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CHISINAU Transport Development Initiative

# CHISINAU PUBLIC TRANSPORT SUSTAINABLE DEVELOPMENT INITIATIVE



## ***ADJUSTMENTS TO THE LEGAL FRAMEWORK ON TRANSPORTATION SERVICES FOR COMMERCIAL UNITS***

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## Acronyms and Abbreviations

ANTA – National Auto Transport Agency

BNS – National Bureau of Statistics

CMC – Chisinau Municipal Council

DGECT – General Directorate of Economy, Commerce, and Tourism of the Chisinau Municipality

DGMU – General Directorate of Urban Mobility of Chisinau Municipality

DCPSAP – Directorate of Commerce, Services, and Public Catering

HG – Government Decision

MDED – Ministry of Economic Development and Digitalization

MIDR – Ministry of Infrastructure and Regional Development

PMC – Chisinau City Hall

PMUD – Sustainable Urban Mobility Plan

PUG – General Urban Plan

EU – European Union

EC – European Commission

## 1.1 Justification for Policy Brief No. 3

Sustainable urban mobility is one of the main challenges facing the municipality of Chişinău. There are strong links between increased sustainable urban mobility, on the one hand, and economic growth and reduced environmental pollution, on the other.

Urban mobility affects many citizens of the Republic of Moldova, as they are sensitive to both travel time and transportation costs. Managing urban mobility is also a challenge for Chisinau City Hall (PMC).

In addition to the inevitable financial constraints, urban planners and policymakers face numerous, often competing, demands: maintaining a high quality of life while creating an attractive environment for businesses, restricting traffic in sensitive areas without limiting the necessary movement of goods and people.<sup>1</sup>

The challenges faced by urban mobility in Chişinău are complex and diverse, reflecting both the local context and broader trends in urban transportation. For example, traffic congestion is one of the most difficult issues in Chişinău. The provision of transport services to commercial units during peak hours is one of the factors contributing to road traffic congestion, a pressing problem for the municipality. Congestion is an indicator that urban mobility is deteriorating for traffic participants.

Congestion is both a physical phenomenon related to how vehicles cannot advance due to other vehicles as the demand for road space—which is limited—approaches maximum capacity, and a relative phenomenon concerning users' expectations regarding the performance of the road system<sup>2</sup>. It also leads to significant economic losses; every hour wasted in traffic equates to an hour not spent on economic activities, ultimately resulting in financial losses. Economically, an hour of congestion can be monetized and calculated into a figure representing the economic losses incurred. Additionally, congestion increases the number of accidents and raises air pollution levels.

Furthermore, public transportation in the municipality of Chişinău plays a crucial role in urban life, serving as the primary means of travel for the residents of the capital of the Republic of Moldova. With a growing population and increasingly complex urban dynamics, public transport is a central element in ensuring mobility, access to services, and connectivity between different areas of the city.

Thus, the public transport system in Chişinău, including both local/municipal transport and public transport that transits or has the city as its endpoint, such as buses/coaches serving routes that connect North-South or West-East, as well as international traffic, is often inefficient and requires significant improvements in terms of management, public transport development, coverage, frequency, and comfort.

Consequently, regulatory authorities, local councils, and mayors play a key role in managing and developing public transport, as well as in establishing policies and regulations related to road infrastructure. They are responsible for ensuring the efficient and safe operation of the public transport system.

In light of the challenges described, the regulatory authorities in Chişinău must find a balance between the mobility needs of citizens and the necessity to reduce congestion and pollution.

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<sup>1</sup> European Commission (2013): Planning for People: Guidelines – Developing and implementing a sustainable urban mobility plan. <https://op.europa.eu/webpub/eca/special-reports/urban-mobility-6-2020/ro/index.html>

<sup>2</sup> OCDE (2007), Managing Urban Traffic Congestion. [https://www.oecd-ilibrary.org/transport/managing-urban-traffic-congestion\\_9789282101506-en](https://www.oecd-ilibrary.org/transport/managing-urban-traffic-congestion_9789282101506-en)

EU Urban Mobility Observatory (2022) The reasons behind our congested cities [https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/reasons-behind-our-congested-cities-2022-05-13\\_en](https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/reasons-behind-our-congested-cities-2022-05-13_en)

Solutions to the Problem of Freight Transport Flows in Urban Logistics (2023) Nijolė Batarlienė is Darius Bazaars, <https://www.mdpi.com/2076-3417/13/7/4214>

Thus, the municipal council and the general mayor must ensure that public transport is accessible, safe, and efficient, while promoting sustainability and innovation. This requires a strategic and coordinated approach, key competencies, pre-established tasks, and active community involvement, along with collaboration with national and European authorities to ensure a public transport system that meets the needs of a growing city and adheres to European standards of mobility and sustainability.

