

**MINISTRY OF TRANSPORT AND ROAD INFRASTRUCTURE
OF THE REPUBLIC OF MOLDOVA**

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The Republic of Moldova attaches special importance to the development of country's transport system. Hence, the attention is focused on the restructuring and modernizing transport, as well as related infrastructure. In this respect it is paramount to ensure an effective management of all modes of transport and to facilitate international transport, including the transit through the territory of the Republic of Moldova.

In order to achieve these objectives and priorities, Moldova undertakes various measures in the view of strengthening and increasing the effectiveness of regional cooperation. The importance of the aforementioned objectives becomes more evident if we take into consideration the present economic and financial crisis that seriously affected the entire world, and the transport system being arguably the most affected sector.

With reference to the impact of the crisis for Moldova, I would like to give you a glimpse of the passengers and goods transport statistics for January – November 2009: 7 mln. tons of goods transported by road, rail, air and naval transport, representing a 54,3 % decrease compared to the same period in 2008, and a 5.7% decrease in the number of transported passengers.

During the past years the Republic of Moldova implemented a number of projects aimed to facilitate the road transport passage through border crossing points (BCPs). For example, starting with August 2008 we have started the implementation of the "single window" principle. This already yielded tangible positive results, as well as enhanced the quality and efficiency of the border crossing procedures.

The "single window" principle for road transport at BCPs is being put in practice according to an Action Plan that provides legal and institutional measures, in particular the revision of legislation related to obligations and responsibilities of BCP controls authorities, as well as the implementation of an automatic data exchange system for border control authorities.

In this context, the following measures were undertaken:

- normative acts were adjusted to allow the functioning of the "single window" principle at BCPs;
- drafted and adopted Regulations on the creation and use of the Road Fund, stipulating the competence of customs authorities in collection of road taxes;
- improvement of the ecological taxes collection for goods under import regime;

- optimization of border crossing procedures for passengers and goods road transport;
- accession of Moldova on 23rd of October 2008 to the International Convention on the Harmonization of Frontier Controls of Goods (Geneva, 21 October 1982); **In this context, we would appreciate the OSCE valuable assistance aimed at capacity building in order to enable good implementation of the obligations subject to this Convention;**
- starting with April 2008, implementation at all BCPs of a special informational system “UNIPASS” that ensures automatic registration of international road transport traffic, as well as a calculation of road taxes, according to the existing legislation. The system is continuously improved and upgraded. The main purpose is to ensure an automatic exchange of data among controls authorities, as well as an electronic processing of documents.

In conclusion, I would like to present a brief information concerning the responsibilities which were handed over to the Moldovan customs authorities in the context of harmonizing the processing procedures of goods and transport starting as of 2008:

- *ensuring a strict control over authorizations and other necessary documents used by transport operators in the international road transport of passengers and goods, including the multilateral ECMT permits;*
- *monitoring the exit/entry process of motor vehicles registered in Moldova;*
- *monitoring of the exit/entry/transit process of motor vehicles not registered in Moldova;*
- *monitoring of imports and exports to/from Moldova, including information concerning weight, group of goods, destination, etc.;*
- *monitoring the number of international and transit routes, as well as the number of passengers transported by road;*
- *ensuring control of ADR certificates for vehicles that transport dangerous goods;*
- *collection of ecological (pollution) taxes;*
- *customs formalities on imported goods subject to sanitary and veterinary controls, performed according to the “single window” principle.*

Obviously, all projects implemented in the framework of the “single window” principle have allowed reducing the time spent by the road transport operators for the border crossing formalities by 45%.

Another subject of a great importance for the Republic of Moldova is the Transnistrian settlement process, which will be covered in my presentation from the transport perspective.

The leadership of the Republic of Moldova pays a significant attention to solve problems faced by transport operators from the Transnistrian region, including the one related to regular transport of passengers. In this context, we can mention the adoption in August 2005 of a Governmental Resolution, according to which Transnistrian operators that perform road transport of passengers to Ukraine are being issued 6 months activity licences by the relevant authority of the Republic of Moldova.

Another important aspect in this regard is the update of the National Road Route Network of Moldova by completing it with the regular passenger routes operated by Transnistrian transport agents.

In addition, I would like to briefly inform you about the activities of the joint (Moldovan and Transnistrian) Confidence Building Measures working group on transport infrastructure and the latest developments in this field. The Moldovan part of the working group elaborated and presented the Proposals on the Confidence Building Measures between Chisinau and Tiraspol. Of the main importance are the follows:

- reconstruction of the road M21 Leuseni-Chisinau-Dubasari which will allow direct connection to Ukraine. An understanding was reached on performing a feasibility study of this project;
- reconstruction of the road M14 Chisinau-Tiraspol-Odessa;
- setting the priority directions of development of the inland and international transport services market;
- ensuring the functioning of railways on the basis of the international agreements in force;
- rehabilitation and modernization of the railway section of the IXth Trans-European transport corridor (Ungheni-Chisinau-Bender-Cuciurgan).

In this respect, we would appreciate the valuable support by the OSCE and other relevant actors involved in the 5+2 format in overcoming the obstacles in implementing those projects, which are mainly of a political nature, due to obstructionist positions of the leaders in Tiraspol.