

ROAD SAFETY COUNTRY PROFILE



REPUBLIC OF MOLDOVA





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Please refer to this Report as follows: World Bank, Road Safety Country Profile—The Republic of Moldova, 2024.

TABLE OF CONTENTS

SNAPSHOT OF KEY ROAD SAFETY INDICATORS (2023)	3
BASIC DATA, CHARACTERISTICS AND DEFINITIONS	4
Basic Data and Population Characteristics	
Road Safety Definitions in the Republic of Moldova	
DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF MOLDOVA	5
General Road Safety Positioning (in comparison with EU - 27)	
Road Crash Fatalities and Injuries Analysis	
Estimated Road Crash Fatalities and Injuries and Estimated Costs	
PILLAR 1 ROAD SAFETY MANAGEMENT	13
National and Subnational Strategies	
Road Safety Lead Agency and Stakeholder Involvement	
Funding for Road Safety	
Road Crash Data Collection System	
PILLAR 2 SAFER ROADS AND ROADSIDES	15
Road Network Length	
Road Safety Audits and Standards	
Road Safety Investments	
Recent Road Safety Project Details	
iRAP Safety Insights – Star Rating for Existing Infrastructure and Business Case	
Road Infrastructure Safety Assessment Performance (2018 Baseline)	
Speed Limits and Comparison with Safe Speed Limits	
Speed Calming Infrastructure	
PILLAR 3 SAFER VEHICLES	23
Vehicle Population and Distribution	
Compliance with UN Vehicle Safety Regulations	
Import Regulations and Periodic Maintenance	
Vehicle Insurance	
PILLAR 4 SAFER ROAD USERS	25
Seatbelt Usage	
Motorcycle Helmet Usage	
Drink Driving	
Drug Driving	
Child Restraint	
Distracted Driving	
PILLAR 5 POST-CRASH CARE	28
National Emergency Care Access Number Coverage	
Post-Crash Care Laws & Governance	
Post-Crash Care Coverage and Access	
Trauma Registry	
Provider Certification and Assistance	
Post-Crash Response Times and Time to Care Centers	
Training for First Responders	

SNAPSHOT OF KEY ROAD SAFETY INDICATORS (2023)

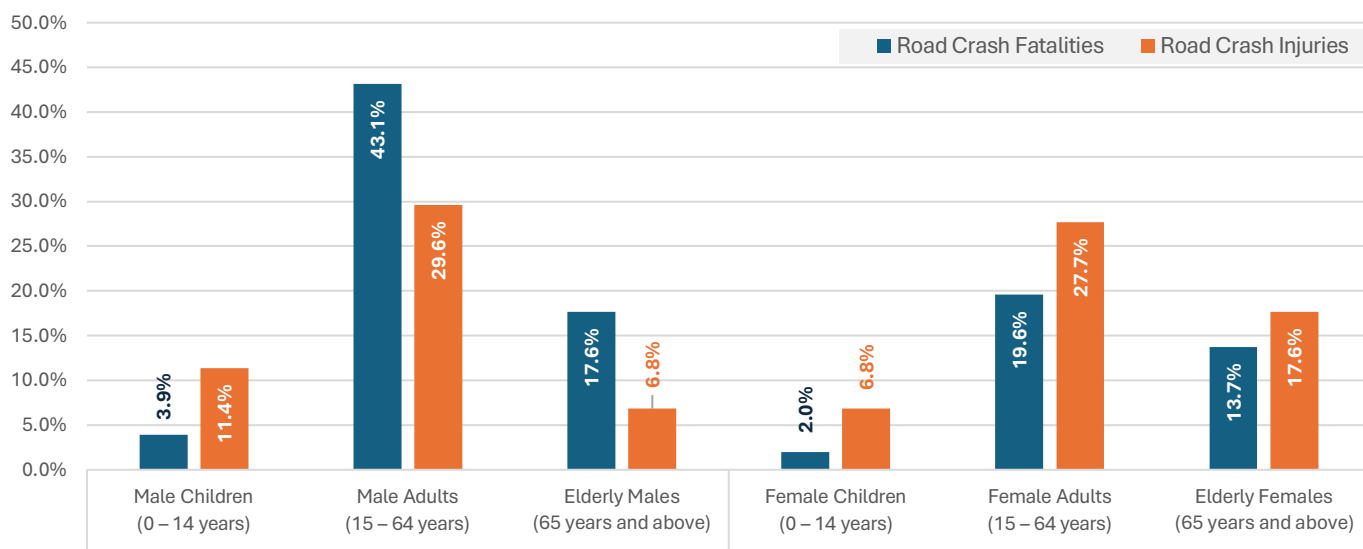
Country Population:	2.51 million people
No. of Road Crashes:	1,980 road crashes
No. of Road Crash Fatalities:	198 road crash fatalities

Road Crash Fatality Rate:	7.88 fatalities/100,000 pop.
Total No. of Road Crash Injuries:	712 (Serious); 1,576 (Minor)
Cost of Road Crash Fatalities:	\$450 million (2.7% GDP)¹

Road Crash Fatalities and Injuries Distribution by Road User Group



Road Crash Fatalities Distribution by Age Group and Gender



Other Key Metrics (DALYs and Trend in Fatality Rates)

773 Life Years	-40.5% Decrease	-19.5% Decrease
Life Years Affected due to Disability from Road Crash Injuries per 100,000 population ²	% Trend in Fatality Rate per 100,000 pop. in the Decade of Action (2010 - 2020) ³	% Trend in Fatality Rate per 100,000 pop. between 2021 - 2023 ⁴

¹ Estimate using iRAP Rule of Thumb for Road Crash Costing

² Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME)

³ Comparison of 2010 National Data and 2021 National Data

⁴ Comparison of 2021 and 2023 National Reported Data

BASIC DATA, CHARACTERISTICS AND DEFINITIONS

Basic Data and Population Characteristics

Basic Data (2023)	Republic of Moldova	EaP (ARM, AZE, GEO & MDA) ⁵		EU -27 ⁶	
		Total	Average	Total	Average
Population	2.51 million	19.35 million	4.84 million	448.7 million	17.04 million
Land Area	32,970 km ²	213,580 km ²	53,395 km ²	4,225,134 km ²	156,486 km ²
GDP (Current Prices, Million EUR) ⁷	16,500.00	144,121.59		16,964,621.7	
GDP (Current Prices, Euro/Capita) ⁷	6,127.53	7,398.86		37,610	
Population Density	76.2 people/km ²	100.5 people/km ²		106.2 people/km ²	
Urban Population (% of total)	42.9%	57.0%		75.0%	

Population Composition (2022) ³	Republic of Moldova		Total EaP		Total EU-27	
Children (0 – 14 Years)	468,860	18.3%	4.23 million	22.1%	67.8 million	15.1%
Adults (15 – 64 Years)	1,703,779	66.4%	12.98 million	67.7%	288 million	64.2%
Elderly (65 Years and Above)	392,391	15.3%	1.96 million	10.2%	92.9 million	20.7%
Male Population	1,218,166	47.5%	9.21 million	48.0%	219.86 million	49.0%
Female Population	1,346,864	52.5%	9.97 million	52.0%	228.84 million	51.0%

Road Safety Definitions in the Republic of Moldova

Term	Definition
Road Crash	Road Accident/Traffic Accident – an event produced as a result of the violation of traffic rules in which one or more vehicles in circulation on the public road were involved, resulting in injury to health, bodily integrity, death of one or more persons, or material damage.
Road Crash Fatality	Deceased Person – the person who died at the scene of the accident or during a period of up to 30 days after the accident due to bodily injuries or complications following the accident.
Road Crash Serious Injury	Severely Traumatized Person – a person who has suffered moderate or serious bodily injury or health damage, or who has died after the 30th day from the date of the accident.
Road Crash Minor Injury	Mildly Traumatized Person – a person who has suffered a minor health injury or bodily injury that does not cause harm to health, but which has resulted in temporary incapacity for work or need for hospitalization for at least 24 hours or outpatient care after first aid.

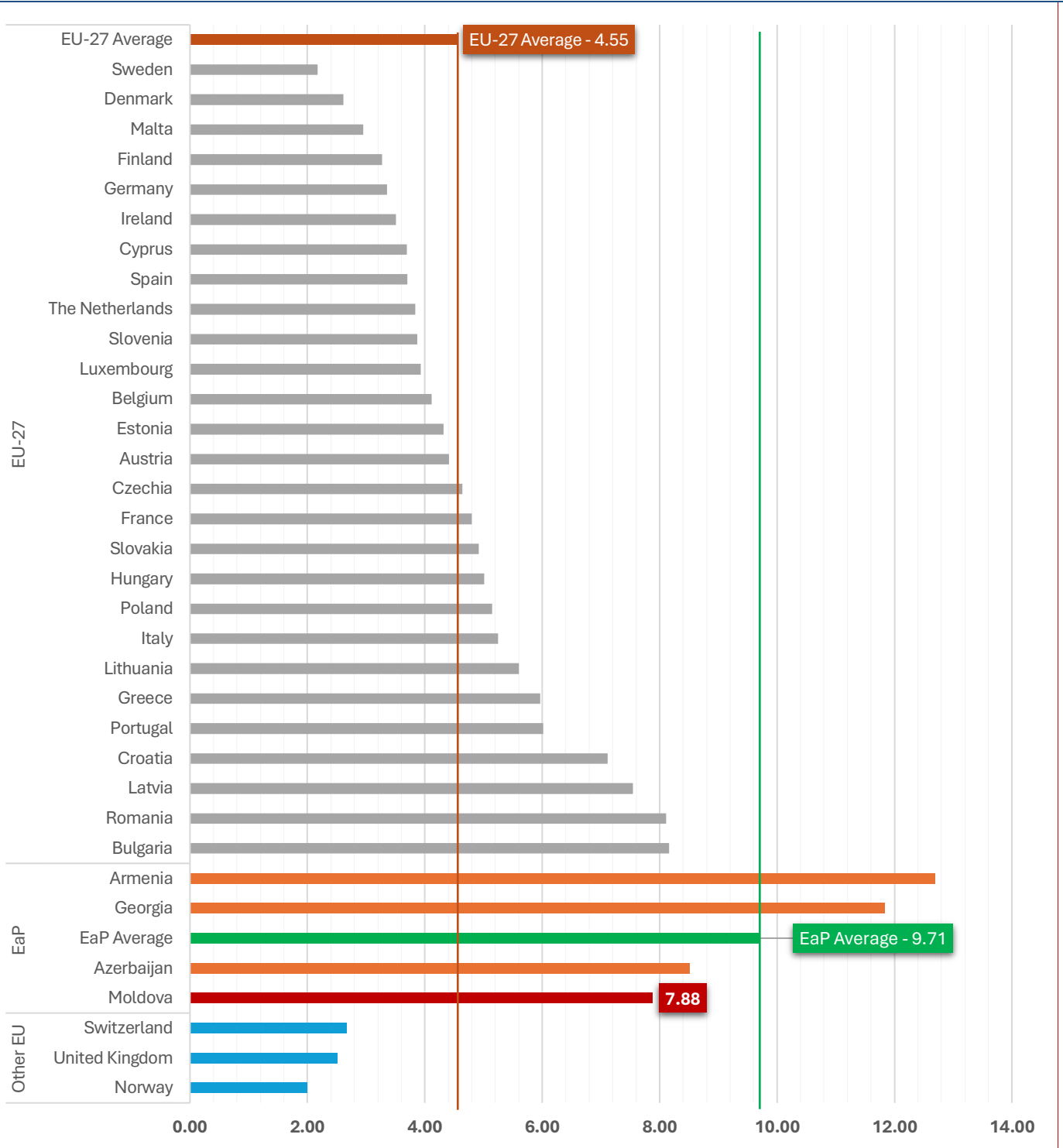
⁵ Compilation of National Data from 2024 EaP Survey⁶ EUROSTAT: ec.europa.eu/eurostat and World Bank Data Bank databank.worldbank.org⁷ GDP Estimates for EaP Region, considering missing data for some countries

DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF MOLDOVA

General Road Safety Positioning (in comparison with EU - 27)

Comparison of Moldova’s Road Crash Fatality Rate with those of EU – 27 and EaP Countries

In the comparative analysis of road crash fatality rates across the European and Eurasian regions in 2023, Moldova stands out with a fatality rate of 7.88. Within the Eastern Partnership (EaP) region, Moldova's road crash fatality rate is slightly below the EaP average of 9.71, indicating it performs better than some of its regional peers but still faces significant road safety challenges.



