

III. **Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the Protocols to the Convention**

**Examples/Good practices of air pollution related policies, strategies and measures employed to implement the 1999 Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-level Ozone to the LRTAP Convention**

<p><b>Country:</b></p> <p><b>Republic of Moldova</b></p>	<p><b>Sector:</b> <i>Please indicate the sector (e.g. agriculture, industry, urban planning, environment, etc.), or sectors (if several) for which the strategy, policy or measure has been mainly designed</i></p> <p>Environment, Energy and Transport</p>
<p><b>Type of strategy, policy or measure:</b> <i>Please identify the type of strategy, policy or measure – economic e.g. incentive or disincentive (taxes, funds, subsidies, prices or caps/ceilings, payments, rebates, etc); voluntary (agreements, programmes, contracts), regulatory (legislation), or other measures (educational, informational, other)</i></p> <p>Regulatory (legislation) Regulation approved by Government Decision (Transposition the Directive 1999/32/EC)</p>	<p><b>Level:</b> <i>Please state at which level (municipal, regional, sub-national, national) the policy, strategy or measure is targeted or implemented</i></p> <p>National level government</p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b> <i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i></p> <p>Government Decision No. 414 of 08.04.2016 approving the Regulation on the sulfur content of certain liquid fuels, in force from 15 July 2016</p> <p>The main goal of the Regulation is to set conditions for using certain liquid fuels, including marine fuels, for sulphur dioxide emissions decrease resulting from their burning in order to reduce the negative effects of these emissions on human health and the environment.</p> <p>Reducing emissions of sulfur dioxide, from the combustion of certain liquid fuels derived from petroleum, is achieved by imposing limits value on the sulfur content of such fuels as a condition for their use in Moldova, including the exclusive economic zone or pollution control zones.</p> <p>The implementation of the Regulation is gradual since some provisions will be in force from 1 January 2020, according to the Directive 1999/32/EC.</p>	
<p><b>Background and driving forces:</b> <i>Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]</i></p> <p>The Republic of Moldova joined to the Treaty establishing the Energy Community and in order to comply with the provisions of Title II of the Treaty establishing the Energy Community and its annexes, was established Agenda implementation of the <i>acquis communautaire</i> by Moldova. Transposition the Directive 1999/32/EC of the sulphur content of liquid fuel.</p>	

As well as the Republic of Moldova has signed the Association Agreement which are in force from 01 July 2016. Being in the preparation process for the accession to the EU, Moldova has the obligation to harmonize the national legislation with EU legislation, aiming in transposition and implementation of EU environmental acquis.

**Description of the strategy, policy or measure:**

*Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]*

The provisions of the new Regulation shall apply to the following types of liquid fuels: heavy fuel oil, diesel, marine fuel, marine diesel oil, marine diesel.

A new element of the Regulation is setting limits on the sulfur content of such fuels as a condition for their use in Moldova, thus ensuring harmonization with European standards in this area.

Maximum sulfur content requirements the regulatory fuels

It is forbidden to place on the market:

- heavy fuel oil with a sulfur content exceeding 1% by weight;
- diesel fuel, including diesel marine sulfur content exceeding 0.10% by weight, marine fuels with a sulfur content exceeding 3.50% by weight, except fuels supply ships using abatement methods that works closed circuit and marine diesel oil with a sulfur content exceeding 1.5% by weight.

In addition to this, the Regulation provides also mandatory verification of the fuel quality by taking samples, importers and traders will be obliged to submit to the border the bulletins issued by accredited laboratories.

Another aspects is the introduction of equivalent values for emission abatement methods, and the criteria for using these methods.

The implementation of this Regulation is monitored by the competent authorities such as the Customs Service and State Ecological Inspectorate.

**Costs, Funding and Revenue allocation:**

*Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]*

The costs for implementation of the new Regulation will be assured by operators in order to place on the market corresponding fuels. The costs for monitoring the compliance with new requirements are financed from national budget.

Under the “polluter pays” principle, the polluter has to cover full costs of consequences of this activities. The polluters are obligate to pay the fees for the air pollution according to specific national legislation. The fees are the revenues of the state budget.

**Effect and impacts on air pollution abatement:**

Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]

The most significant result in this regard is achieved in reduction of SO<sub>x</sub> emissions which mitigate the negative impact of sulphur dioxide emissions from their combustion and impacts on health and the environment.

Regulation of sulfur content in marine fuels used by ships, will prevent water pollution and water ecosystems.

Emission equivalent values of the abatement methods

Sulfur content of marine fuels (%)	SO <sub>2</sub> emission ratio (ppm) / CO <sub>2</sub> (%)
3,50	151,7
1,50	65,0
1,00	43,3
0,50	21,7
0,10	4,3

**References/Further information:**

Please provide most relevant sources for information such as references for web links, books, other resources.

<http://www.mediu.gov.md/>

<http://lex.justice.md/index.php?action=view&view=doc&lang=1&id=364234>

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**Additional comments:** Please include any additional information you may wish to provide here.

The Law no. 1515-XII of 16 June 1993 on environmental protection, guarantees the insurance and right to a healthy environment to everybody and obliges the Government to undertake measures to "decrease air pollution with sulphur dioxide" as well as the central and local authorities to implement measures "that would ensure ... the using of fuel with low content of harmful substances".

Also the Law no. 461-XV of 30 July 2001 on oil market stipulates "the inoffensive nature of fuels products for public health, consumer goods and the environment is ensured by the quality of these products".