An initial step is implementing best international practices that will contribute to improving the transport infrastructure in Chişinău, modernizing the distribution/commercialization methods of products/services placed on the market to meet consumer needs, and clearly regulating the competencies of local public authorities in Chişinău to enhance the public transport system's efficiency.

The tasks outlined by the contracting authority during the progress meetings on March 18, 2024, and April 4, 2024, were as follows:

Analysis of the Legislative and Regulatory Framework Related to the Study Topic:

*Proposals for Adjustments to the Legal Framework Regarding Transportation Services for Commercial Units:*

- analysis of accumulated experience in the transportation sector within the country and how the identified challenges have been addressed in other states in the region through the adoption of best practices;
- identification of the need for review and suggestion of stringent amendments aimed at improving legislation and regulations in the field of public transport;
- development of proposed draft normative acts.

## **1.2 Structure of Report**

This Report is organized into four chapters as follows:

- *Chapter 1:* Introduction, which includes a brief description of the main tasks and characteristics of the mission and an introduction to the study topic.
- *Chapter 2:* Presents the collected data related to the regulatory framework regarding transportation services for commercial units and international regulations.
- *Chapter 3:* Provides conclusions and recommendations.
- *Chapter 4:* Presents the draft legislative amendments in accordance with Law no. 100/2017 on normative acts and the annexes.
- Bibliography for Section I.

## **1.3. Collected Data. Results of the Analysis for Developing the Framework Regulation for Transportation Services for Commercial Units.**

### **Regulatory Framework in the Republic of Moldova**

#### **Analysis of the Regulatory Framework**

This chapter presents the regulatory framework for the transportation service/access process for commercial units in the municipality of Chişinău. The general normative framework includes various legal acts relevant to the transportation sector, comprising both general elements concerning the legal relations formed between transport operators and commercial units through service contracts signed between the parties, as well as relations with local public administration bodies. Additionally, it includes regulations of a fiscal, social, technical, and road safety nature regarding environmental

protection. The analysis of the general legal acts containing provisions relevant to the transportation service market indicates that they have several provisions that are insufficiently adapted to current economic realities and are only partially harmonized with European legislation.

*Law No. 1194/1997 on Transport* represents the general framework for the operation of transportation in the Republic of Moldova. According to Article 15, the country's unified transport system includes rail, road, air, maritime, urban electric, and pipeline transport. The state administration of the transport system is carried out by the Ministry of Infrastructure and Regional Development, local public administration authorities, and other competent bodies (Article 3, paragraph 1). Article 4, paragraph 6 of the law stipulates that the interference of local public administration authorities in the economic activity of transport enterprises, as well as the diversion of their operational staff to other tasks, is only permitted in cases provided for by law. According to Article 5, paragraph 2 of the law, enterprises that are part of the transport system, regardless of their ownership type and legal organizational form, benefit from state protection on equal principles. Transport enterprises perform transport and provide other services based on contracts and transport orders for passengers and goods, adhering to the principles of a market economy (Article 7). The law also establishes cases of liability for transport enterprises (Article 10) and their obligations concerning ensuring safety in transportation (Article 13). Control over compliance with transportation legislation is exercised by the respective central and local public administration authorities within their competence (Article 22). This is a general norm, and the competencies of local public administration are regulated by other normative acts.

*The Road Transport Code No. 150/2014* (hereinafter referred to as the Code) is the main legislative act that establishes the legal framework for the organization and execution of road transport for goods and passengers, as well as related activities in the territory of the Republic of Moldova, under conditions of safety and quality, while respecting the principles of free competition, environmental protection measures, and the rights and legitimate interests of individuals and legal entities benefiting from such services, as well as the rights, obligations, and responsibilities of public authorities responsible for organizing road transport, including individuals and legal entities engaged in road transport activities.

