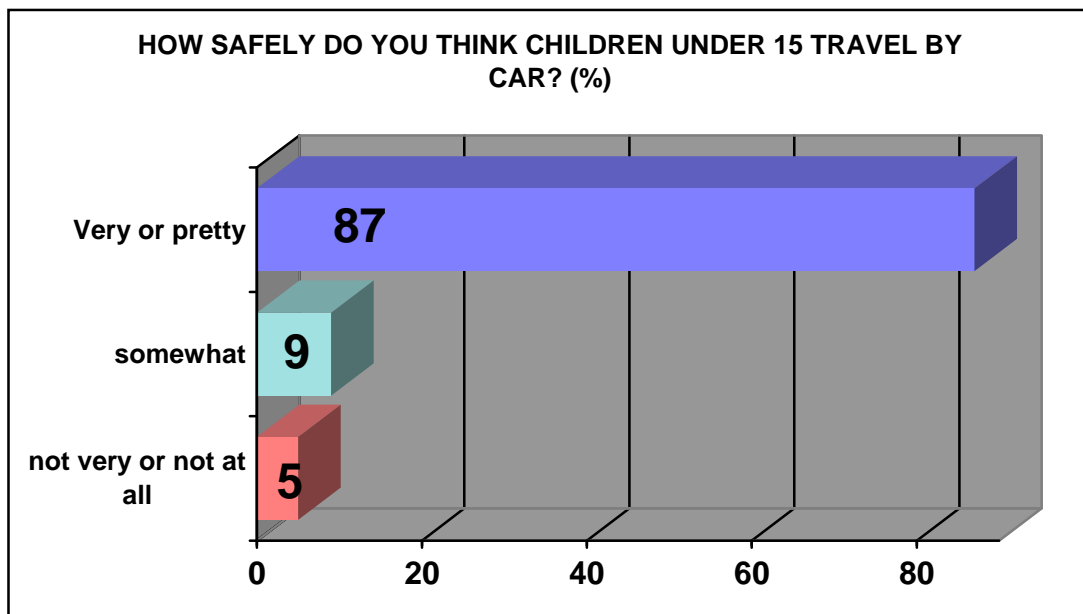




89. How safely do you think children under 15 travel by car?

	Column %
Very safe	33%
Pretty safe	54%
Somewhat safe	9%
Not very safe	4%
Not safe at all	1%
Total	100%

Out of Total of cases that travel at least with one child under 15.





90. How safely do you think children under 15 travel by car, according to Seat belt use?

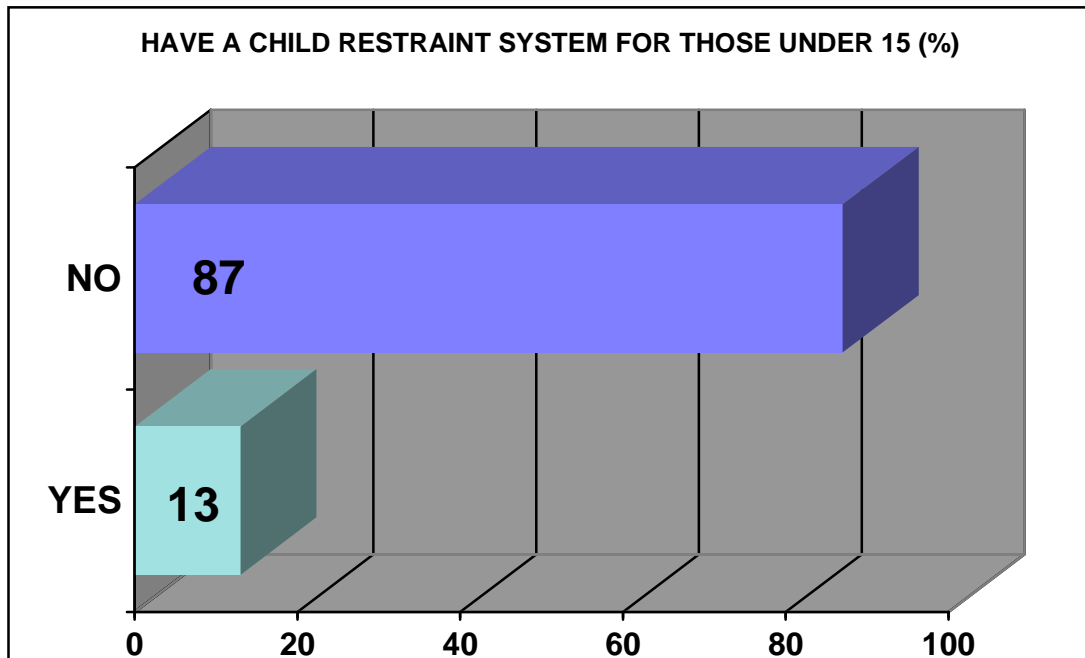
				% col.	% sub table
Children under 15 who travel in your car wear a seatbelt.	Always	How safely do you think children under 15 travel by car?	Very safe	24%	39%
			Pretty safe	33%	53%
			Somewhat safe	3%	5%
			Not very safe	2%	3%
			Total	62%	100%
	Almost always	How safely do you think children under 15 travel by car?	Very safe	5%	36%
			Pretty safe	8%	57%
			Somewhat safe	1%	7%
			Total	13%	100%
	Sometimes	How safely do you think children under 15 travel by car?	Pretty safe	5%	63%
			Somewhat safe	2%	25%
			Not safe at all	1%	13%
			Total	8%	100%
	Rarely	How safely do you think children under 15 travel by car?	Very safe	1%	13%
			Pretty safe	5%	63%
			Somewhat safe	1%	13%
Not very safe			1%	13%	
Total			8%	100%	
Never	How safely do you think children under 15 travel by car?	Very safe	3%	30%	
		Pretty safe	4%	40%	
		Somewhat safe	2%	20%	
		Not very safe	1%	10%	
		Total	10%	100%	