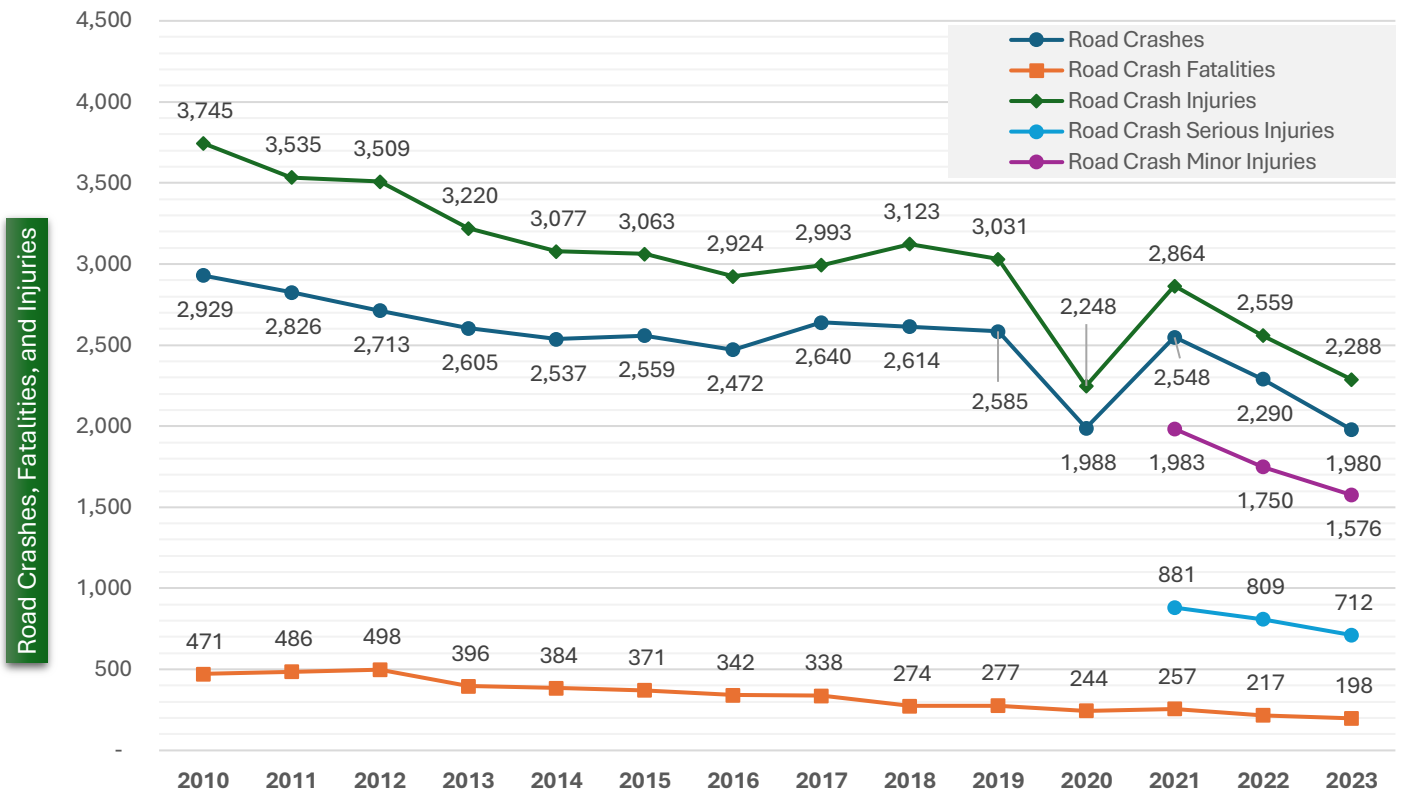
Neighboring countries such as Armenia (12.70), Azerbaijan (8.51), and Georgia (11.83) report varied rates. All countries reporting higher rates suggests differences in road safety conditions and traffic regulation effectiveness.

Expanding the scope to include the European Union (EU-27) countries, Moldova's fatality rate of 7.88 is significantly higher than the EU-27 average of 4.55. This positions Moldova's road safety challenges in stark contrast to those of Sweden (2.18) and Denmark (2.61), which have the lowest fatality rates within the EU-27. Even when compared to higher EU-27 rates, such as those of Bulgaria (8.16) and Romania (8.11), Moldova's rate is comparable but still reflects a need for improvement.

The notable difference between Moldova's and the EU-27 averages suggests several underlying factors, including disparities in road infrastructure quality, vehicle safety standards, enforcement of traffic laws, and public awareness campaigns. Moldova's road crash fatality rate within this broader context presents a compelling case for further investigation into regional road safety policies and their effective implementation. Understanding these disparities is crucial for developing targeted interventions to enhance road safety and reduce regional fatality rates.

Road Crash Fatalities and Injuries Analysis

Road Crashes, Fatalities and Injuries Analysis between 2010 to 2023



Road Crashes Trend: The number of road crashes in Moldova has generally decreased over the years. From 2,929 crashes in 2010 the number fluctuated but ultimately declined to 1,980 in 2023. This represents a 32.4% decrease in road crashes from 2010 to 2023, indicating potential improvements in road safety measures and traffic management.

Road Crash Fatalities Trend: Fatalities also showed a decreasing trend. The number of fatalities dropped from 471 in 2010 to 198 in 2023, marking a 58.0% decrease. This significant reduction suggests enhanced road safety measures and possibly better emergency response.







Road Crash Injuries Trend: Injuries from road crashes decreased as well. The number of injuries fell from 3,745 in 2010 to 2,288 in 2023, a 38.9% decrease. This decrease in injuries parallels the reduction in road crashes and indicates a direct correlation. Data for **Road Crash Serious Injuries** available from 2021 onwards showed a declining trend. The number of serious injuries decreased from 881 in 2021 to 712 in 2023, a 19.2% reduction. This trend suggests that not only there are fewer crashes, but the severity of the crashes is also being mitigated.

Road Crash Minor Injuries indicator also demonstrated a downward trend from 2021 to 2023. The number of minor injuries fell from 1,983 in 2021 to 1,576 in 2023, representing a 20.5% decrease. This reduction indicates improvements in road safety and emergency response that led to fewer and less severe injuries.

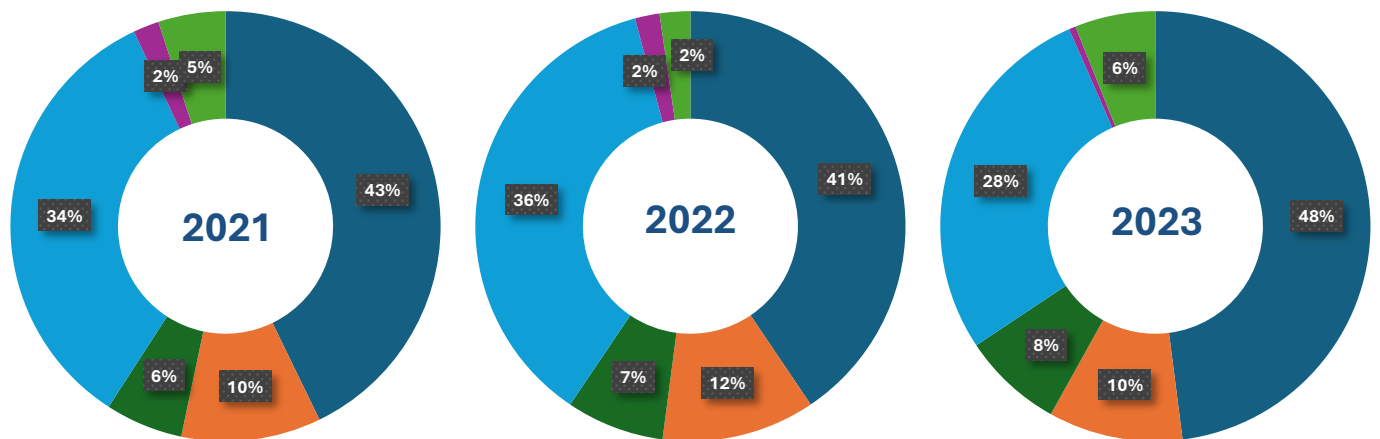
Road Crash Fatality Rate Overall Trend: The fatality rate per 100,000 population indicator provides a measure of the severity of road crashes. This rate has significantly decreased from 16.5 in 2010 to 7.9 in 2023, a reduction of 52.1%. This drop highlights the improvements in road safety and emergency medical services that occurred over the years.

From 2010 to 2023 Moldova experienced a general decrease in road crashes, fatalities, and injuries, which indicates improvements in road safety measures and traffic management. The significant reduction in the fatality rate further underscores the progress made in enhancing road safety and reducing the severity of road crashes. The trends in serious and minor injuries from 2021 to 2023 also reflect ongoing efforts to improve road safety and mitigate the impacts of road traffic incidents.

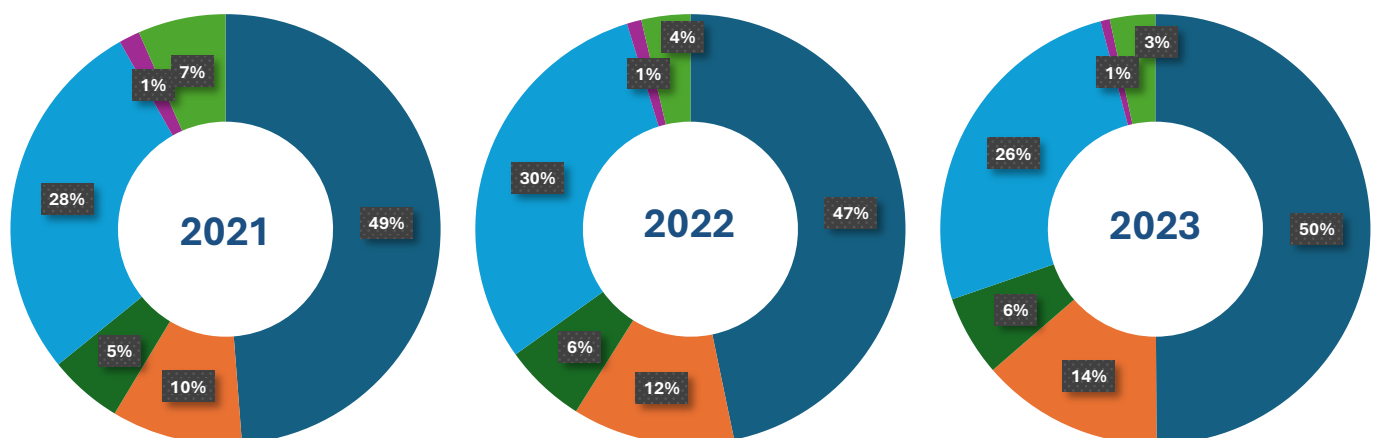
Road Crash Fatalities and Injuries Distribution by Road User Group (2021 - 2023)

-  Drivers & Passengers of 4-Wheeled Cars & Light Vehicles
-  2/3 Wheelers
-  Cyclists
-  Drivers & Passengers of Heavy Trucks
-  Pedestrians
-  Other Categories

Road Crash Fatalities



Road Crash Injuries



Drivers & Passengers of 4-Wheeled Cars & Light Vehicles

In 2023 drivers and passengers of 4-wheeled cars and light vehicles accounted for 25.1% of road crash fatalities and 17.5% of road crash injuries. This is a decrease from 29.9% of fatalities and 20.9% of injuries in 2021. While the more recent numbers still constitute a significant portion of the total, the downward trend indicates potential improvements in vehicle safety measures or road conditions for this group.

Pedestrians

Pedestrians were notably at risk, with fatalities comprising 14.6% of road crash fatalities in 2023, down significantly from 23.6% in 2021. Injury rates for pedestrians were 9.2% in 2023, a decrease from 11.8% in 2021. The significant reduction in both fatalities and injuries highlights effective safety measures, but pedestrians remain a high-risk group, thus underscoring the need for ongoing improvements in pedestrian infrastructure and safety campaigns.

Drivers & Passengers of Heavy Trucks

The road crash fatality rate for drivers and passengers of heavy trucks was 0.3% in 2023, down from 1.4% in 2021. Injury rates for this group were 0.2% in 2023, decreasing from 0.7% in 2021. This significant reduction in both fatalities and injuries suggests safety measures in place were successful.

2/3 Wheelers

Fatalities among 2/3 wheelers made up 5.3% of road crash fatalities in 2023, down from 7.3% in 2021. Injury rate for this group was 4.8% in 2023, showing a minor shift from 4.2% in 2021. Although the fatality and injury rates have slightly decreased, 2/3 wheelers remain a vulnerable group and require targeted safety measures.

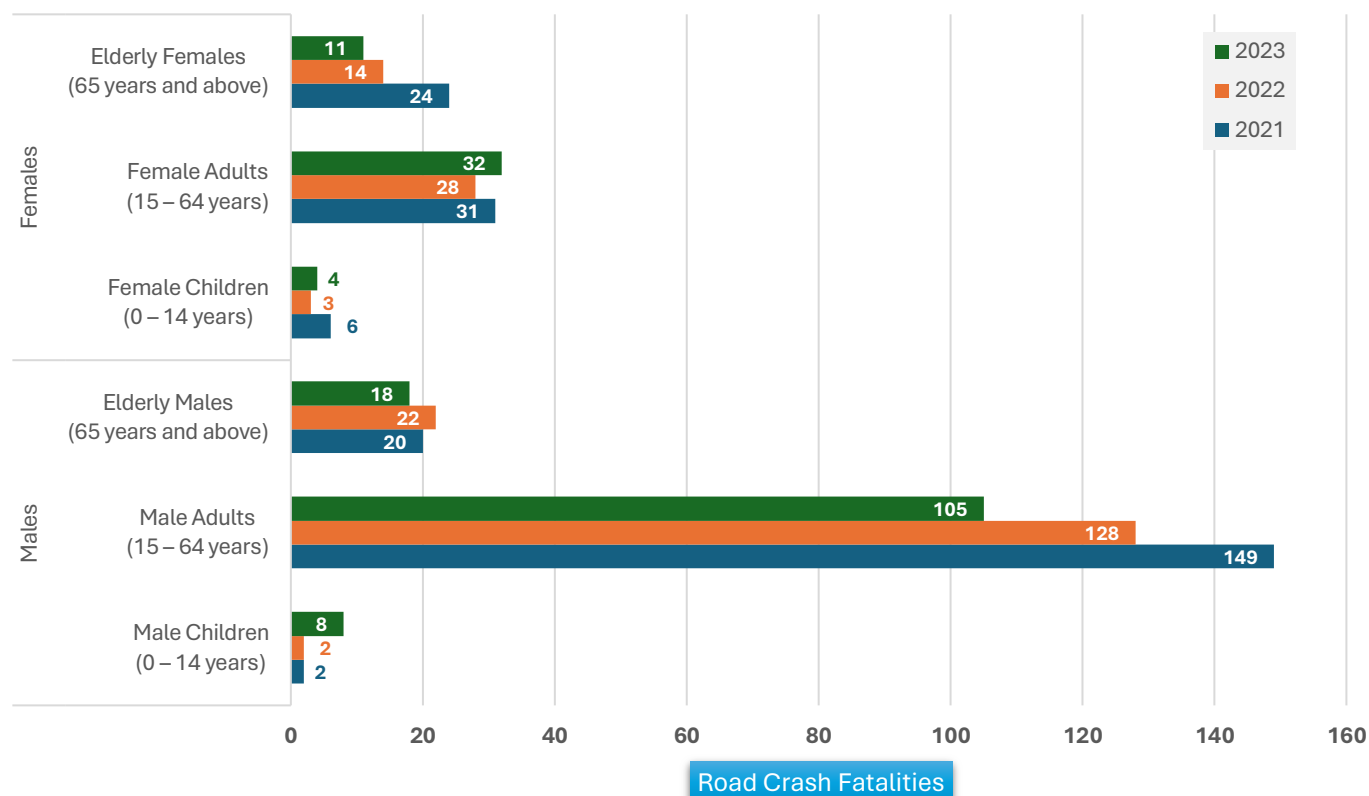
Cyclists

Cyclists accounted for 4.0% of road crash fatalities in 2023, a slight decrease from 5.0% in 2022. Injuries among cyclists made up 2.1% of road crash injuries in 2023, decreasing from 2.4% in 2021. This downward trend suggests improvements in cyclists' safety, though continuous efforts are necessary to maintain and enhance these safety measures.

