

## Moldova Air Quality Policies

This document is based on research that UNEP conducted in 2015, in response to Resolution 7 of the UNEA 1. It describes country-level policies that impact air quality. Triple question marks (???) indicate that information for the section couldn't be found.

Please review the information, and provide feedback. A Word version of the template can be provided upon request. Corrections and comments can be emailed to [Vered.Ehsani@unep.org](mailto:Vered.Ehsani@unep.org) and [George.Mwaniki@unep.org](mailto:George.Mwaniki@unep.org).

<b>Moldova Air Quality Policy Matrix</b>		
<b>Goals</b>	<b>Status</b>	<b>Current Policies &amp; Programmes</b>
GENERAL OVERVIEW	<p><b>Overall situation with respect to air quality in the country, including key air quality challenges: ???</b></p> <ul style="list-style-type: none"> <li>• WHO estimates that outdoor air pollution causes 1000 premature deaths annually<sup>1</sup></li> </ul> <p><b>Air quality monitoring system: ???</b></p>	<p><b>National Ambient air quality standards: ???</b></p> <p><b>National Air Quality Policy: ???</b></p> <p><b>Air Quality legislation / programmes:</b></p> <ul style="list-style-type: none"> <li>• The law on environmental protection of 1993, as amended in 2011, is the central piece of the environmental legislation in the country and contains specific measures and main directions in the field of air protection, air pollution prevention and improvement of air quality.</li> <li>• Subsequently Moldova passed a specific framework law regulating air monitoring and management, the law on the protection of atmospheric air of 1997, last amended in 2008.</li> <li>• <b>Other:</b></li> <li>• Since its independence in 1991, Moldova has gradually developed its environmental legislation and aims at convergence with the European regulations.</li> <li>• The country priorities related to the air quality governance include: ( Ref: <a href="http://airgovernance.eu/index.php?a=main&amp;pid=30&amp;lang=eng">http://airgovernance.eu/index.php?a=main&amp;pid=30&amp;lang=eng</a>) <ul style="list-style-type: none"> <li>• Supporting the implementation of EU Directives related to air quality</li> <li>• Support in drafting the new act on ambient air</li> <li>• Support in drafting the national air quality assessment and management strategy</li> <li>• Development of appropriate national datasets to implement critical loads methods and models for acidification and eutrophication within a GIS framework</li> <li>• Support in awareness raising campaigns e.g. on more energy-efficient and environmental-friendly transportation</li> <li>• Strengthening the capacities on air quality monitoring</li> </ul> </li> </ul>

<sup>1</sup> WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008  
<[http://www.who.int/quantifying\\_ehimpacts/national/countryprofile/en/#T](http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T)>.

		<ul style="list-style-type: none"> <li>• Training of staff in EU legislation, emission inventories and modelling</li> <li>• Development of an action plan for the city of Chisinau, including city air pollution mapping mainly with respect to transport related emissions</li> <li>• Measurement of the concentration of pollutants on the main/central roads of Moldova</li> <li>• Evaluation of costs for emission reduction from stationary and mobile sources of pollution</li> </ul>
REDUCE EMISSIONS FROM INDUSTRIES	<p><b>Industries that have the potential to impact air quality:</b></p> <ul style="list-style-type: none"> <li>• Industrial emissions are the second most important source of air pollutants in Moldova</li> <li>• Air pollution from industrial installations emanates from the following: power generation, sugar, vegetable oil, food processing, agricultural machinery; foundry equipment among others</li> </ul> <p><b>GDP of country:</b> USD 7.932 billion in 2013<sup>2</sup></p> <p><b>Industries' share of GDP:</b> 19.9%</p> <ul style="list-style-type: none"> <li>• <b>Electricity sources:</b></li> <li>• 96.4% of the installed electricity generating capacity (439,900 KW in 2010) is generated from fossil fuel and the rest 3.6% from hydropower.</li> <li>• Power plants are old and inefficient, operating well past their design life and need to be upgraded or replaced.</li> <li>• Under-investment and deteriorating infrastructure operating well beyond its design life results reduced overall system efficiency.</li> <li>• Between 2005 and 2010 industrial emissions decreased by 24%, this is not as a result of industries becoming cleaner but rather due to</li> </ul>	<p><b>Emission regulations for industries: ???</b></p> <p><b>Small installation's emissions regulated: (Yes/No) ???</b></p> <p><b>Renewable energy investment promoted:</b></p> <ul style="list-style-type: none"> <li>• Draft laws based on the principles of EU Directive 2010/75/EC (Industrial Emissions Directive) However, the law has still not been adopted.</li> </ul> <p><b>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc)</b></p> <ul style="list-style-type: none"> <li>• Recent measures have been taken to improve energy efficiency in heat and power plants and boiler-houses, e.g. switching to natural gas.</li> <li>• Energy efficiency measures in district heating are also being applied, e.g. in consumer installations, including metering and automation equipment.</li> </ul> <p><b>Incentives for clean production and installation of pollution prevention technologies: ???</b></p> <p><b>Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???</b></p> <p><b>Other actions at national, sub-national and / or local level to reduce industrial emissions: (can include incentives to move industries to less populated areas here) ???</b></p>