Article 6, paragraph 3 of the Code stipulates that public administration in the field of road transport is exercised by specialized central public administration authorities, local public administration authorities, and other authorities empowered by law, within their competencies, which is also a general norm. Articles 14 and 15 of the Code regulate the duties and competencies of local public authorities. The lack of a normative framework concerning the necessary competencies is addressed in the proposals section.

## **Institutional Framework**

In order to exercise the functions provided for in the Code, local, municipal, and district councils can establish committees for the organization of passenger road transport through regular services and can approve their operating regulations. Local public authorities develop and approve, in coordination with the specialized central authority, medium- and long-term strategies for the development and modernization of road transport, taking into account urban planning and land development plans, programs for the socio-economic development of localities, and the transport needs of the population. District councils cooperate with local and municipal councils to ensure and develop paid road transport services for passengers through regular services in district traffic and to correlate this with paid road transport services for passengers through regular services in local/municipal traffic. Lastly, local public authorities are obliged to ensure equal and non-

discriminatory treatment in a competitive and transparent environment for all road transport operators (Art. 12).

In turn, local and municipal councils, in the context of the need to organize paid road transport in local/municipal traffic: (a) develop, approve, and modify local/municipal road transport programs according to the transport needs of the population, (b) impose temporary restrictions on changes to local/municipal road transport programs, (c) authorize road transport activities for passengers through regular services in local/municipal traffic, (d) establish the routes for inter-district and district routes that pass through or have the locality as the starting point, as well as the public stations where boarding and alighting for these routes are permitted, and (e) develop and approve urban mobility plans (Art. 14, para. 1).

The authority responsible for implementing public policy documents and national development strategies in the field of road transport, controlling and supervising compliance with national and international legislation in the field by road transport operators and enterprises engaged in activities related to road transport is the National Agency for Road Transport (Art. 8, para. 1 and Art. 147). The functions and rights of the Agency are regulated by Articles 9 and 10 of the Code.

### **Organizational Framework**

We emphasize that access to road transport activities is regulated in Title III of the Code. The provision of paid road transport services is contingent upon notification and prior registration in the "e-Transport Authorization" informational system (Art. 22). Thus, enterprises registered in the established manner in the Republic of Moldova that intend to operate as road transport operators are included in the Register of Road Transport Operators if they cumulatively meet the conditions regarding: (a) the existence of a technical-material base, (b) good reputation, (c) financial capacity, and (d) professional competence (Art. 16).

*Law No. 436/2006 regarding local public administration* establishes and regulates the organization and functioning of public administration authorities in administrative-territorial units. According to Art. 14, para. (2), letters c), h), q), and q1), the competencies of local public administration councils at the first level include "[...] deciding on legal acts of administration regarding public services of local interest, in accordance with the law," "[...] organizing public communal services," "[...] approving the requirements regarding the working regime of commercial and public catering enterprises, regardless of the type of property and legal organization form, as well as individuals engaged in trade," and "approving the regulation for conducting commercial activities."

According to Art. 29, para. (1), letters i), k), and l), among the basic duties of the local executive (mayor, local authority at the first level) are:

- Proposing to the local council the organization scheme and conditions for providing public communal services;
- Issuing the authorizations required by law;
- Ensuring the safety of road and pedestrian traffic by organizing transport circulation, maintaining roads, bridges, and installing traffic signs within the administrated territory. The local authority's responsibilities also include organizing the road transport of goods that serves commercial units. This provision is a general norm that is quite vague. When referring to road transport, it includes the transport of passengers/people.

*Law No. 136/2016 regarding the status of the municipality of Chişinău* regulates the specific features of the organization and functioning of the public administration authorities of the municipality of Chişinău.

According to Art. 6, para. (2), the competencies of the Municipal Council include:

- approving, in accordance with the law, the regulation regarding the conduct of commercial activities within the territory of the city of Chişinău, concerning the operation of enterprises engaged in the sale of products/goods or providing commercial services, including public



catering, regardless of the type of property and legal organization form, as well as the activity of individuals engaged in trade (subpoint 2) letter g));

- deciding on the design, construction, maintenance, and modernization of roads, bridges, residential buildings, in accordance with the law, as well as all local and/or municipal economic, social, medical, and recreational infrastructure, as appropriate (subpoint 3) letter f)).