Other Categories

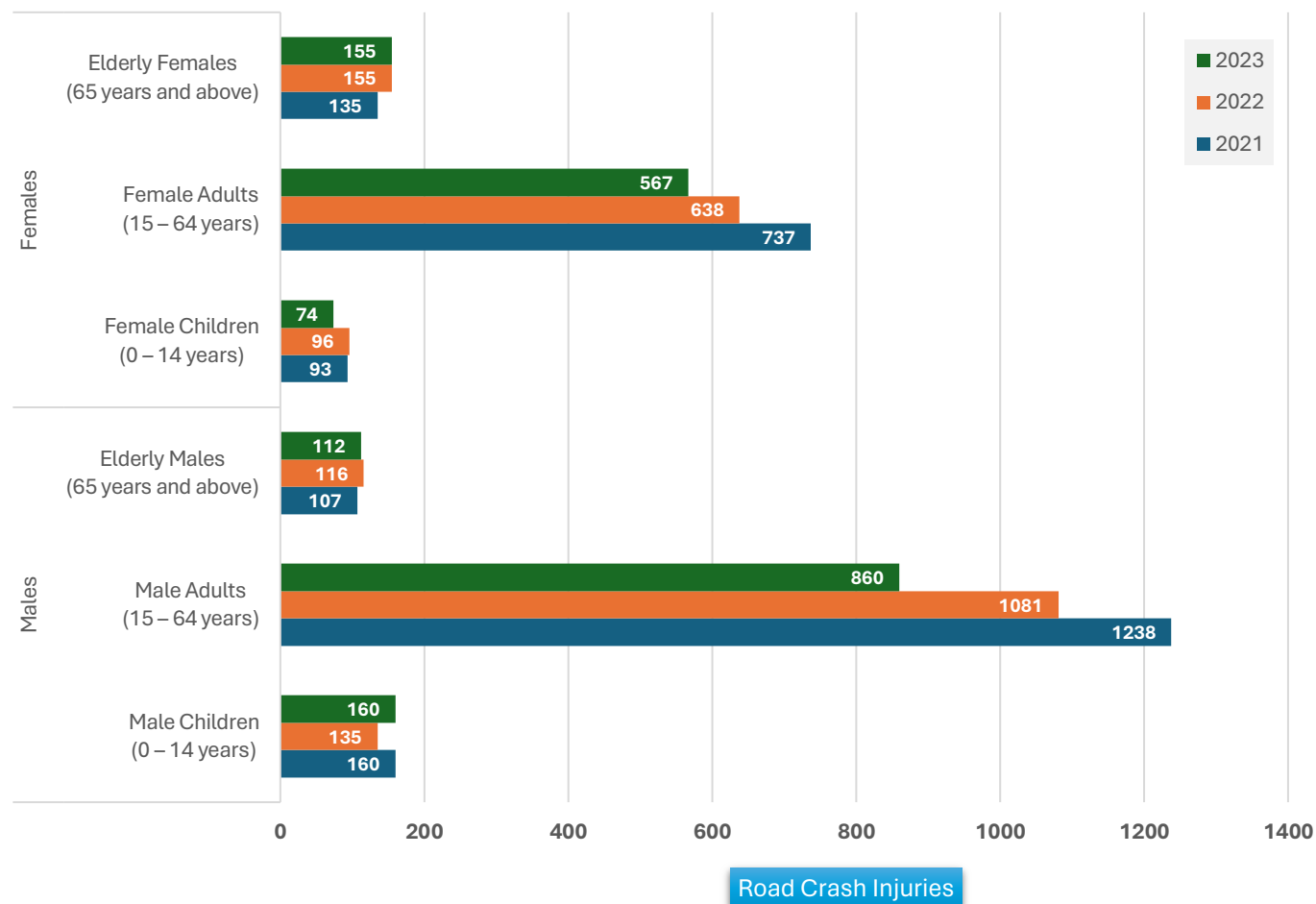
Other categories of road users had negligible fatality and injury rates, with fatalities at 3.2% and injuries at 1.2% in 2023. These numbers show shifts from corresponding values of 3.5% and 2.8% in 2021. While the numbers are relatively low, continuous monitoring and targeted safety measures are essential to maintain low rates and to ensure comprehensive road safety for all user categories.

Road Crash Fatalities Distribution by Age Group and Gender (2021 - 2023)



From 2021 to 2023 **male adults group consistently displayed the highest fatalities numbers among all age and gender groups** in Moldova, indicative of a significant high-risk demographic. **Elderly males category showed slight fluctuations, but this demographic remains vulnerable**, highlighting the need for enhanced safety measures. **Female adults group experienced a slight increase in fatalities in 2023**, which indicates an ongoing risk. Although children's groups, both male and female, registered relatively lower fatality numbers, the fluctuations, particularly the **increase in male children's fatalities in 2023**, underscore the need for focused safety measures for this younger age group. Elderly females demographic showed a decreasing trend in fatalities, which is positive but still requiring attention.

Road Crash Injuries Distribution by Age Group and Gender (2021 - 2023)



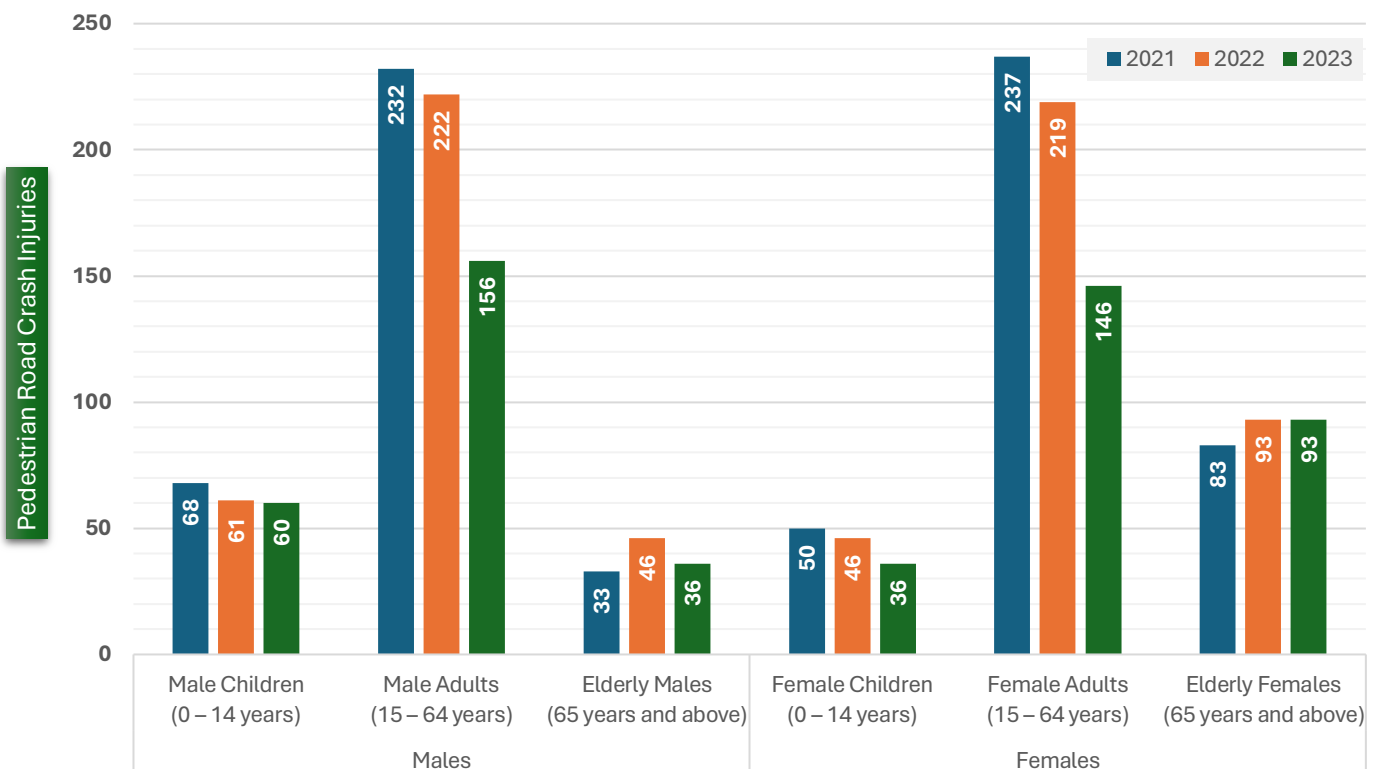
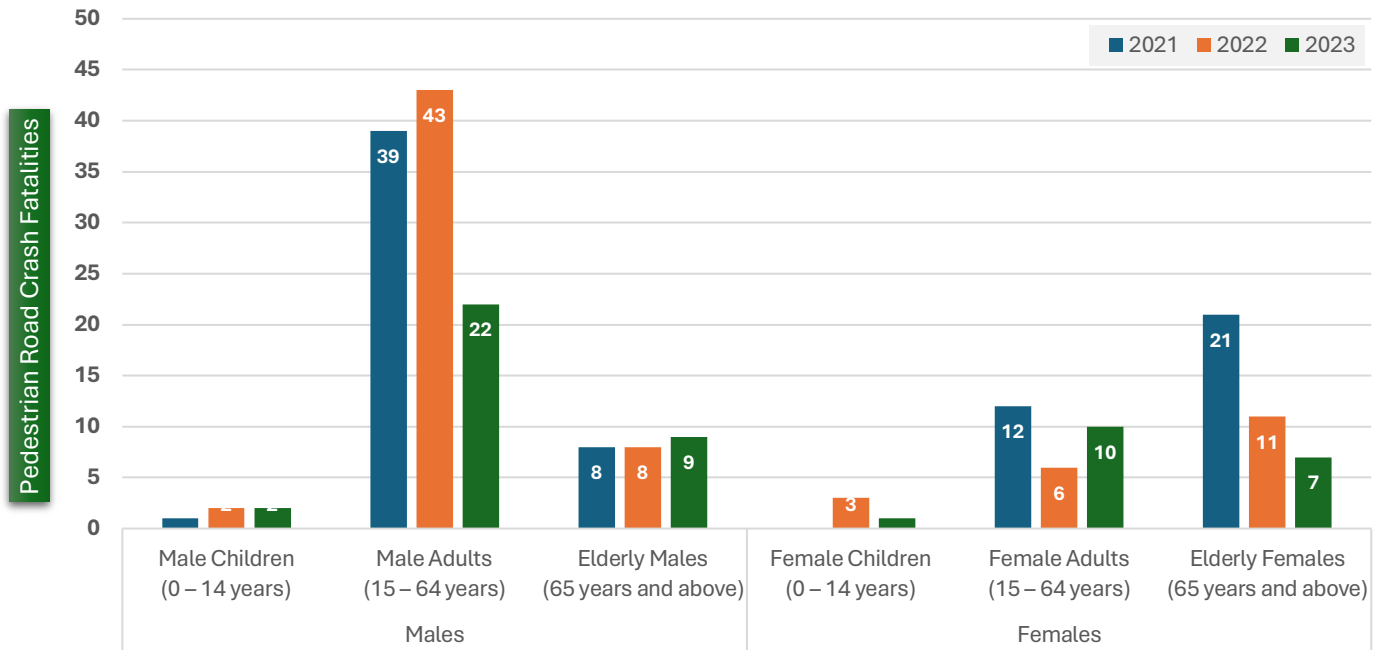
From 2021 to 2023 **male adults demographic consistently displayed the highest number of injuries**, highlighting their significant risk. Elderly males group showed slight fluctuations in injury numbers, indicative of steady vulnerability, while elderly females group experienced a slight increase in injuries, pointing to their growing risk. Injury numbers among children, both male and female, fluctuated. Male children experienced a notable consistency in injury numbers, and female children demographic showed a decrease in injuries 2023, emphasizing the need for targeted safety measures. **Female adults, although experiencing a decreasing trend in injuries, remain a high-risk group** and require focused interventions to reduce injury rates. These insights call for targeted road safety initiatives to address the distinct risks faced by different age and gender groups.

Pedestrian Road Crash Fatalities and Injuries Distribution by Age Group and Gender (2021 - 2023)

Data on pedestrian road crash fatalities in Moldova show that **adult males (15-64 years) consistently display the highest numbers**, peaking at 43 in 2022 before dropping to 22 in 2023. **Elderly males (65+ years) also remain vulnerable** with fatalities slightly shifting from 8 in 2021 and 2022 to 9 in 2023. **Data for female adults and elderly females groups exhibit variability**, with fatalities among female adults rising to 10 in 2023 and elderly females decreasing from 21 in 2021 to 7 in 2023. Although fatalities among children are lower, **data for male children showed a small increase**, emphasizing the need for improved safety measures for these high-risk groups.

Injuries among pedestrian road crash victims underscore significant risks for various demographics. **Adult males (15-64 years) report the highest number of injuries**, although these decreased from 232 in 2021 to 156 in 2023. **Elderly males group showed fluctuations**, with injuries increasing from 33 in 2021 to 46 in 2022 before dropping to 36 in 2023, indicating ongoing risks. **Female adults experienced a decline in injuries** from 237 in 2021 to 146 in 2023, yet they remain a significant at-risk group. Injuries among children, both male and female, have decreased, but continuous safety efforts are essential for young pedestrians.

Overall, the data highlights **persistent vulnerability of adult males, elderly males, and female adults to pedestrian road crashes**, whether in terms of fatalities or injuries. The notable fluctuations and recent increases in certain demographics, particularly among male children and elderly pedestrians, underscore the need for targeted safety measures. Implementing focused road safety initiatives tailored to these high-risk groups is crucial to reducing both fatalities and injuries among pedestrians in Moldova.