Out of Total of cases that travel at least with one child under 15.



91. Do you have any child restraint system for those under 15?

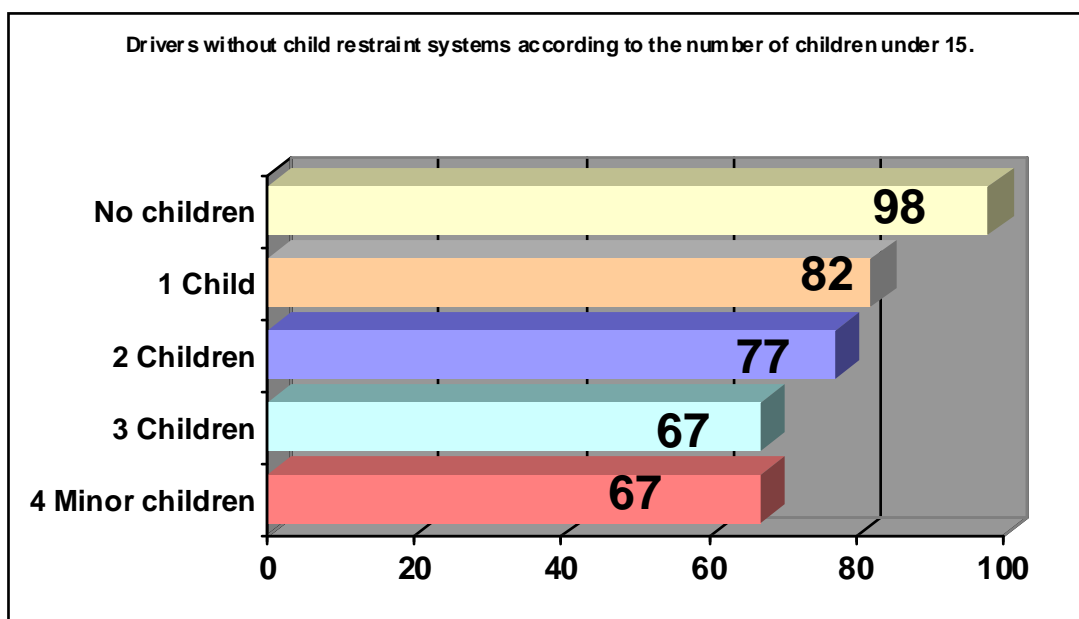
	Column %
No	87%
Yes	13%





92. Child restraint systems holding according to the number of children under 15 who usually travel in your vehicle.

			% col.	% sub table	
Number of children under 15 who usually travel in your vehicle	0	Have installed a child restraint system for children under 15.	No	45%	98%
			Yes	1%	2%
		Total		46%	100%
	1	Have installed a child restraint system for children under 15	No	19%	82%
			Yes	4%	18%
		Total		23%	100%
	2	Have installed a child restraint system for children under 15	No	19%	77%
			Yes	6%	23%
		Total		25%	100%
	3	Have installed a child restraint system for children under 15	No	3%	67%
			Yes	2%	33%
		Total		5%	100%
	4	Have installed a child restraint system for children under 15	No	1%	67%
			Yes	1%	33%
		Total		2%	100%