According to Art. 15, para. (1), among the basic duties of the General Mayor are:

- ensuring the development of strategies, forecasts, plans, and programs for the socio-economic development of the municipality, as well as programs for environmental restoration and protection (subpoint 2) letter d));
- noting and ordering the dismantling and removal, including forcibly, of temporary stationary commercial units and mobile units of any type, as well as any objects and installations illegally placed on public domain; ordering, within the limits of his/her competence, the counteraction against commercial activities, including street trading, conducted in violation of the legislation (subpoint 3) letter c));
- ensuring the safety of road and pedestrian traffic by organizing transport circulation, maintaining roads, bridges, and installing traffic signs within the administrated territory (subpoint 4) letter c)).

*Law No. 131/2007 regarding road traffic safety* regulates the legal and social relations in the field of road traffic, establishes the rights, obligations, and responsibilities of the relevant authorities and participants in this traffic, determines the principles for organizing the activities of training units for road transport personnel, as well as the conditions for admitting vehicle drivers to traffic. The provisions of this law focus on ensuring the smooth and safe conduct of road traffic, which involves protecting the rights and legitimate interests of individuals and legal entities, safeguarding their property, and protecting the health, bodily integrity, and lives of traffic participants, as well as protecting the environment (Art. 1, para. (2)).

In this regard, the Road Traffic Safety Law contains provisions regarding the competencies of authorities in the field of road traffic (Chapter II), including the competencies of the Ministry of Infrastructure and Regional Development (Art. 8). The competencies of local public administration authorities also include establishing regulations regarding access, circulation, stopping, and parking for various categories of vehicles (Art. 16, letter e)).

Lastly, Art. 32, para. (2), letter a) of the Law stipulates that traffic participants have the right to free circulation, without impediments, on public roads, in accordance with the approved rules, and to receive accurate information from road administrators regarding safe travel conditions and the causes of traffic restrictions.

*Law No. 231/2010 on domestic trade* establishes the general principles for conducting trade activities in the territory of the Republic of Moldova and regulates activities in the field of domestic trade, the main requirements for conducting these activities, forms of trade, and the competencies of central specialized public administration bodies and local public administration authorities in the field of trade.

Art. 6 regulates the responsibilities of local public administration authorities in the field of trade. However, the law does not explicitly regulate the servicing of trade centers through transportation services; this is merely assumed.

**A commercial unit** is defined as a unit (space/structure/territory/device) arranged/installed according to the specific nature of the trade activity through which the trading activity is conducted (Art. 3).

The Ministry of Economic Development and Digitalization is the central specialized public administration body responsible for developing state policy in the field of trade and regulating this area (Art. 5, para. (2)).

Trade activities carried out in the territory are administered and coordinated by local public administration authorities in accordance with the national regulations in force.

Art. 6 outlines the responsibilities of local public authorities in the field of trade. Thus, local public authorities have the following responsibilities:

- ensure the implementation of state policy in the field of trade in the territory within their functional competencies;
- develop and implement trade development programs in the respective territory;
- participate in the examination of draft normative acts regulating trade activities.

Within the local trade regulation framework, local councils have the right to establish prohibitions and requirements regarding the conduct of trade activities, including the following (Art. 6, para. (5)):

- prohibitions on conducting trade activities or certain forms of trade, including street vending, within specific zones or streets or during certain days or hours;
- distribution of trade activities between the central area and the peripheral areas of the locality, as well as between crowded and non-crowded areas.

Furthermore, the requirements established in paragraph (5) are approved by the decision of the Local Council. The local commerce regulations, predetermined placement schemes, or other acts of the local public administration authorities that have a direct impact on commercial activities will be posted on the official website of the local public administration authority. In the absence of a website, these documents will be displayed in a visible location at the town hall and made available in copy (on paper or electronically) upon request, as well as attached to the adoption decision published in the local acts register. (<http://actelocale.gov.md/>). In the absence of local commerce regulations the prohibitions and requirements regarding the conduct of commercial activities in the respective locality are null and void (art. 6 para. (6)).