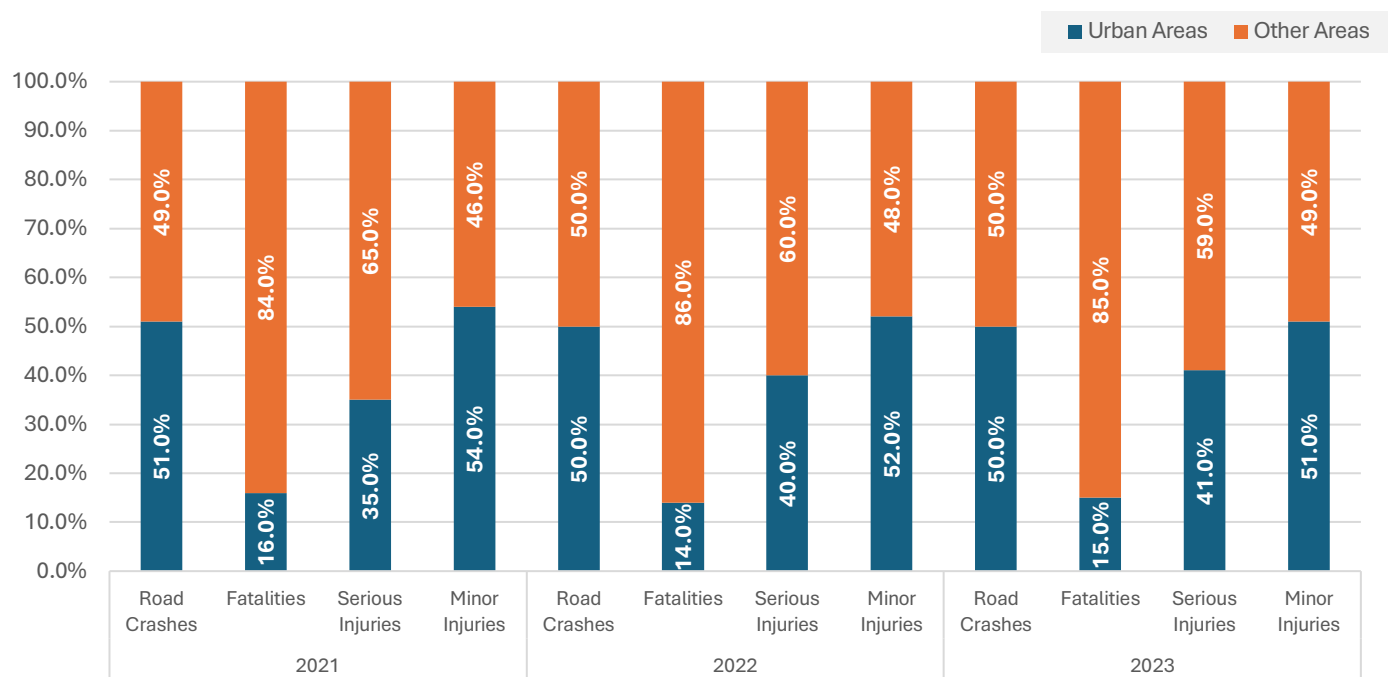
Road Crash Fatalities and Injuries Distribution in Urban and Rural Areas (2021 - 2023)

In Moldova **road crashes** are almost evenly distributed between urban and other areas. In 2021 urban areas accounted for 51.0% of road crashes, while other areas had 49.0%. This balance continued in 2022 and 2023, with both urban and other areas each accounting for 50.0% of road crashes. This distribution suggests a nearly equal risk of road crashes in both environments.

Road Crash Fatalities are significantly higher in other areas compared to urban areas. In 2021, 84.0% of fatalities occurred in other areas and only 16.0% in urban areas. This trend continued with 86.0% of fatalities in other areas in 2022 and 85.0% in 2023. The consistently higher fatality rates in other areas indicate that crashes in rural regions are more likely to result in fatalities.

Road Crash Serious Injuries are more common in other areas based on the following data: 65.0% in 2021, 60.0% in 2022, and 59.0% in 2023. Urban areas accounted for 35.0% of serious injuries in 2021. This number increased to 40.0% in 2022 and 41.0% in 2023, thus showing a slight upward trend in urban serious injuries. **Minor Injuries** are more evenly distributed but with a slight urban predominance. In 2021 54.0% of minor injuries were attributed to road crashes in urban areas. A slight decrease to 52.0% in 2022 and 51.0% in 2023 followed. Other areas accounted for 46.0% of minor injuries in 2021, this number increasing to 49.0% in 2023.

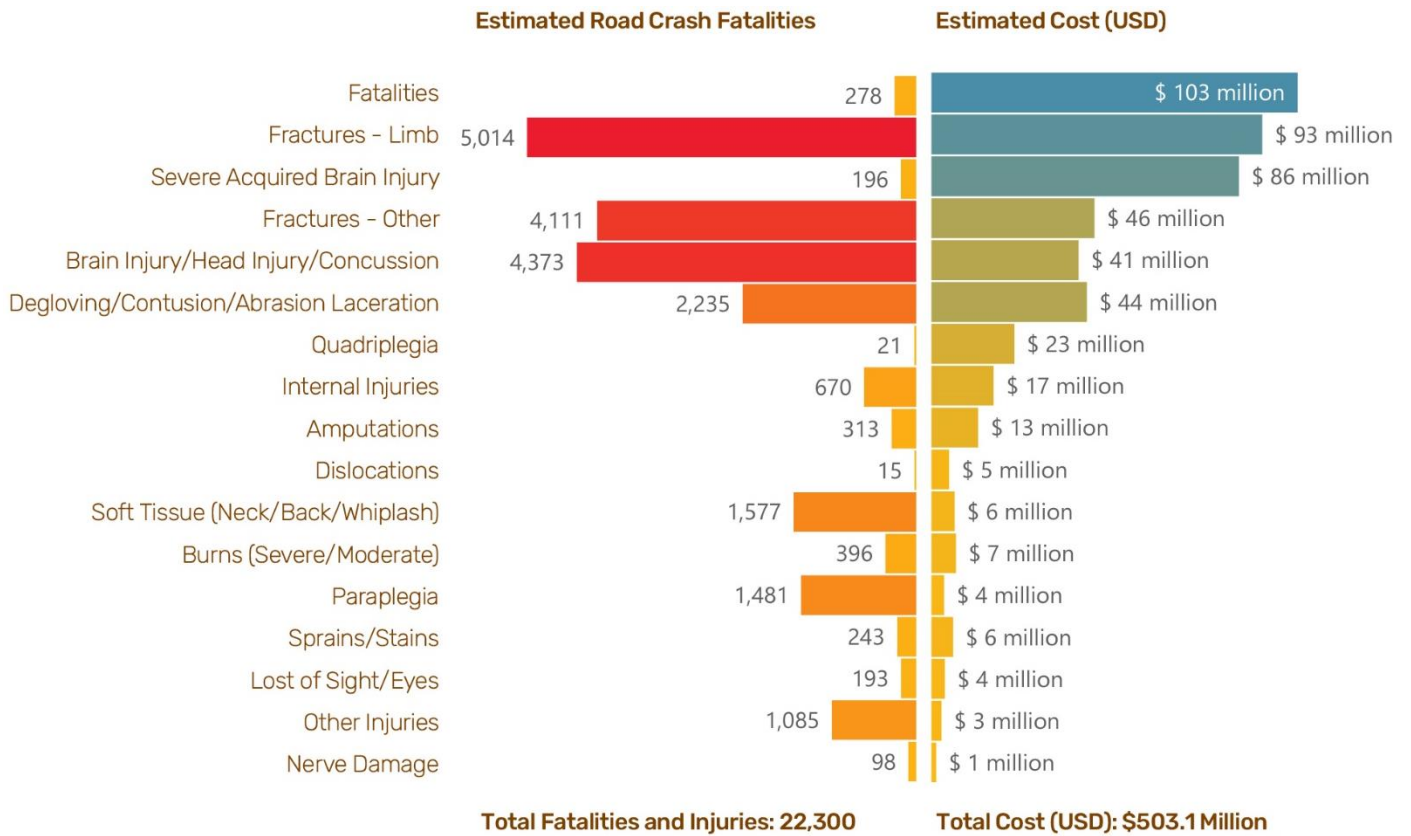
Road crashes are evenly distributed between urban and rural areas in Moldova. However, **fatalities are significantly higher in rural areas**, indicating more severe outcomes for crashes in these regions. **Serious injuries are also more prevalent in rural areas, while minor injuries are slightly more common in urban areas.** These trends highlight the need for tailored road safety strategies to address the unique challenges of urban and rural environments, focusing on reducing fatalities and serious injuries in rural areas while maintaining efforts to prevent minor injuries in urban areas.



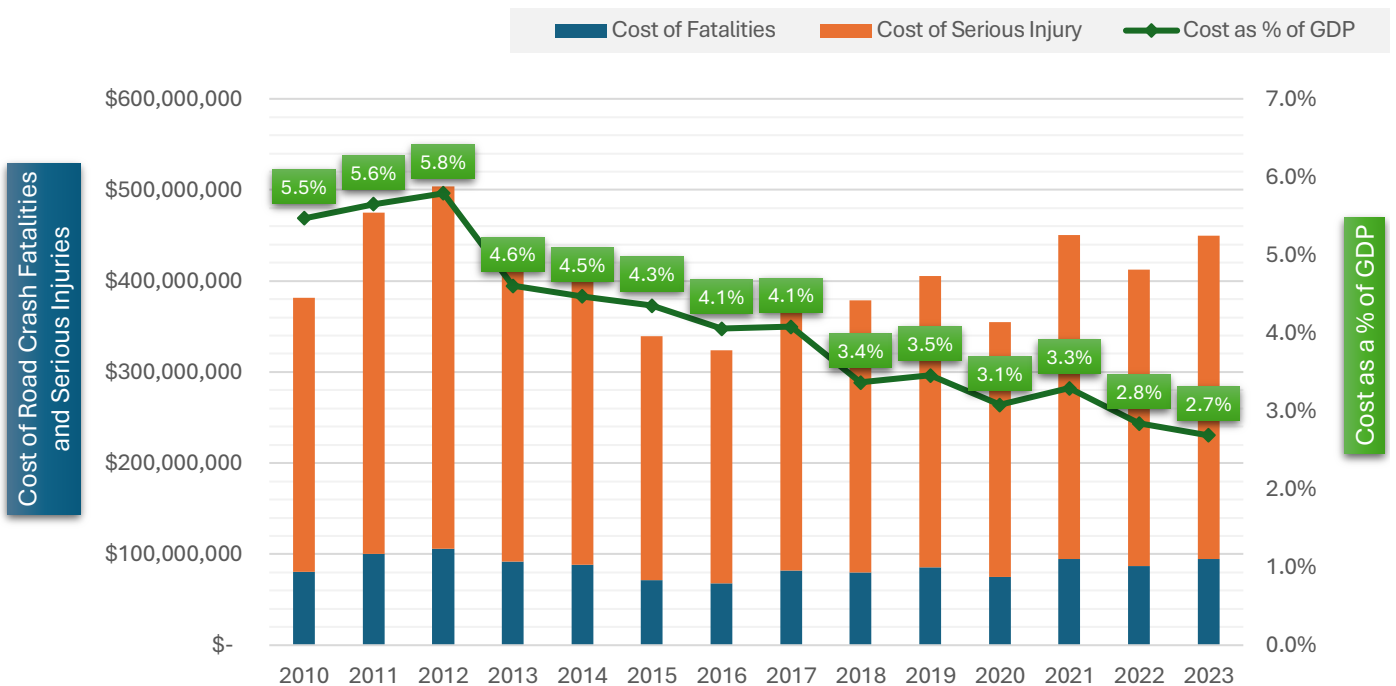
Estimated Road Crash Fatalities and Injuries and Estimated Costs (iRAP Safety Insights – 2021 Data from 2024 WHO GRSS)

Globally, road crashes cost between 2% and 7% of the GDP, emphasizing the significant financial burden they impose. The iRAP Safety Insight Explorer, using data from WHO and other organizations, provides detailed insights into the economic impacts of road crashes and supports the development of cost-effective road safety interventions.

In Moldova the economic and social cost of road crash fatalities and injuries (both serious and minor) is calculated using the general approximation rule developed by iRAP. This method estimates the cost of a fatality at 70 times the GDP per capita and the cost of a serious injury at approximately 25% of the Value of a Statistical Life (VSL). The iRAP Safety Insight Explorer provides a detailed breakdown of these costs and highlights the significant economic and social impacts of road crashes. **For Moldova the estimated cost in 2021 was US\$503.1 million, which represents about 3.7% of the country's GDP.**



The economic and social cost of road crashes in Moldova, calculated using the iRAP methodology, highlights significant financial impacts over the years. Applying an estimated 15:1 ratio of serious injuries per fatality, it is clear that these costs were substantial from 2010 to 2023. Specifically, in 2023 the cost of road crash fatalities was estimated at \$94,697,896, while the cost of serious injuries was \$355,117,109. This results in a total cost of \$449,815,004, which accounts for 2.7% of Moldova's GDP. The graph below illustrates the trend in costs from 2010 to 2023, emphasizing the persistent and growing economic burden road crashes impose on the country.



**PILLAR 1 | ROAD SAFETY MANAGEMENT****National and Subnational Strategies**

Moldova is in the process of developing national and subnational strategies for road safety, which will include measurable targets to reduce the number of fatalities and serious injuries from road traffic crashes. These strategies aim to provide a comprehensive framework for improving road safety across the country.

				
National/Subnational Strategies for Road Safety	Measurable Targets to Reduce Fatalities & Serious Injuries	Presence of a Road Safety Lead Agency (RSLA)	Defined Road Safety Functions for the RSLA	Dedicated Funding for Specific Road Safety Activities/Functions

Road Safety Lead Agency and Stakeholder Involvement

Moldova has established the **National Road Safety Council** as a functional structure of general competence without legal personality. This entity consults the government in promoting and directing state policy in the field of road traffic safety. It coordinates and evaluates activities related to road traffic safety at the national level based on the National Road Safety Strategy and other public policy documents. The Council's **responsibilities include policy planning and monitoring, data and knowledge management systems, strategy planning, legislation, and other critical functions**. These functions also encompass **examining strategic priorities, making decisions on objectives and actions, monitoring the progress of policy documents and externally funded projects, and ensuring coordination of the Government's road safety policies with other state policy documents and priorities**.