<sup>2</sup> 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

	decreased industrial output	
REDUCE EMISSIONS FROM TRANSPORT	<p><b>Key transport-related air quality challenges:</b> (ex: vehicle growth, old fleet, dirty fuel, poor public transport etc)</p> <ul style="list-style-type: none"> <li>● Road transport is the most dominant mode of transport in Moldova,</li> <li>● Public transport is dominated by bus routes, these buses are operated by the state.</li> <li>● Private car ownership is low with 156 cars per 1000 individuals in 2010<sup>3</sup></li> </ul>	<p><b>Vehicle emission limit:</b> (Euro rating) ???</p> <ul style="list-style-type: none"> <li>● There is currently no national auto fuel economy standard,</li> </ul> <p><b>Fuel Sulphur content:</b> (in ppm):</p> <ul style="list-style-type: none"> <li>● All major fuel distributors sell Euro5 grade diesel and petrol fuel (at a sulfur content of 10ppm), however, national fuel quality legislation does not support clean fuels</li> </ul> <p><b>Fuel Lead content:</b> Leaded fuels are prohibited since 2002</p> <p><b>Restriction on used car importation:</b></p> <ul style="list-style-type: none"> <li>● In 2010 Moldova abolished customs taxes for vehicles less than 7 years old imported or produced within neighbouring countries.</li> <li>● Increased taxes are applied for vehicles older than 3 years.</li> <li>● Currently an age limit of 10 years is applied for all imported automobiles</li> </ul> <p><b>Actions to expand, improve and promote public transport and mass transit:</b> ???</p> <p><b>Actions to promote non-motorized transport:</b> (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ???</p> <p><b>Other transport-related actions:</b></p>
REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR	<p><b>Outdoor, open burning:</b> (ex: is it commonly done? burning what kinds of wastes? etc)</p>	<p><b>Legal framework:</b> (ex: is burning banned?) ???</p> <p><b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b> ???</p>
REDUCE EMISSIONS FROM OPEN BURNING: INDOOR	<p><b>Dominant fuels used for cooking and space heating:</b></p> <ul style="list-style-type: none"> <li>● Household heating and cooking are a major, and difficult to regulate, source of emissions especially for PM.</li> <li>● These is highly dependent of type of fuels and stove efficiency, with agricultural waste combustion being one of the most polluting</li> </ul>	<p><b>Indoor air pollution regulated:</b> (Yes / No) ???</p> <p><b>Promotion of non-grid / grid electrification:</b> ???</p> <p><b>Promotion of cleaner cooking fuels and clean cook stoves:</b> ???</p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b> ???</p>

<sup>3</sup> World Bank, *Worldwide Total Motor Vehicles (per 1,000 People)*, 2011 <<http://chartsbin.com/view/1114>> [accessed 30 June 2015].

	<p>fuels</p> <ul style="list-style-type: none"><li>● Main issues are obsolescence and low efficiency of combustion in heating units and to some extent behavioural traits of households.</li></ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"><li>● WHO estimates that outdoor air pollution causes 300 premature deaths annually<sup>4</sup></li></ul>	
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