93. Type of child restraint system.

			% col.	
Have installed a child restraint system for children under 15	Yes	Type of Child Restraint System	Child seat	8%
			Child seat with seatbelt	8%
			Infant seat	24%
			Child seat with seatbelt	24%
			Chile seat	24%
			Other	12%
Total			100%	

Out of Total of those who have installed a child restraint system

94. How did you get your child restraint system?

	Column %
I bought a new one	56%
I bought it second hand one	20%
It was a present	16%
I borrowed it	8%
Total	100%

Out of Total of those who have installed a child restraint system



95. Origin of child restraint system according to its condition (new or second hand)

				Col %	% sub table
How did you get your child restraint system?	I bought a new one	Where did you buy your child restraint system?	Child seats and pushchairs stores	11%	14%
			Babies store	16%	21%
			Supermarket	5%	7%
			Shopping mall	5%	7%
			Does not remember	11%	14%
			Toyshop	5%	7%
			Auto service	11%	14%
			Other	11%	14%
			Total	74%	100%
			I bought it second hand.	Where did you buy your child restraint system?	Second hand
Toyshop	5%	20%			
Auto service	5%	20%			
Total	26%	100%			

Out of Total of those who bought a new or second hand child restraint system.

96. Safest way for children under 15 to travel in your car.

	Column %
In the rear seat	25%
Wearing a seat belt	35%
Wearing a seat belt in the rear seat	27%
Wearing a seatbelt in a child seat	5%
In a child seat	3%
In a child seat in the rear seat	2%
Does not know	2%
Other	2%
Total	100%

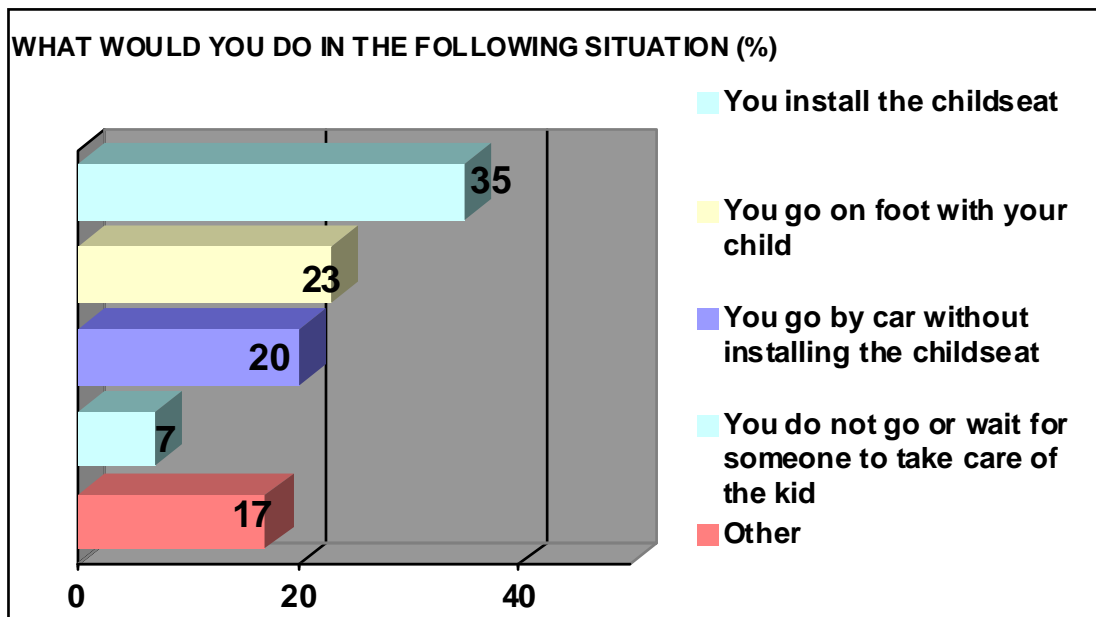
Out of Total of cases (car or van drivers)



97. Imagine the following situation

	Column %
You install your child restraint system	35%
You drive without installing the child seat	20%
You go on foot with your child	23%
You wait until someone takes care of the kid	2%
Do not go to the supermarket	5%
You go in another vehicle	1%
Other	16%
Total	100%

You are alone with your little child and need to go to the market or supermarket urgently (it closes in ten minutes and is fifteen blocks away). The child restraint system is not installed in your vehicle. What would you do?