Stakeholder Involvement and Funding for Road Safety

The development, implementation, and evaluation of road safety strategies in Moldova will involve multiple stakeholders - including **academia, the private sector, youth groups, and civil society** – according to the strategy that is being elaborated. This collaborative approach aims to enhance the effectiveness of road safety measures. Despite the comprehensive framework and stakeholder involvement, there is currently **no dedicated funding allocated in the government budget for specific road safety activities**, such as injury prevention, healthcare and treatment of crash injuries, capacity building, and research. Only **0.25% of regular funding for road safety comes from general government revenues**, with **no significant contributions from health insurance, motor vehicle insurance, international donors, national donors, or earmarked taxes**.

Moldova implements several fiscal measures related to road safety, including taxation on fuel/carburant, alcoholic beverages, road use (e.g., tolls), vehicle purchase, vehicle insurance, and economic sanctions for infractions. However, there is uncertainty about whether these funds are specifically earmarked for road safety. Despite the lack of earmarked funds, the government does allocate some budget for the lead agency to perform its functions, although the specific amount and details of this funding were not provided.

Road Crash Data Collection System

Pursuant to Government Decision No. 693/2007 on the approval of the Concept of the Automated Information System "State Register of Road Accidents", the Ministry of Internal Affairs is the manager of the system, and the Information Technology Service of the Ministry of Internal Affairs is the subdivision responsible for the technical-functional management segment of the Register.

Initially the MIA's RARIS (Road Accidents Register Information System) was implemented based on Joint Order No. 160/64/214/38 of 24 May 2006 and MIA Order No. 36 of 2 February 2007. The system was upgraded in 2014, and subsequently Joint Order No. 335/224/827/81 of 26 October 2016 (Order No. 335/2016) was issued. Existing legislation does not provide for the establishment of a multi-sector road safety database at the national level.

Law No.131/2007 on road traffic safety (article7, bullet f) assigns monitoring the evolution of the accident phenomenon to the Ministry of Internal Affairs. Subsequently, Government Decision No. 693/2007 makes the MIA responsible for overseeing the implementation of the system.

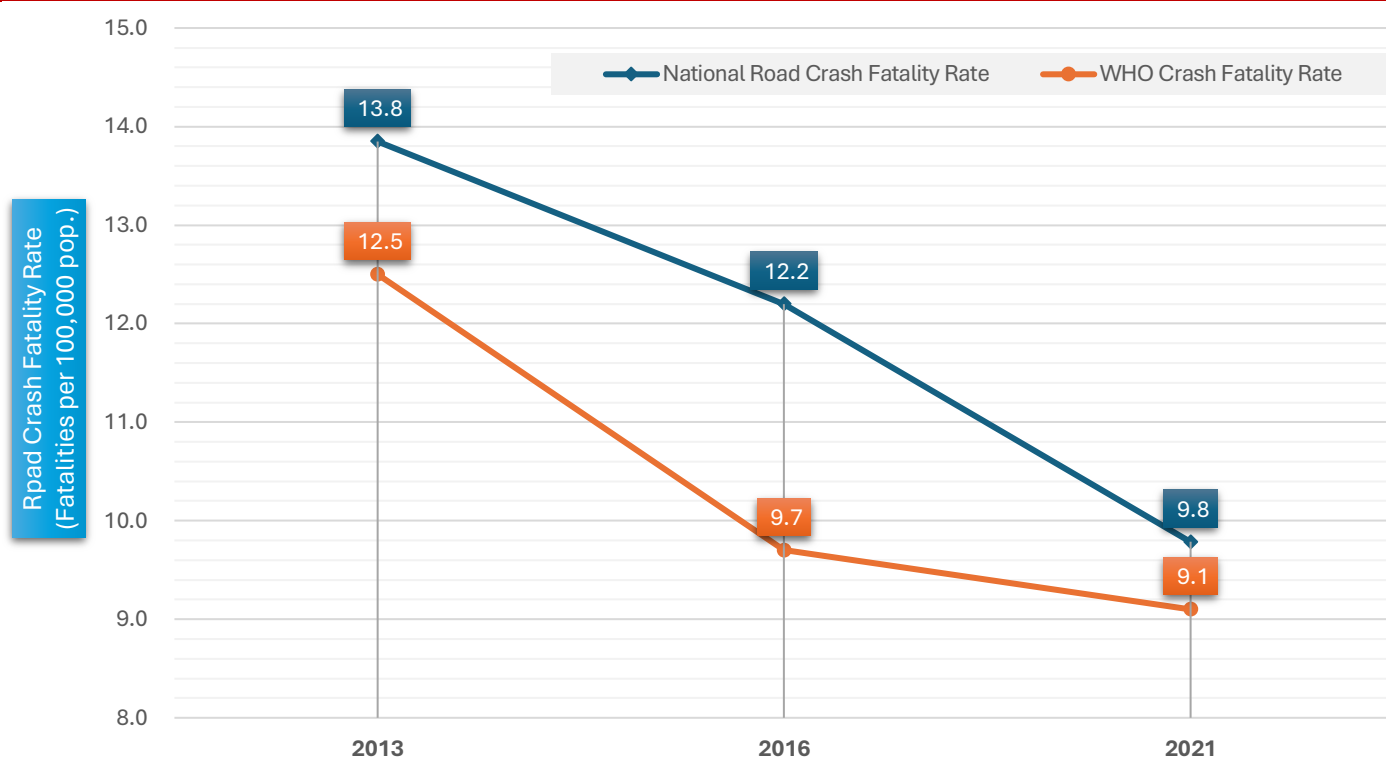
A shortcoming is that the system, being designed for Police and containing personal data, does not provide access interfaces for extracting only statistical and/or de-identified data. Therefore, at the moment, exporting data from this system for use by other institutions and stakeholders is not feasible on the technical level.

Discrepancy in Road Crashes Fatalities and Injuries Data

The discrepancy between road crash fatality rates reported at the national level in Moldova and those corrected by WHO reveals significant variations. This analysis uses data points from 2013, 2016, and 2021 to highlight these discrepancies.

In 2013 the national road crash fatality rate was reported at 13.8, while the WHO corrected rate was slightly lower at 12.5, resulting in a 10% discrepancy. This trend continued in 2016, with the national rate at 12.2 compared to the WHO rate of 9.7, showing a 20% discrepancy. By 2021 the discrepancy had further narrowed, with the national rate at 9.8 and the WHO rate at 9.1, resulting in a 7% difference.

Unlike many countries where WHO figures are usually higher than national figures due to underreporting, Moldova's national data shows higher fatality rates than WHO estimates. This suggests that Moldova's national data may not have underreporting issues and might even be more comprehensive. The trend of decreasing discrepancies over time indicates an improvement in the alignment between national and WHO data and reflects advancements in data collection and reporting systems.





PILLAR 2 | SAFER ROADS AND ROADSIDES

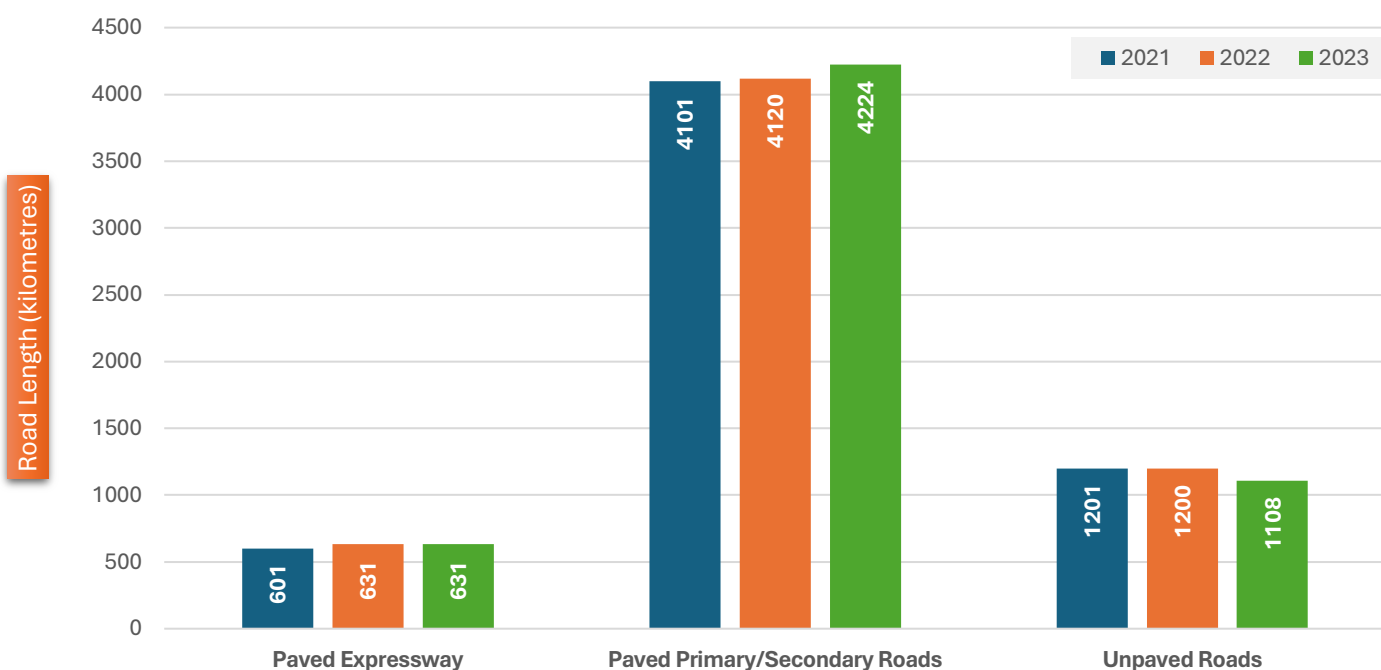
Road Network Length

Ensuring safe roads and roadsides is critical to enhancing road safety infrastructure. This section introduces Moldova's total road network, highlighting the lengths of different types of roads over recent years. The following graph presents the data on paved expressways, paved primary/secondary roads, and unpaved roads from 2021 to 2023, illustrating the development and expansion of the country's road infrastructure.






Between 2021 and 2023 Moldova saw significant changes in its road network:

- **Paved Expressways:** Increased from 601 km in 2021 to 631 km in 2023, marking a 5.0% increase.
- **Paved Primary/Secondary Roads:** Grew from 4,101 km in 2021 to 4,224 km in 2023, a 3.0% increase.
- **Unpaved Roads:** Decreased from 1,201 km in 2021 to 1,108 km in 2023, a reduction of 7.7%.

These changes highlight Moldova's efforts to expand and improve its road infrastructure, focusing on enhancing paved roads while reducing unpaved roads to ensure safer and more efficient transportation across the country.



Road Safety Audits and Standards

 FOR PART OF NETWORK	 EXISTING STANDARDS	 EXISTING LEGISLATION	 NO PROGRAM	 NO STANDARDS
New Road Infrastructure Mandate Formal RSA/Star/Safety Rating Before Construction	Technical Design Standards for New Roads Accounting for Safety for all Road Users	Legislation for Periodic Safety Inspection and Maintenance of Existing Road Network	Systematic Program to Target Investment & Upgrade High-Risk Locations	Technical Standards Recognizing the Impact of Land Use on Transportation

Moldova **mandates formal road safety audits and/or star/safety rating assessments for new road infrastructure projects**, but this requirement applies only to certain parts of the road network. This approach ensures that the safety of all road users is considered before construction begins. Moldova has established technical design standards that must be met in the development of new roads to ensure the safety of all road users. The following standards are followed:

Standard	Description
CP D.02.10:2016	Recommendations for road safety
NCM D.02.01:2015	Principles of design for public road design
NCM D.02.03:2018	Norms for planning at-grade junctions of public roads
CP D.02.11-2014	Recommendations for the design of streets and roads in cities and rural settlements
CP C.01.13:2018	Urban environment design rules for people with limited mobility
CP D.02.20-2012	Technical recommendations on structures and technologies for the construction of roads, sidewalks, and platforms in designated social and cultural areas