Art. 17<sup>9</sup> regulates the informational resource in the field of commerce. Thus according to paragraph (1) the record and monitoring of commercial units as well as the data related to them is carried out through the informational resource in the field of commerce established and administered by the Government.

The Government ensures and provides the necessary support for connecting local public administration authorities to the informational resource in the field of commerce as well as for its interaction with other state informational resources and other public authorities according to paragraph (2).

Subsidiarily local public administration authorities ensure the introduction and updating of data regarding commercial units including data from notifications and attached documents submitted by the merchant to the local public administration authority and decisions to suspend or terminate commercial activities issued by the competent authorities within no more than 3 days from the date of receipt of these according to paragraph (3).

*The Contraventional Code* of the Republic of Moldova No. 218/2008 includes legal norms that establish the principles and general and special provisions in contraventional matters determine the actions that constitute contraventions and stipulate the contraventional process and penalties. Thus the Code regulates: intentional blocking of a traffic lane or transport arteries (art. 225 para. (1)), violation of trade rules (art. 273).

By *Government Decision No. 206/2023*, the Rules for Conducting Trade Activities were approved, which stipulate the requirements for organizing domestic trade activities, including retail, wholesale, and street trading.

According to paragraph 2 of the Rules for Conducting Trade Activities: *The typology of commercial units is established according to the nomenclature of commercial units provided in Annex No. 5 to Law No. 231/2010 on domestic trade.*

Local public authorities develop and approve the Local Trade Regulation under the conditions established in art. 6 paragraphs (5) and (6) of Law No. 231/2010. In drafting the Local Trade Regulation, local public authorities are guided by legislation and these Rules (paragraph 5). Currently, there is a Local Trade Regulation approved by the Decision of the Municipal Council of Chişinău No. 15/14 on 29.12.2021, which restricts the servicing of commercial units during certain time intervals.

According to paragraph 6 of the Rules for Conducting Trade Activities: *traders conduct their trade activities in accordance with the activity schedule (operating hours) of the commercial units notified under art. 14 paragraph (6) letter d) of Law No. 231/2010 and the specific requirements regarding the activity schedule of the commercial units established in the Local Trade Regulation.*

Traders are required to comply with the permissible noise and vibration emission standards established in the Sanitary Regulation regarding the permissible noise and vibration emissions during the conduct of domestic trade activities, approved by Government Decision No. 181/2019 (paragraph 17).

By *Decision No. 15/14 of the Municipal Council of Chişinău dated 29.12.2021*, the Local Trade Regulation for the municipality of Chişinău and the Center—historical core and main boulevards, streets, and squares of the city—was approved.

Paragraph 9 of the Decision stipulates that the General Directorate of Economy, Trade, and Tourism (hereinafter referred to as DGECT) will:

- receive notifications regarding the initiation/modification/suspension/termination of trade activities in accordance with the provisions of the legislation and this Regulation;
- submit proposals to the Council, as necessary, for modifying and supplementing the Regulation;
- maintain electronic registers for recording submitted notifications, the trade network, and service provision in Chişinău;
- provide, upon request, information in electronic form about economic agents who have submitted notifications regarding the initiation/modification/suspension/termination of trade activities.

According to the *Local Trade Regulation of the municipality of Chişinău*:

The Local Trade Regulation of the municipality of Chişinău (hereinafter referred to as the Regulation) is developed to create a favorable environment for conducting trade activities within the municipality, as well as to ensure free competition, protection of life, health, security, and economic and social interests of citizens, stimulate the development of small and medium-sized enterprises, and simplify the procedures for initiating trade activities (paragraph 1.2).

The Regulation establishes prohibitions and requirements for conducting trade activities in the municipality of Chişinău, in accordance with the provisions of Article 6, paragraph (1), letter n), and paragraph (5) of Law No. 231/2010 on domestic trade (paragraph 1.3).

According to paragraph 2.1 of the Regulation: the trade activity is conditioned by the submission of a trade notification by a person registered under the law. The trade activity begins from the date of issuance of the receipt notification by the local public administration authority, through the informational resource in the field of trade.