98. What is your opinion about Child Restraint System prices?

	Column %
They are cheap	12%
They are not very cheap	8%
They are expensive	14%
They are very expensive	9%
Does not know	57%
Total	100%

Out of **Total** cases (car or van drivers)

99. Do you think it necessary to wear seat belts in the rear seats?

		% col.	% sub table		
Do you think it necessary to wear seat belts in the rear seats?	Yes	Total	85% 100%		
	No	Total	10% 100%		
	It depends	Road traffic volume	1%	11%	
		Speed	1%	11%	
		It depends	It is on the road, not necessarily in the city.	1%	22%
			on the way	1%	11%
			on the Province	1%	11%
			on the vehicle	1%	22%
			on the journey's distance	1%	11%
			Total	5%	100%
TOTAL OF THE TABLE	100%		100%		

Out of **Total** cases (car or van drivers)



100. What do you plan to do to comply with the new Law 18.191 related to rear seats?

	Column %
I have already installed seat belts	82%
I am going to install the seat belts myself	2%
I am going to have seat belts installed by a mechanic	5%
I am not going to install them	4%
Do not have rear seats.	6%
Other	1%
Total	100%

Out of Total of cases (car or van drivers)

101. Which of the following seat belts is the safest?

	Column %
2-point seat belt	7%
3-point seat belt	79%
Both are equally safe	8%
None of them	1%
Do not know	5%
Total	100%

Out of Total cases (car or van drivers)

102. Which seats in your car have seat belts?

	% answ. col.
All of them	82%
The driver's seat	17%
The passenger's seat	17%
The rear seats	1%
None	1%
Total	117%

Multiple choice out of Total of surveyed (191 cars or vans drivers)



103. Which seat belts in your car are retractable?

	% answ. col.
All of them	40%
The driver's seat	51%
The passenger's seat	50%
The rear seats	1%
None of them	9%
Total	150%

Multiple choice out of Total surveyed (191 car or van drivers)

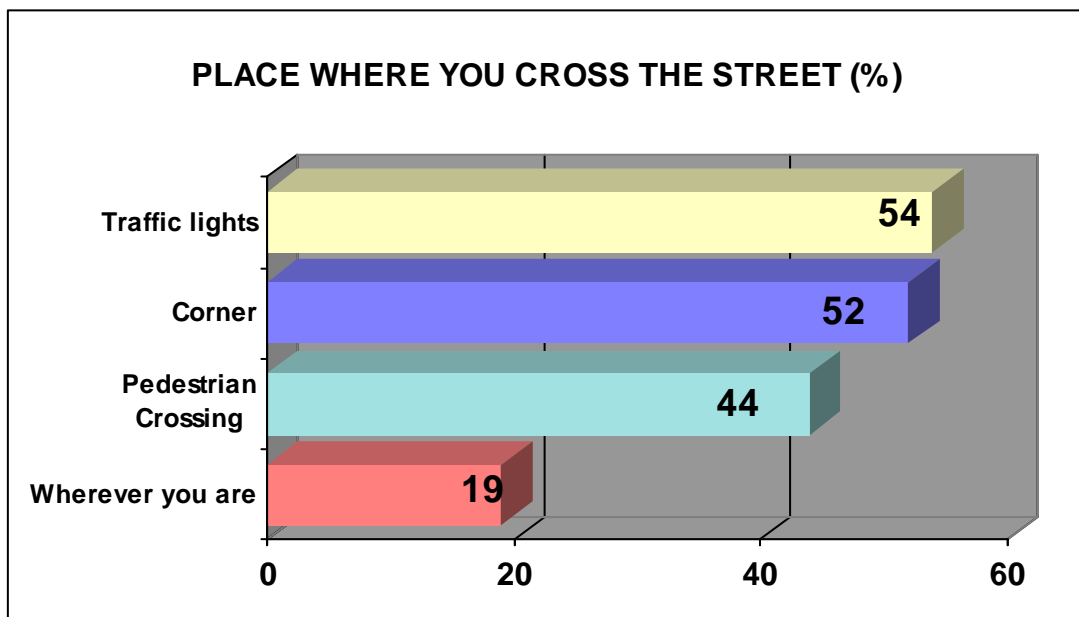


CHAPTER 5 - PEDESTRIANS BEHAVIOR, ATTITUDES AND OPINIONS.