Maintenance and Safety Inspections

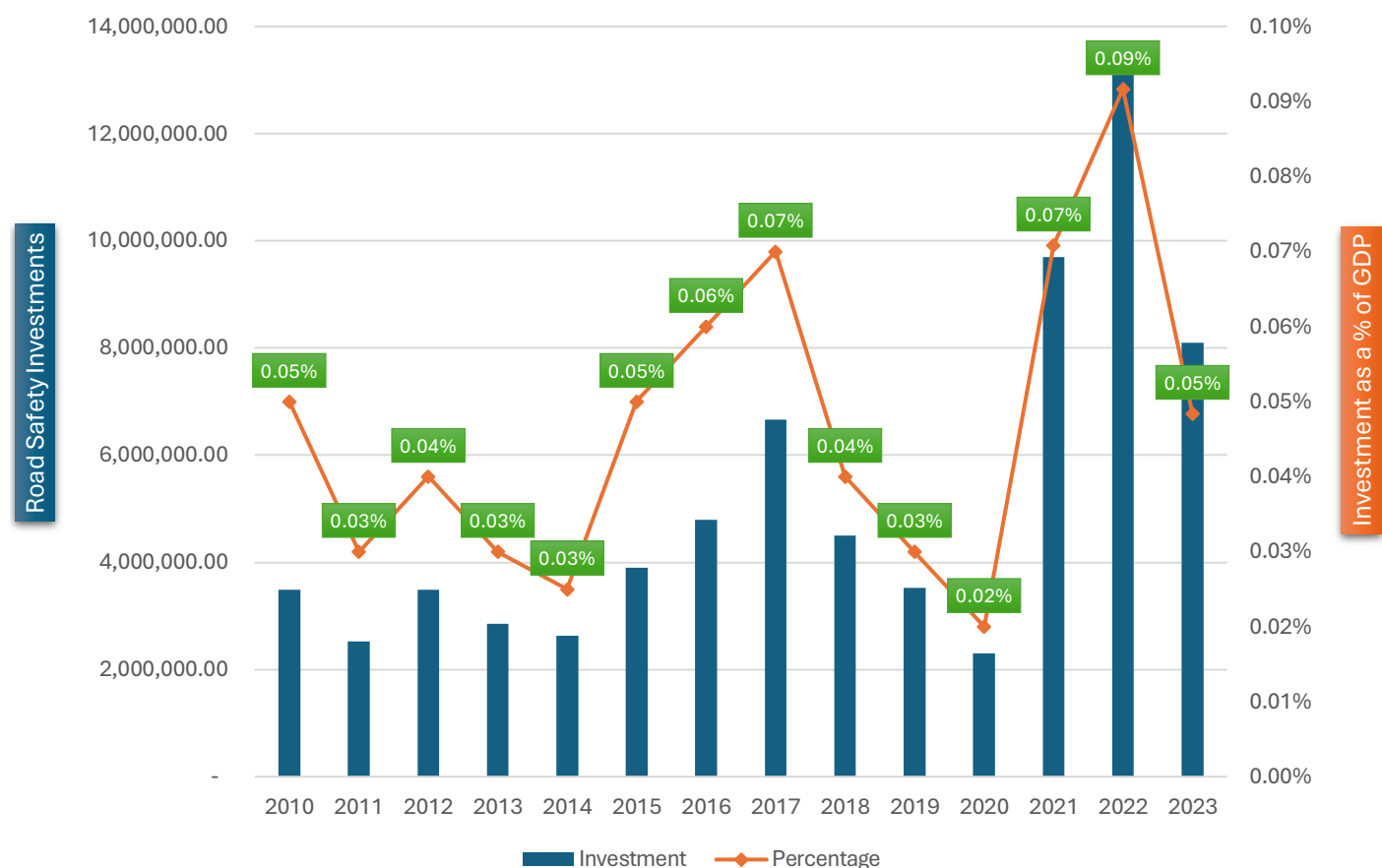
Moldova has **legislation requiring the existing road network to undergo maintenance safety inspections or formal road safety assessments periodically**. The Law on Road Safety Management No. 350/2023 coming into force January 1, 2025, outlines these requirements. The standards for these inspections are currently under development. Less than 20% of Moldova's national road network undergoes safety rating assessments. The best estimate of the kilometers of road audited in recent years is approximately 50km, 15km and 70 km, in 2021, 2022 and 2023 respectively.

The guidelines used for auditing include the **Global Street Design Guidelines** and the **Practical Guide for Auditors and Engineers Road Safety⁸**.

EC 96/2008 Directive Implementation

Moldova is making appropriate legislative changes in order to implement the **EC 96/2008 Directive**.

Road Safety Investments



⁸ https://www.asd.md/wp-content/uploads/2021/10/6.-Ghid-Practic-pentru-ASR-si-ISR_rom_.pdf

Recent Road Safety Project Details

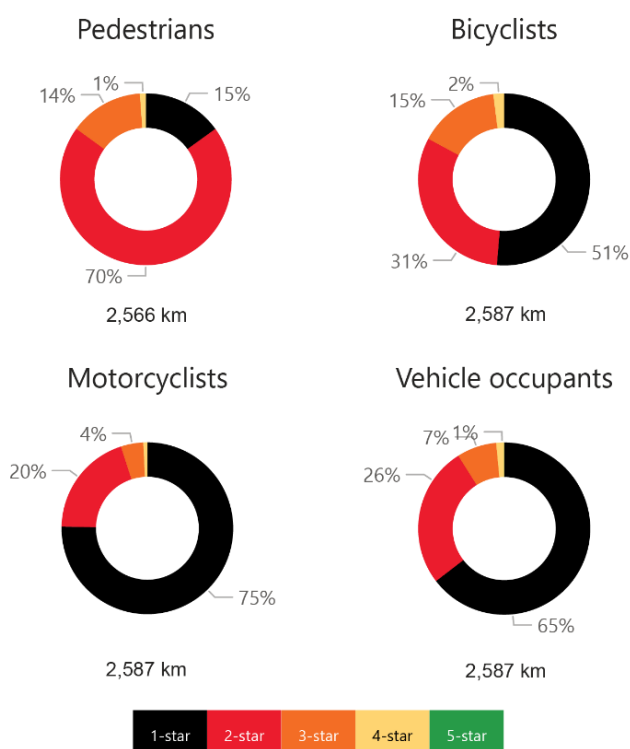
Period	Project Title	Brief Objective/Expected Outcome or Status	Road Safety Component
2016 - 2024	Local Roads Improvement Project <i>(Financed by the World Bank)</i>	To provide safe and sustainable local road accessibility to education, health and market facilities along select corridors and to enhance local road management capacity. Project is completed.	The outcomes of the projects are: <ul style="list-style-type: none"> 150 km of rural roads rehabilitated and under maintenance contracts. 144 speed calming measures and pedestrian crossings implemented. 81 km of new sidewalks constructed. 43 road safety audits completed; 47 additional audits completed post-project. 5,192 children trained in road safety awareness campaigns.

iRAP Safety Insights – Star Rating for Existing Infrastructure and Business Case [2021 WHO GRSS Data]

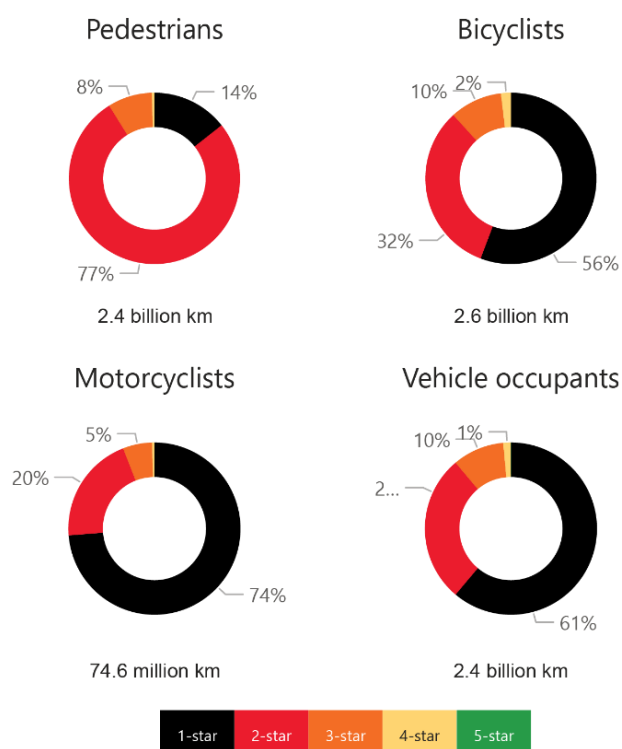
Moldova conducted some iRAP studies to assess the star ratings of its road infrastructure. Approximately 2,587 km of the road network have been surveyed, which constitutes about 25% of the national and local roads combined. Such studies are crucial for providing data-driven insights that road authorities can use to enhance road safety.

The results show that only 15%, 17%, 5%, and 9% of the road network are of 3-star or better rating for Pedestrians, Bicyclists, Motorcyclists, and Vehicle Occupants respectively. However, in terms of distance travelled only 9%, 12%, 5%, and 11% of the distance travelled are of 3star or better rating for Pedestrians, Bicyclists, Motorcyclists, and Vehicle Occupants respectively. Infrastructure safety key performance indicators are also highlighted for the road network surveyed, showing very minimal vulnerable road user safety infrastructure.

Star Ratings by road length (km)



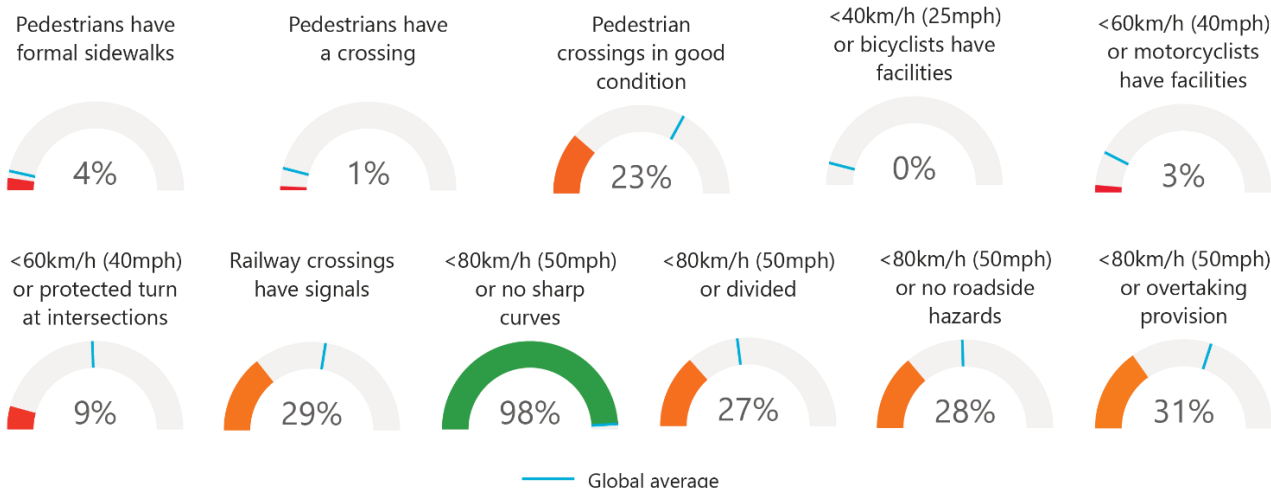
Star Ratings by distance travelled (km)




Road length rated 3-Star or better



Infrastructure safety key performance indicators (KPI)



The iRAP Business Case for Moldova highlights the potential benefits of investing in road safety. An annual investment of 0.2% of GDP, approximately \$33.3 million annually from 2021 to 2030, could significantly improve road safety outcomes. This investment is projected to save 93 lives annually, prevent 149,094 fatalities and injuries over 20 years, and generate an annual economic benefit of \$168.2 million, resulting in a benefit-cost ratio of 6.9.

Current Situation (2021)	Invest	Impact
Annual Fatalities (2021) 278	TARGET 4 by 2030  75%	Annual Fatalities Saved 93
Fatalities per 100,000 population 11	Ensure that 75% of travel is on the equivalent of 3-star or better roads for all road users by 2030	Fatalities and Injuries Prevented in 20 Years 149,094
Annual Fatalities and Injuries 22,300	Annual Investment Required (USD, 2021 - 2030) \$ 33.3 Million (~ 8.8% of total annual road investment)	Annual Economic Benefit (USD) \$ 168.2 Million
Annual Fatalities and Injuries Cost (USD) \$ 503.1 Million	Investment as % of GDP 0.2%	Benefit Cost Ratio 6.9
Cost as % of GDP (2021) 3.7%		

Source: iRAP Safety Insights Explorer (<https://irap.org/safety-insights-explorer/>)

Road Infrastructure Safety Assessment Performance (2018 Baseline)

Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (RISM) is a legislative act designed to enhance road safety across the European Union. This directive establishes procedures to ensure that safety considerations are integrated into all phases of road infrastructure management. Its main objective is to reduce road crashes and fatalities by implementing safety management practices in the planning, designing, and operating of road infrastructure within the trans-European road network. The directive emphasizes preventive measures and proactive safety assessments to achieve its goals. The chart below summarizes the RISM procedures covered under the directive.

ROAD SAFETY IMPACT ASSESSMENT	ROAD SAFETY AUDIT	ROAD ASSESSMENT PROGRAM	ROAD SAFETY INSPECTION	BLACKSPOT MANAGEMENT	IN-DEPTH STUDIES	NETWORK SAFETY MANAGEMENT
RSIA	RSA	iRAP	RSI	BSM	IDS	NSM
Conducted at the planning stage, RSIA evaluates the potential safety impacts of new road projects or significant modifications to existing roads. This assessment helps in making informed decisions about design alternatives by considering safety implications early in the project lifecycle.	An independent, systematic examination of road designs at various stages (planning, design, pre-opening, and early operation). RSAs aim to identify and mitigate potential safety issues before they become real problems, ensuring that safety is integrated into the design process.	These programmes involve collecting and analyzing data on road characteristics to identify safety deficits. RAPS evaluate how well the road environment protects users from fatal or disabling injuries in the event of a crash, particularly focusing on rural and motorway networks.	Regular, systematic on-site inspections of existing roads conducted by trained safety experts. These inspections identify hazards and safety issues that need to be addressed, resulting in formal reports for road authorities to implement corrective actions.	A method to identify, analyze, and improve locations with high crash rates. BSM focuses on sections of the road network that have been operational for more than three years and have a high incidence of fatal crashes relative to traffic flow, prioritizing these areas for safety improvements.	Detailed investigations of specific road safety issues or crashes to determine their causes, injury mechanisms, and potential preventive measures. IDS provide deep insights into how accidents occur and how similar incidents can be prevented in the future.	A comprehensive approach to managing road safety across an entire road network. NSM involves systematic improvements and maintenance activities aimed at enhancing the overall safety performance of the network, ensuring a consistent and proactive approach to road safety.
PRO-ACTIVE (PREVENTION)			RE-ACTIVE (CURE)			
NEW DESIGN		EXISTING ROADS				

In 2018 the Eastern Partnership (EaP) Transport Panel Secretariat conducted a benchmarking survey on implementing the EU road safety Directive in each EaP country. This survey was carried out in two phases: (i) Quantitative Survey - EaP countries self-reported the extent to which they had implemented the individual measures prescribed by Directive 2008/96/EC. This initial phase aimed to gather data on the adoption levels of the directive's safety management practices; (ii) Qualitative Survey - Conducted by the World Bank team, this phase focused on the detailed evaluation of the four main tools of road safety management: Road Safety Audit (RSA), Road Safety Inspection (RSI), Road Safety Impact Assessment (RSIA), and Blackspot Management (BSM)—the qualitative survey aimed to better understand the current implementation status and challenges faced by the EaP countries.