Paragraph 2.14, subsection (4) of the Regulation governs the authorities authorized to monitor the activities of traders.

It is worth mentioning that according to paragraph 3.8 of the Regulation: ***The supply of commercial units is prohibited during peak hours, specifically between 07:00 and 09:00. In commercial units incorporated or annexed to residential or other purpose buildings, the supply of food products is not allowed at night (between 23:00 and 07:00).***

## Description of the Current Situation

According to data from the National Bureau of Statistics<sup>3</sup>, the population with a usual residence in the municipality of Chişinău (the city of Chişinău) as of January 1, 2023, was 550,856 people. The distribution of the population by gender is as follows: 45.33% (249,677 people) are men and 54.67% (301,179 people) are women.

Chişinău is the municipality that concentrates about 70% of the economy of the Republic of Moldova, and the city of Chişinău has the densest road network (83 km of road per km<sup>2</sup>).

The city, along with its localities, has about 900 streets with a total length of just over 672 kilometers<sup>4</sup>.

According to data from the State Register of Transport by type of vehicle and administrative-territorial profile, as of April 1, 2024, there were 1,250,307 registered vehicles in the Republic of Moldova, including **360,480** units of transport in the municipality of Chişinău.<sup>5</sup>

**Table 1:** Registered Vehicles in the Municipality of Chişinău (as of April 1, 2024), Units

No. crt.	Type of vehicle	Total	municipality of Chişinău %	Percentage, %
1	Passenger car	802 050	258 849	32,3
2	Truck	216 545	58 498	27
3	Trailer	75 997	16 763	22,1
4	Tractor	62 309	6 464	10,4
5	Motorcycle	60 642	8 579	14,1
6	Buses	21 163	7 061	33,4
7	Semi-trailer	11 601	4 266	36,8
	<b>Total</b>	<b>1 250 307</b>	<b>360 480</b>	<b>28,8</b>

The analysis of Table 1 shows that in the municipality of Chişinău, there are 258,849 registered cars, which constitutes approximately 32.3% of the total, and 58,498 trucks, representing 27% of the total.

**Table 2** Analysis of the structure of the vehicle fleet by type of transport.

No. crt.	Type of transport unit	Type of transport unit Number of transport units	% Share
1	Passenger cars	258 849	71,81
2	Trucks	58 498	16,23
3	Trailers	16 763	4,65
4	Tractors	6 464	1,79

<sup>3</sup> <http://www.statistica.md/>

<sup>4</sup> <https://watchdog.md/news/204982/infrastructura-rutiera-din-chisinau-de-la-investitii-in-gropi-la-investitii-in-mobilitate/>

<sup>5</sup> [www.date.gov.md](http://www.date.gov.md)

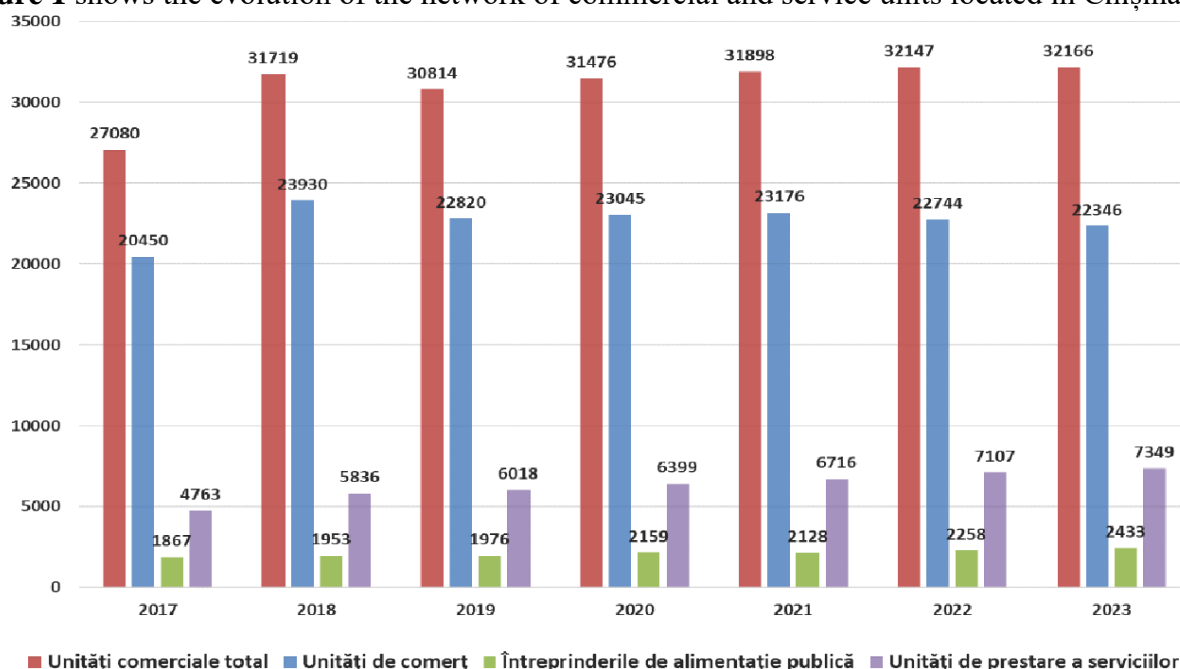
5	Motorcycles	8 579	2,38
6	Buses	7 061	1,96
7	Semi-trailers	4 266	1,18
<b>Total</b>		<b>360 480</b>	<b>100</b>