104. When crossing the road...

	% resp. col.
You cross on the pedestrian crossing	44%
You cross on the corner	52%
You cross at the traffic lights	54%
You cross wherever you are	19%
Total	170%

Multiple choice out of Total Surveyed (493 pedestrians)





105. Generally when crossing the road, you...

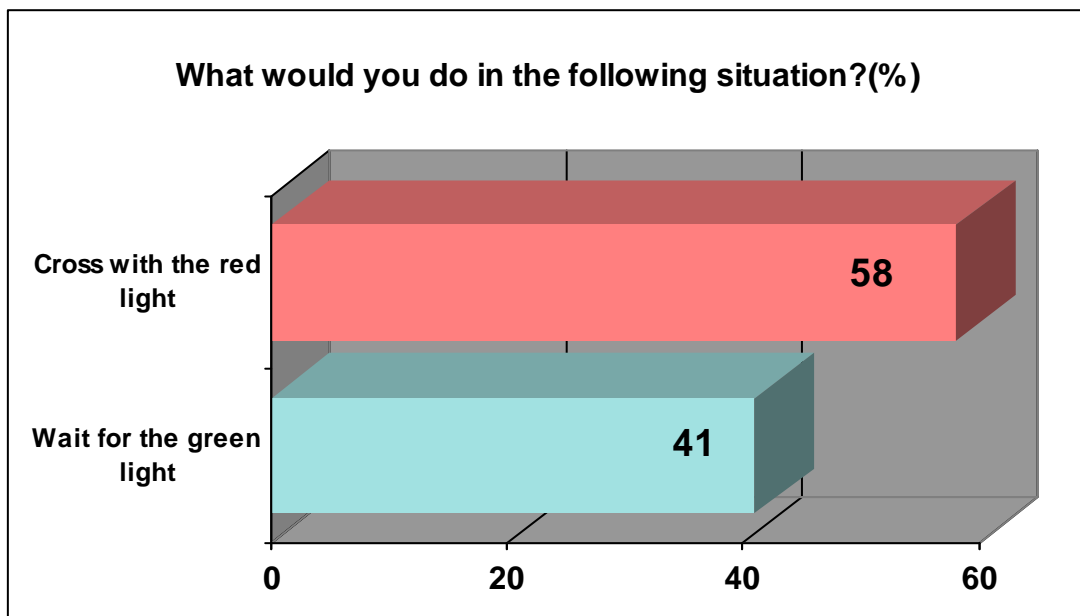
	% answ. col.
Walk on the sidewalk	95%
Walk on the street	8%
Walk on the street if there is no proper sidewalk	1%
Verge	1%
Total	105%

Multiple choice out of Total Surveyed (493 pedestrians).

106. Imagine the following situation

	Column %
You wait for the green light to cross the street	41%
You cross the street with the red light anyway	58%
Other	1%
DK/DA	0%
Total	100%

You are late and need to cross the street where there is no zebra, you are far from the corner the traffic lights are red. However, there are no vehicles coming. What would you do?





FINAL NOTES

1. One every four people drive cars. One out of three men, and one every eight women.
2. There is a concentration of car drivers as from the age of 30.
3. The higher the socioeconomic condition, the larger the number of cars.
4. One out of seven people surveyed was a motorcyclist. There are a similar number of men and women riding motorcycles.
5. There are a higher number of men 30-64 years old that ride motorcycles.
6. Nearly 1 out of 5 people of somewhat low and low socioeconomic status are motorcyclists.

-
7. Highway Police enjoy a good public opinion. 71% of people surveyed consider Highway Police to be Good or Very Good. Only 8% consider Highway Police to be Bad or Very Bad.
 8. Transit Police working for the Municipalities (Municipal Transit Police Officers) have a rather controversial image. Although half of those surveyed consider it Good or Very Good, another quarter has a Bad or Very Bad image of Municipal Transit Police.
Car and van drivers are those holding the worst opinion, 42% of them have a Bad or Very Bad opinion. Opinions held in Montevideo towards Municipal Transit Police Officers are more critical than in the Provinces.
 9. Transit Police are not as well-known as others; it enjoys satisfactory levels of approval and low levels of rejection.
 10. There is a general agreement on the fact that it is correct to fine those vehicles that do not comply with prevailing regulations.



