

The practical application of the Draft Law on
Strategic Environmental Assessment in Moldova
through the Road Map in promoting Green
Economy : **Transport Sector**

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Sectoral strategies: aspects of the green economy

Strategic Documents:

- **Transport and logistics strategy for 2013-2022 years, approved by Government Decision No.827 of October 28, 2013;**
- **The Land Transport Infrastructure Strategy for 2008-2017 years, approved by Government Decision 85 of 1 February 2008;**
- **Ministry of Transports and Road Infrastructure of Moldova (MTRI) plans of action for 2015 and 2016 years.**

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Sectoral strategies: aspects of the green economy

- Major Objectives:
- Reducing the negative impact of transport sector activities on the environment and improve measures to prevent environmental pollution;
- promoting a shift from polluting transport to one that pollutes less, using renewable energy and protect the environment;
- promotion of European standards for transport, to align with EU requirements and standards;
- Adapting the conditions of road construction to climatic&weather conditions, implementation of requirements to protect biodiversity and environmental impact assessment in the roads building process;
- Assessing the environmental and economical potential for the diversity of the transport system (road, rail, air, river)
- Develop a mechanism to stimulate and promote national fleet renewal.

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- **Key indicators:**

- Dynamics of vehicles registered in Moldova;
- The volume of gas emitted by auto transport;
- Nr. of entries distinct foreign auto transport;
- Ecological tax reported to tax revenue;
- Transportation tax reported to tax revenue;
- Ecological tax and road tax reported to GDP;

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Conclusions

- the existence of a legislative framework adapted to the provisions of EU directives;
- principles of environmental protection and sustainable development are not recognized as priority;
- there are no mechanisms and economic instruments to stimulate polluters to take action to reduce pollution;
- system of environmental taxes and payments for pollution is not developed effectively and payments are too small compared to the damage caused to the environment;

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Conclusions

- Inconsistencies between strategic documents, in the 2020 strategy, the strategic vision of the Government is emphasized the negative environmental impact, as to the operation of transportation and roads, and its importance to be mitigated; in the strategies developed by MTRI, omit this aspect; .
- Lack of provision of specific actions on short and medium term related to the negative environmental impact and environmental protection;
- The absence of establishing in strategic documents as aim environmental, environmental and health protection factors;

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Recommendations

- identify the impact of planned activities from developed strategic documents and those in the development process on the environment;
- integration of environmental considerations in the preparation and amendment of strategic policy documents on transport sector;
- reducing negative environmental impacts of proposed actions in the strategic policy documents by concrete actions achievable and measurable short and medium term;
- review of environmental taxes and payments for pollution, and the establishment of a credible timetable for their gradual increase, thus stimulating polluters to take action to reduce environmental pollution;
- The introduction of economic incentives for withdrawing from circulation old cars and setting stricter rules for reducing pollution from cars;

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Recommendations

- Creating tax incentives related to the import of cars with electric motor;
- Restricting vehicles older than 10 years;
- Gradual increase of the fees for car transporters, according to the "old machines, high taxes - new cars, soft taxes";
- Implementation of standards Euro 4-5 (for companies providing transportation services) for atmospheric air protection as well as new standards for fuel and promoting the use of unleaded fuel;
- To introduce the concept and a formula for calculating the car pollution tax, which will include emissions and nuisance charge
- The modernization of outdated public transport, including rail (diesel locomotive) with new units through public private partnership, railway electrification;
- Develop urban plans of towns where important measures will include the development of transportation.

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Key institutions involved

State Road Administration

"National Road Transport Agency"

International Association of Auto Transporters

Civil Aviation Authority

SE "Railway of Moldova"

IP "Căpitănia portului Giurgiulești"

Road Transport Union

General Directorate of transport and communications of the Chisinau City Hall

Automobile Club of Moldova

Customs Service

Ministry of Transport, Road Infrastructure

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Thank you

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