Source: [www.date.gov.md](http://www.date.gov.md)

The analysis of Table 2 indicates that in Chişinău there are registered **360,480** vehicles, including 258,849 passenger cars, which constitute approximately 71.81%, and 58,498 trucks, which represent 16.23%.

As the capital and economic center of the Republic of Moldova, Chişinău hosts a variety of businesses and commercial units. These include shops (such as shopping centers, supermarkets, specialized stores, factory outlets, mixed stores, markets, etc.), public catering units, entertainment venues, service providers, and street vendors.

**Figure 1** shows the evolution of the network of commercial and service units located in Chişinău.



Source: Project Strategy for the Development of Domestic Trade in Chişinău Municipality "Trade - 2030"<sup>6</sup>

Analysis of Figure 1 indicates that the evolution of commercial units over the years reflects a cyclical dynamic, with significant growth observed in 2018, after which the increase in their numbers slows and stabilizes over the past five years.

In 2015, there were 42 supermarkets, 3 hypermarkets, and 42 shopping centers operating in the Chişinău municipality. By 2024, the number has increased to 120 supermarkets, 14 hypermarkets, and 57 shopping centers, trade houses, and department stores.

<sup>6</sup> <https://particip.gov.md/ro/document/stages/anunt-privind-organizarea-consultarilor-publice-asupra-proiectului-de-decizie-a-cmc-cu-privire-la-aprobarea-strategiei-de-dezvoltare-a-comertului-interior-in-municipiul-chisinau-comert-2030/11895>

According to data from the electronic registration system managed by DGECT, as of January 1, 2023, the network of commercial units in Chişinău consists of 32,166 units, including 22,346 retail units, 38 markets, 2,433 food service units, and 7,349 service providers.

A positive trend is observed in the development of e-commerce, with an expansion in the number of online stores. In 2022 alone, 140 online stores were registered, and as of January 1, 2024, there are 670 online stores and 308 trade intermediaries operating.

The total number of other units as of 2023 is as follows: 57 shopping centers, trade houses, and department stores; 4,438 retail outlets; 1,321 grocery stores; 4,502 non-food stores; 2,763 warehouses; and 2,466 kiosks, including 639 street kiosks and 808 located in markets. In the central market, there are 854 kiosks, 165 service units, and 3,038 mobile trading units.

According to DGECT information<sup>7</sup>, as of May 3, 2024, the network of commercial units in the Chişinău municipality comprised 33,083 units, including 15,455 retail units, 2,770 food service units, 37 markets, and 8,250 service providers.

The analysis of the structure of retail units (15,455) by type shows that in the municipality of Chişinău, there are: 41 shopping centers (malls), 24 hypermarkets, 1,145 grocery stores, 2,179 warehouses, 478 non-food warehouses, 125 food product warehouses, and 146 gas stations (PECO).