11. There is also a general agreement on the fact that it is correct to fine those drivers that do not comply with road traffic regulations.
 12. It is surprising the high number of people that agreed on fines levied on pedestrians. 86% of those surveyed agreed on fines levied on pedestrians that do not abide road traffic regulations. Only 11% disagree with that measure. 18 – 29 year olds are those that strongly disagree with this measure, there is also some disagreement among pedestrians (13%).
-

13. One out of eight (13%) motorcyclists DOES NOT have a driving license. Although there are more people in the provinces with licenses, 5% of them have expired licenses.
 14. Two out of three motorcyclists learnt how to ride on their own, only 2% took a riding course.
 15. 95% of motorcyclists have a helmet, but only 75% always wear it. In Montevideo, 83% of motorcyclists always wear a helmet, while in the Provinces only 72%.
 16. Another surprising aspect is the fact that those older than 15 wear helmet more than those under 15. 86% of those older than 15 always or almost always wear helmet, while 75% of those under 75% always or almost always wear helmet.
 17. When considering a hypothetical situation with both parents and a child. One every eight stated that the best way of riding was taking the child with them, but wearing a helmet, that is to say three people on a motorcycle.
 18. Three out of four motorcyclists believe that those under 15 ride safe or rather safe.
-

19. Seven out of eight cars are older than six, and one every three is older than 15. Montevideo's vehicle fleet is more modern than the one in the provinces.



20. Three out of four (75%) drivers stated that they always wear seat belts, while one out of ten (10%) never or almost never wear seat belt.

There are, however, important differences in the use of seat belts in Montevideo and the Provinces; 83% of those surveyed stated they always wear seat belts, while and only 63% of those surveyed do so in the Provinces.

21. As with motorcycles, those under 15 years of age do not wear seatbelts as often as those in older age groups. Two out of three (62%) people under 15 always wear seat belts, while 18% never or almost never wear them. Again, there are differences here when comparing Montevideo and the Provinces; only half of the children under 15 always wear seat belt.

22. 13% of drivers stated they had CRSs. The use of this mechanism increases with the number of children.

23. Most frequently CRS are (24% each): Infant restraint, Child seat with belt, Child seat.

24. 20% of parents bought a “used” CRS, 16% got one as a present and 8% borrowed it.

25. Safest way to travel: wearing seat belt 35%; seat belts in the back; in the rear seats 25%. 25% of those surveyed consider traveling in the rear seat without seat belts already a safe way of traveling.

26. Almost half of respondents considered infant seats expensive or very expensive, while the other half considered they are affordable.

27. Eight out of ten people surveyed stated that their vehicles already had seat belts to comply with Law 18.191. 4% stated they are not going to retrofit seat belts in the rear seats.



28. Only four out of ten stated they had retractable seat belts in all seating positions. Half of them count with retractable seat belts only in the front seating positions.

29. One out of five pedestrians stated they cross at any point in the street. The rest stated crossing on corners, traffic-lights and pedestrians crossings.

30. Given the situation of a red light without road traffic, 58% of people surveyed stated they cross with the red light, while the other 41% wait for the green light.



CONCLUSIONS

1. Uruguayans tend to justify fines when people do not follow ongoing regulations. There is a surprising support to fines levied on pedestrians.
2. Although the Highway Police enjoys a good image by the population, a quarter of the population holds a negative image of the Transit Police Officers.
3. There is a certain lack of information among motorcyclist, only one out of eight counts with a license. Apart from this, although almost all of them have a helmet, only 75% always wear it. There is also an evident lack of safety concepts when 13% of those surveyed consider it safe for a child to travel together with 2 adults on one motorcycle.
4. This lack of information is also noted among car drivers, only 75% always wear a seat belt (63% in the Provinces) and 10% never or almost never wear a seat belt. This aspect worsens when it comes to people under 15, only 62% (51% in the Provinces) always wear it.
5. People believe that traveling in the rear seat is safe enough, and no seat belt is needed.
6. Last, this lack of information on road traffic habits also gets to pedestrians, one out of five would cross the street at any point (not on the corner), and almost 6 out of ten would cross the street with a red light if road traffic allows.