This benchmarking exercise aimed to identify key focus areas and set intermediate objectives for national road safety action plans. The survey also aimed to pinpoint areas of low progress where targeted assistance could be most beneficial. By identifying specific gaps and needs, the benchmarking survey supports the development of more effective road safety strategies and action plans, ultimately contributing to improving road safety across the EaP region.

The percentage scores in the table below indicate the level of implementation for the various objectives and desired outcomes. A low score signifies a low level of implementation, whereas a high score indicates that the country is well on its way to fully implement the specific aspect.

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Implementation of RSIA (Road Safety Impact Assessment)					
Legal basis for RSIA exists	90	95	5	5	49
Adequate RSIA manual in official use	80	95	5	5	46
Trained staff for RSIA available	60	50	5	10	31
Road Authorities have a budget to purchase RSIA	50	95	5	5	39
All major new roads and reconstructions passed the RSIA procedure	75	95	5	5	45
RSIA Recommendations being accepted in the feasibility stage	80	95	5	5	46
Total Scores for Road Safety Impact Assessments (RSIA)	435	525	30	35	256

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Implementation of RSA (Road Safety Audit)					
Legal basis for RSA (Road Safety Audit) exists	85	50	30	5	43
Adequate RSA manual in official use	95	70	85	5	64
Trained road safety auditors available	25	50	50	30	39
Road Authorities have a budget to purchase RSA	25	95	10	5	34
All new, reconstructed, and rehabilitated roads are being safety audited	50	95	10	25	45
RSA Recommendations being implemented by Roads Authority	80	95	50	20	61
Total Scores for Road Safety Audits (RSA)	360	455	235	90	285
Implementation of RSI (Road Safety Inspection)					
Revision (update) of road design standards undertaken	75	95	75	85	83
Revision (update) of road design norms (guidelines) undertaken	65	95	80	20	65
Convention of road signs/signals 1968 fully implemented	60	95	50	30	59
Vehicle Restraint Systems (VRS) standard based on EN 1317	50	95	20	5	43
Work zone protection based on best international practice	70	95	75	35	69
Harmonization between standards/norms/guidelines and other legislation undertaken	80	50	80	50	65
Average Scores for Road Safety Inspections (RSI)	400	525	380	225	383
Black Spot Management – BSM (Black Spot Management)					
Legal basis for BSM (Black Spot Management) exists	60	50	10	10	33
Adequate BSM Manual in official use	50	35	70	5	40
Clear definition (criteria) of black spot exists	80	80	10	20	48
Trained black spot investigators available	80	80	40	30	58
Annual black spot improvement program in place	95	75	75	5	63
Black Spot Management – BSM (Black Spot Management)					
Road Authorities have dedicated funds for BSM improvements	90	50	50	10	50
BSM recommendations being implemented by the Road Authority	90	70	70	50	70
Average Scores for Black Spot Management (BSM)	545	440	325	130	360
Road Assessment Program (RAP) – e.g., iRAP					
Legal basis for RAP (Road Assessment Program) exists	60	20	10	5	24
RAP implemented on the road network	50	20	10	20	25
Annual RAP program exists	50	20	10	5	21
Road Authorities have dedicated funds for RAP improvements	60	80	10	5	39
RAP recommendations being implemented by Roads Authorities	80	80	10	5	44
Average Scores for Road Assessment Programs (RAP)	300	220	50	40	153

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Application of traffic calming measures					
Legal basis for the application of traffic calming measures exists	60	50	10	10	33
Adequate traffic calming manual in official use	50	35	70	5	40
Clear criteria for the selection of traffic calming measures exist	80	80	10	20	48
Trained staff available	80	80	40	30	58
Road authorities have dedicated funds for traffic calming implementation	95	75	75	5	63
Traffic calming recommendations being implemented by Roads Authority	90	50	50	10	50
Average Scores for Traffic Calming Measures	455	370	255	80	290
Application of road design standards/norms/guidelines revision					
Revision (update) of road design standards undertaken	85	95	80	50	78
Revision (update) of road design norms/guidelines undertaken	75	80	80	50	71
Convention of road signs/signals 1968 fully implemented	100	95	80	100	94
Vehicle Restraint Systems (VRS) standard based on EN 1317	60	70	80	80	73
Work zone protection based on best international practice	40	50	50	50	48
Harmonization between standards/norms/guidelines and other legislation undertaken	60	80	80	70	73
Average Scores for Road Design Standard Revision	420	470	450	400	435
Building the capacity of engineers and technical staff					
Adequate Manuals/Guidelines for safety engineering produced	50	75	70	10	51
Selected Government, Consultants, and Academic staff trained	35	75	60	5	44
Different road safety curricula for university courses (RSIA, RSA, RSA, RAP, BSM, TC)	40	50	30	30	38
Students being taught about safe design approaches during their studies	50	50	30	70	50
Average Scores for Capacity Building	175	250	190	115	183

Speed Limits and Comparison with Safe Speed Limits

 EXISTING LEGISLATION	 30 KPH ZONES	 NO ADOPTION	 AUTOMATED & MANUAL	54.31%
National Legislation Setting Maximum Speed Limits	30 km/h Zones in Urban Areas	Adoption of Road Safety Policies for Cities & School Zones	Enforcement Mechanisms	Proportion of Road Traffic Fatalities attributable to excess speed






Moldova has national legislation that sets upper-speed limits for private passenger cars and motorcycles. Also, 30 km/h zones exist in some urban areas since 2022. A comparison of the set speed limits and the Suggested Safe Systems Speed Limits, as well as the potential decrease in fatal road crashes when adopting the safer speeds, is shown in the table below.

	ROAD CATEGORY		
	URBAN	RURAL	MOTORWAYS
Maximum Speed Limit in Moldova	50 km/h	50 km/h	90 km/h
Maximum Speed Limit (with a Speed Tolerance Limit of 10 km/h)	60 km/h	60 km/h	100 km/h
Difference from Recommended Safe System Speeds ⁹	+30 km/h	Appropriate	+10 km/h
Potential Decrease in Fatal Road Crashes when Enforcing Safe System Speed Limits ¹⁰	94% decrease	Appropriate	34% decrease

Authority and Enforcement

Local authorities in Moldova cannot modify speed limits. Speed limits are enforced by the police officers carrying speedometers and automatic detection systems (such as cameras), speed limiters (at least in certain vehicles, such as trucks and buses), and infrastructure modifications (such as speed calming, roundabouts, and cobble streets). Approximately 54.31% of road crash fatalities in 2023 are attributed to excessive speed, but also to speeding inappropriate for certain weather and road conditions.

Speed Calming Infrastructure

Speed Calming Infrastructure Category	Presence in Moldova (Present/Not Present)	Brief Description/Narrative of Implementation and Results
Narrowing , e.g., islands and pinch points	 PRESENT	Implemented on a small scale in certain areas without any efficiency assessment
Vertical Deflections , e.g., road humps	 PRESENT	Implemented on a small scale in certain areas without any efficiency assessment
Horizontal Deflections , e.g., chicanes and mini-roundabouts	 PRESENT	Implemented on a small scale in certain areas without any efficiency assessment
Blocking or Restricting Access , e.g., street closures, median diverters, pedestrian zones, cul-de-sacs, etc.	 PRESENT	Implemented on a small scale in certain areas without any efficiency assessment
Road markings, signs, and furniture , e.g., colored surfacing	 PRESENT	Implemented on a small scale in certain areas without any efficiency assessment

⁹ Safe System Recommended Speed Limits: Residential & Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h

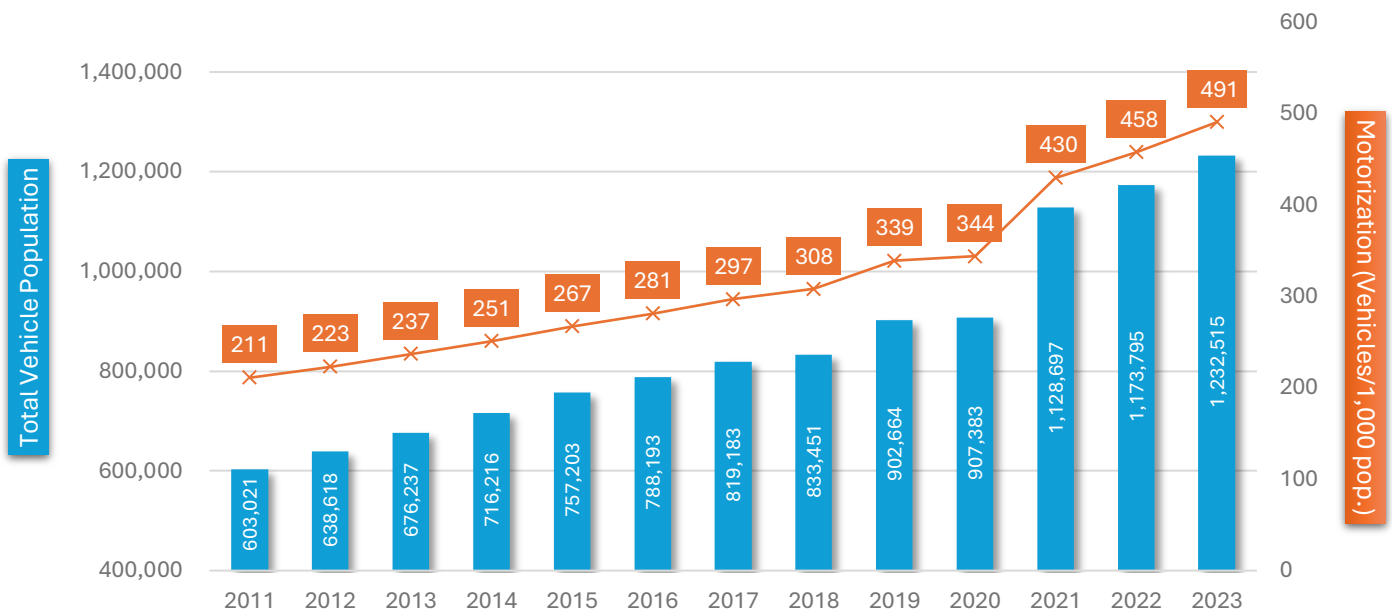
¹⁰ Potential decrease in fatal road crashes from enforcement of Safe Systems Speed Limits calculated using the Nilsson's Power Model connecting speed and road trauma (M.H. Cameron, R. Elvik, 2010)



PILLAR 3 | SAFER VEHICLES

Vehicle Population and Distribution













From 2021 to 2023 Moldova experienced a steady increase in vehicle population and motorization rates. The total number of vehicles rose from 1,128,597 in 2021 to 1,232,515 in 2023, marking a **9.2% increase**. The number of cars and 4-wheeled light vehicles saw significant growth, increasing from 716,905 to 788,505, a **10.0% rise**. The number of motorized 2/3 wheelers grew from 51,357 to 59,772, reflecting a **16.4% increase**. The number of heavy trucks rose from 204,570 to 214,891, a **5.0% increase**. The number of buses remained relatively stable, with a slight increase from 21,076 to 21,136, a **0.3% rise**. Number of other types of vehicles also increased from 134,689 to 148,211, a **10.0% rise**. This trend indicates a growing vehicle ownership rate, particularly in cars, light vehicles, and heavy trucks.







					Other Vehicles
2023	64.0%	17.4%	4.8%	1.7%	12.0%

Compliance with UN Vehicle Safety Regulations

In Moldova vehicle regulations for safety features in 4-wheeled and 2/3-wheeled motorized vehicles show significant gaps. For 4-wheeled vehicles there are no standards for front and side impact protection to ensure occupant safety in crashes. Additionally, there are neither requirements for Electronic Stability Control to prevent skidding and loss of control, nor Advanced Emergency Braking systems to reduce collisions, nor pedestrian protection standards to mitigate the severity of impacts with motor vehicles. Similarly, no regulations mandating anti-lock braking systems or daytime running lights exist for 2/3 wheeled motorized vehicles. These shortcomings highlight areas where vehicle safety regulations could be strengthened to improve road safety.

 <p>Crash Tests Frontal Impact (No.94) Side Impact (No.95)</p>	<p>NOT APPLIED </p>	 <p>Electronic Stability Control No.140 (GTR 8)</p>	<p>NOT APPLIED </p>	 <p>Autonomous Emergency Braking Systems</p>	<p>NOT APPLIED </p>
 <p>Pedestrian Protection No.127 (GTR 9)</p>	<p>NOT APPLIED </p>	 <p>Moto cycle Anti-Lock Brakes No.78 (GTR3)</p>	<p>NOT APPLIED </p>	 <p>Seat Belt & Anchorages (No.16 & 14)</p>	<p>NOT APPLIED </p>

Import Regulations and Periodic Maintenance


			
Export/Import Regulation of Used Vehicles	Import Age Limit Based	National Legislation for Periodic Inspection	Inspection Period

Export/Import Restrictions and Periodic Inspection of Motorized Vehicles

Moldova does not impose any regulations restricting the export or import of used vehicles. There are no age-based limitations for these vehicles, allowing for a free flow of second-hand cars into and out of the country. This lack of regulation means that consumers and businesses have a wide range of options when it comes to purchasing vehicles, including older models that might not meet modern safety or environmental standards. Despite this, the country has established a comprehensive system for ensuring that vehicles on its roads are maintained to certain safety standards.

National legislation mandates periodic inspection of motorized vehicles and specifies annual inspections to ensure roadworthiness and safety. This inspection scheme includes motorized 4-wheeled light vehicles such as passenger cars, and powered 2- or 3-wheelers, including motorcycles and scooters. Additionally, professional vehicles, regardless of size or number of wheels, such as taxis and minibuses, are also subject to these inspections. The inspections utilize mandatory test equipment, including brake testers, to verify the functionality and safety of critical vehicle systems. This systematic approach aims to maintain a high standard of vehicle safety and reduce the risk of accidents on Moldova's roads.

Vehicle Insurance

			
National Legislation Mandating Motor Insurance	Percentage of Vehicle Fleet Insured	Maximum/Minimum Insurance Premium	Fund for Victims of Uninsured/Unidentified Vehicles

Moldova does not have national legislation mandating motor insurance for all vehicles circulating on roads. Consequently, there is no comprehensive mandate specifying which types of vehicles must carry insurance coverage. The absence of such a mandate means that the scope of motor insurance, including coverage and percentage of the vehicle fleet insured, is not uniformly regulated. Additionally, there is no government regulation on maximum or minimum insurance premiums, leaving the insurance market less structured. Moreover, **Moldova lacks a fund to cover victims of uninsured or unidentified vehicles, meaning there are no established mechanisms or funding sources to provide compensation for such victims.**



PILLAR 4 | SAFER ROAD USERS

Seatbelt Usage 

Moldova has **national legislation mandating seatbelt use**, enacted in 2009. However, there is **no national legislation regarding seatbelt standards**.





 EXISTING REGULATION	 BOTH FRONT & REAR SEAT	 NO REGULATION	98%	98%	0%
National Legislation on Seatbelt Use	Passenger Applicability	National Legislation on Seatbelt Standards	Driver Only	Front Seat	Rear Seat
Estimated Seatbelt Wearing Rates (2023) ¹¹					

Enforcement of Seatbelt Laws

The enforcement is done via visual inspection at traffic controls. Drivers and Passengers found to be breaking the law are fined **450 to 600 MDL (approximately € 23 to 30) and 3 penalty points**.

Motorcycle Helmet Usage 

Moldova has **national legislation regarding helmet standards**, though it **does not meet internationally agreed standards**. Helmet use is **mandated by national legislation** enacted in 2009. This law also **restricts children under 12 years old from being passengers on motorcycles**.

 EXISTING REGULATION	 NO REGULATION	 < 12 YRS. RESTRICTED	92%	92%	 ADMINISTRATIVE PENALTIES
National Legislation on Helmet Use	National Legislation on Helmet Standards	Children Restriction as Passengers	Drivers	Passengers	Motorcycle Helmet Enforcement
			Helmet Wearing Rates (2023) ¹¹		

Enforcement of Motorcycle Helmet Laws

Enforcement of motorcycle helmet laws in Moldova involves **administrative penalties for non-compliance**, aiming to ensure safety and adherence to the helmet use mandate. Users found breaking the law are fined **450 to 600 MDL (€ 23 to 30) and 3 penalty points**.

Drink Driving 

 EXISTING REGULATION	 ALL DRIVERS TESTED	11.67%	< 0.03 g/dl	< 0.03 g/dl	< 0.03 g/dl
National Legislation on Drink Driving	Are Fatally & Non-Fatally Injured Drivers Tested for BAC	Proportion of Road Traffic Fatalities attributable to alcohol impairment	General Population	Young/Novice Drivers	Professional/Commercial Drivers
			Blood Alcohol Concentration (BAC) Limits		


¹¹ Based on estimates from police surveys from 2023

National Drink Driving Law and Enforcement Mechanism

Moldova has a national law that prohibits driving under the influence of alcohol. To enforce this law, Moldova utilizes several mechanisms, including breath testing at specific locations or times, such as during holiday periods or outside pubs and bars. This includes sobriety checkpoints and random breath testing throughout the year. The legal limit for alcohol in exhaled air is set at 0.15 mg/l for all drivers. In 2023 an estimated 11.67% of annual road crash fatalities (23 persons) were attributed to alcohol impairment. Compared to 11.05% (22 persons) in 2022, it indicates a slight increase.

Drug Driving



 EXISTING REGULATION	FATAL CRASH ONLY 	No Clear Specification	NO DATA 
National Legislation on Drug Driving	Are Fatally & Non-Fatally Injured Drivers Tested for BDC	Enforcement Mechanisms	Proportion of Road Traffic Fatalities attributable to drug impairment

Moldova has national legislation that restricts the use of drugs (whether medicinal or illegal) while driving, enacted in 2009. However, details regarding the year this legislation was enacted as well as any subsequent changes to it are not provided. **Only drivers involved in fatal crashes are tested for drug consumption.**





The enforcement of drug driving legislation in Moldova is done through various mechanisms, but specific details on these are not available. Within the enforcement efforts undertaken in Moldova, tests for the following drugs are performed: **Cannabis, Cocaine, Opiates (such as heroin, morphine), Amphetamines (such as speed, LSD), and Methamphetamines (such as MDMA - ecstasy).**

Moldova uses a graduated system of fines and demerit points for different levels of contraventions and repetition for both drink and drug driving - ranging from **17,500 to 42,500 MDL (approximately € 890 to 2,185), community service from 200 to 240 hours, withdrawal of driving license for 6 months to 3 years, and cancellation of driving license.**

Currently, there is no available estimate for the proportion of annual road traffic fatalities in Moldova that is attributable to drug impairment.

Child Restraint






 EXISTING REGULATION	NO REGULATION 	NO DATA 	NO DATA 
National Legislation on Child Restraint Use	National Legislation on Child Seat Standards	Age or height specified for children requiring child restraint	Percentage Rate of Child Restraint Usage

Moldova has national legislation requiring use of child restraints since 2009. However, it **doesn't specify the child seat standards** or standards for anchoring child restraint systems to vehicles. **Enforcement of child restraint use is not regularly done by police patrols/raids.**

Distracted Driving








Moldova has an existing Law on Mobile Phone Usage while Driving (enacted in 2009), which applies to hand-held mobile phone use only. The enforcement is done via visual inspection at traffic controls. **Drivers found to be breaking the law are fined 450 to 600 MDL (approximately € 23 to 30) and 3 penalty points.**

 EXISTING REGULATION	Talking/Texting on the Phone; Talking on the Phone hands-free	 BANNED	 BANNED
National Legislation on Distracted Driving	Behaviors Constituting Distracted Driving	Ban on Hand-held Mobile Phone Use	Ban on Hands-free Mobile Phone Use

Driver Licensing



 EXISTING PROCESS	 EXISTING LEGISLATION	 FULL LICENSE ONLY	 EXISTING SYSTEM	 EXISTING REGULATIONS
Formal Driving Licensing Process for Motorized Vehicles	Is Licensing Supported by Legislation	Learner's Permit Requirement before Full License	Penalty/Demerit System for Repeat Offenders	Mandatory Driving Time & Rest Periods for Professional Drivers

Formal Licensing Process

Moldova has a **formal driving licensing process** for motorized vehicles, supported by legislation. This process includes both **knowledge and practical tests** to ensure that drivers acquire the necessary skills and knowledge of road safety.

Learner's Permit and Full License

New drivers in Moldova are **not required to hold a learner's permit prior to obtaining a full license**. To qualify for a full license, applicants must meet several minimum requirements, including age, medical condition, completion of a training program, possession of an identity card, and passing both theoretical and practical exams. **The minimum age for legally driving a motorized vehicle in Moldova is 18 years.**

Professional Drivers



Specific requirements for professional drivers are not available. However, Moldova has established government-issued **rules at the national level that govern mandatory driving time and rest periods for professional drivers**. Detailed regulations regarding maximum driving time and rest periods are stipulated in the Road Transport Code.

Penalty/Demerit System

Moldova has a comprehensive penalty/demerit system designed to address and mitigate aggressive driving behavior. The legislation clearly defines what constitutes "aggressive behavior" in traffic and specifies drivers' actions that are considered aggressive. Offenders who violate traffic rules through aggressive behavior are subject to a range of sanctions. These can include fines, the assignment of penalty points, and unpaid community work. In more severe cases drivers may also face the suspension or revocation of their driving privileges. This system aims to promote safer driving practices and reduce incidents of road rage and reckless driving on Moldova's roads.

**PILLAR 5 | POST-CRASH CARE**

National Emergency Care Access Number Coverage

 SINGLE NUMBER	 NATIONAL COVERAGE	112 (General)
No. of Emergency Care Access Numbers	Emergency Care Access Number Coverage	National Emergency Care Access Numbers and their Use

Post-Crash Care Laws & Governance

Laws Governing Emergency Care Services

Moldova has a law that guarantees access to emergency care services, ensuring that individuals can receive emergency medical care without the need for upfront payment. This legal provision is crucial for providing timely and accessible emergency care to all individuals.

Oversight of Emergency Care

There is a leading office or agency within the Ministry of Health or other relevant government ministries responsible for overseeing emergency care, including trauma care, in Moldova. This oversight ensures management and coordination of emergency care services across the country.

Post-Crash Care Coverage and Access

76 - 95%		
Population Coverage by Prehospital Ambulance System ¹²	Distribution and Access to Emergency Care Facilities	Standardized Assessment of Emergency Care Systems

Access to Prehospital Ambulance System

An estimated 76-95% of Moldova's population has access to effective coverage by a formal prehospital ambulance system. This high level of coverage ensures that a significant portion of the population can receive emergency medical services when needed.

Distribution and Access to Emergency Care Facilities



While the number and level of emergency care facilities in Moldova are generally adequate to meet the population's needs, the distribution and coordination between these facilities are not optimal. This results in gaps in access to emergency care for certain areas or groups within the population.

Standardized Assessment of Emergency Care Systems

Moldova has not conducted a standardized assessment of its prehospital and facility-based emergency care systems at the national level. As a result, the current status of the emergency care infrastructure evaluation remains uncertain.

¹² From Service Capacity & Access Score for Universal Health Coverage (WHO UHC Report, 2019)





Trauma Registry

		
Existence of a Trauma Registry	Latest Year of Trauma Registry Data	Trauma Registry Characteristics

Trauma Registry Existence and Data Availability

Moldova does not have a trauma registry in place. Consequently, there is no available data on trauma registry characteristics or the latest year for which such data would be available.

Provider Certification and Assistance

			
National Emergency Care Service Numbers	Certification Pathway for Prehospital Providers	Psychological Assistance for Road Victims	Legislation for Rehabilitative Medical Care

Emergency Access and Coverage

Moldova has a single national emergency care access number, 112, which provides complete coverage across the country. This centralized system ensures that all areas use the same number for emergency care services, facilitating quick and efficient responses.

Psychological Assistance and Rehabilitative Care

Moldova offers free public or government services for psychological assistance to road accident victims and their families, providing crucial support for those affected by road incidents. Additionally, Moldova has legislation in place to guarantee rehabilitative medical care for all injured persons, regardless of their ability to pay, though there are some exceptions to this provision.

Legislation for Rehabilitative Medical Care

Moldova has a formal, government-ratified certification pathway for prehospital providers, ensuring that medics, technicians, nurses, and other first responders are properly trained and certified to maintain high standards of emergency care nationwide.

Post-Crash Response Times and Time to Care Centers

	Average Response Times	Time to Care Centers by Responders
Urban Areas	15 minutes	Approx. 15 minutes (Dependent on Distance)
Rural Areas	25 minutes	Approx. 30 minutes (Dependent on Distance)

Training for First Responders

Emergency Medicine and Disaster Management Training for first responders in Moldova is conducted by the Emergency Medicine and Disaster Management Training Center. This center, established on June 15, 2023, operates under the National Prehospital Emergency Medical Care Center. However, detailed information regarding the structured training programs, including the accumulation of Continuing Medical Education (CME) credits, is currently unavailable.

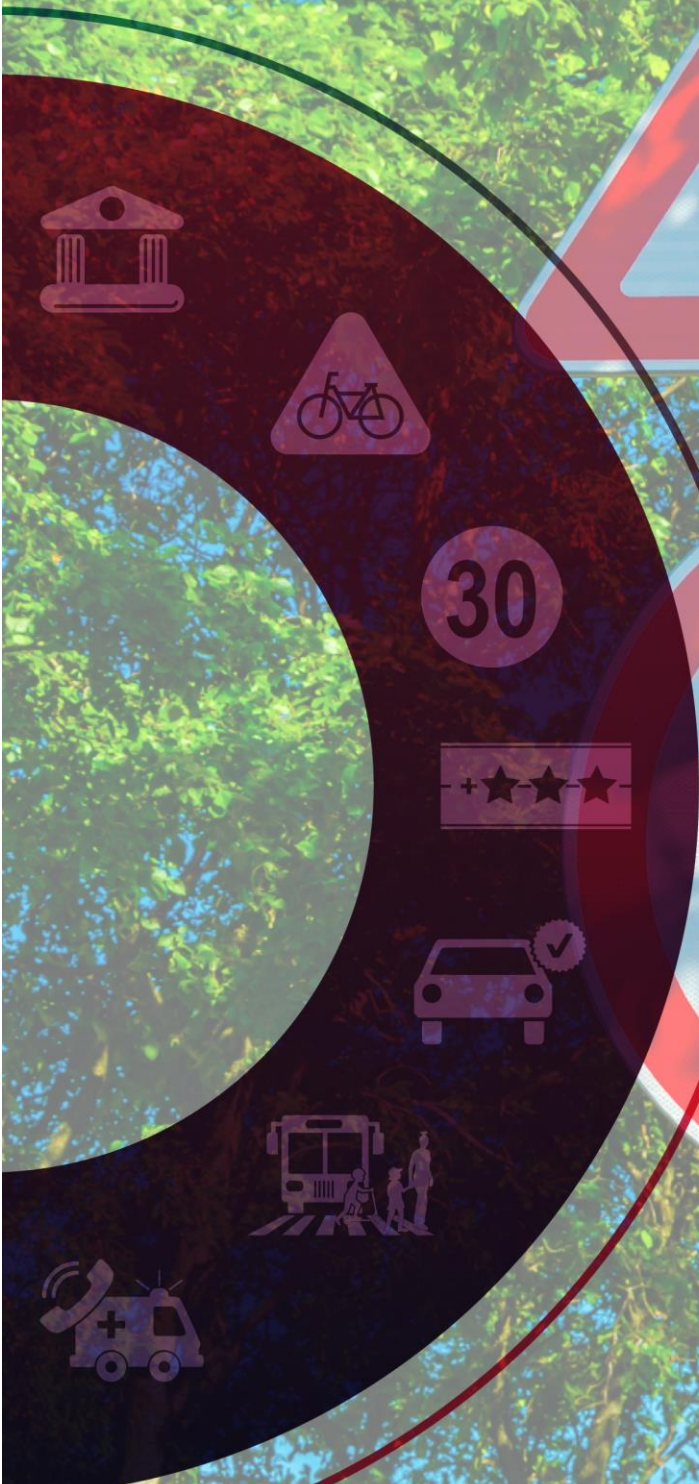
DECADE OF ACTION FOR
ROAD SAFETY



2021 - 2030



SUSTAINABLE
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