**Figure 2** shows the location of retail units, food service establishments, and service providers in the sectors of Chişinău municipality for the year 2022.



**Source:** DGECT

The analysis of Figure 2 indicates that the majority of food service establishments and service providers are located in the Central sector (10,016 units, approximately 32% of the total), Râşcani district (7,281 units, approximately 24% of the total), and Botanica sector (5,356 units, or 17% of the total).

It is noted that in all sectors, commercial units are predominantly situated along the main boulevards and streets, as follows:

**Central District:** bd. Ştefan cel Mare şi Sfânt – 868 units, str. Tighina – 559 units, str. A. Puşkin – 174 units, şos. Hânţeşti – 375 units, and bd. C. Negruzzi – 210 units.

<sup>7</sup> Demers DGECT nr. 1-05/1-2417 din 07.05.2024

**Râșcani District:** bd. Moscova - 565 units, str. Petricani – 595 units, str. Albișoara – 510 units, str. Alecu Russo – 333 units, Calea Orheiului – 432 units, bd. Grigore Vieru – 207 units, str. Kiev - 158 units, and str. Mitropolit G. Bănulescu-Bodoni – 79 units.

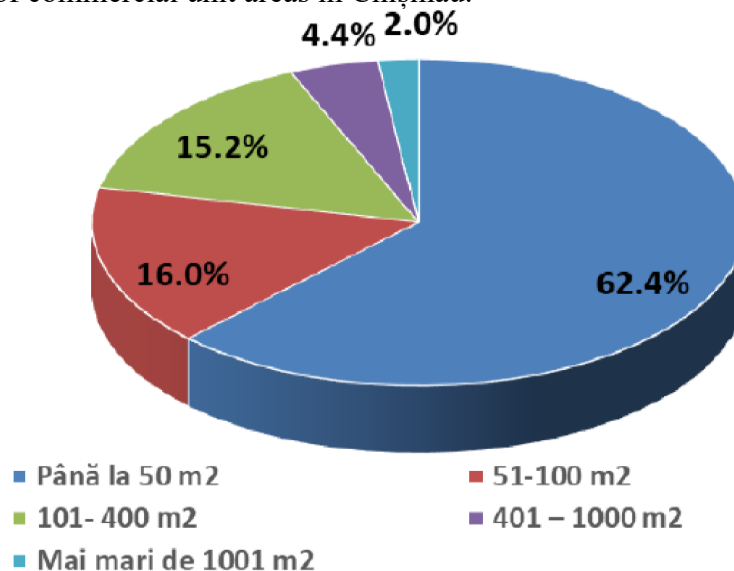
**Botanica District:** bd. Dacia - 820 units, bd. Decebal – 860 units, bd. Cuza-Vodă – 314 units, str. Independenței – 366 units, str. Sarmizegetusa – 310 units, str. Burebista – 262 units, and str. N. Zelinski – 259 units.

**Buiucani District:** str. Alba Iulia - 669 units, str. Ion Creangă – 642 units, Calea Ieșilor – 543 units, bd. Ștefan cel Mare și Sfânt – 166 units, and str. Mitropolit G. Bănulescu-Bodoni – 160 units.

**Ciocana District:** bd. Mircea cel Bătrân - 573 units, str. Alecu Russo – 180 units, str. Ginta Latină – 434 units, str. I. Vieru – 101 units, str. Mihail Sadoveanu – 203 units, str. Uzinelor - 946 units, and str. Voluntarilor – 138 units.<sup>8</sup>

As of January 1, 2023, the total area of commercial units was approximately 3,119 thousand m<sup>2</sup>. Information regarding the structure of the commercial unit areas in Chișinău is presented in the figure below.

**Figure 3:** Structure of commercial unit areas in Chișinău.



**Source:** Project Strategy for the Development of Domestic Trade in Chișinău Municipality “Trade – 2030”<sup>9</sup>

The analysis of Figure 3 indicates that 9,318 commercial units, representing approximately 62.4% of the total, have a commercial area of up to 50 m<sup>2</sup>.

Figures 4 – 6 present information regarding the impact on transportation demand on the network—passenger cars, heavy goods vehicles, and light goods vehicles—according to the Sustainable Urban Mobility Plan for Chișinău 2022-2030.

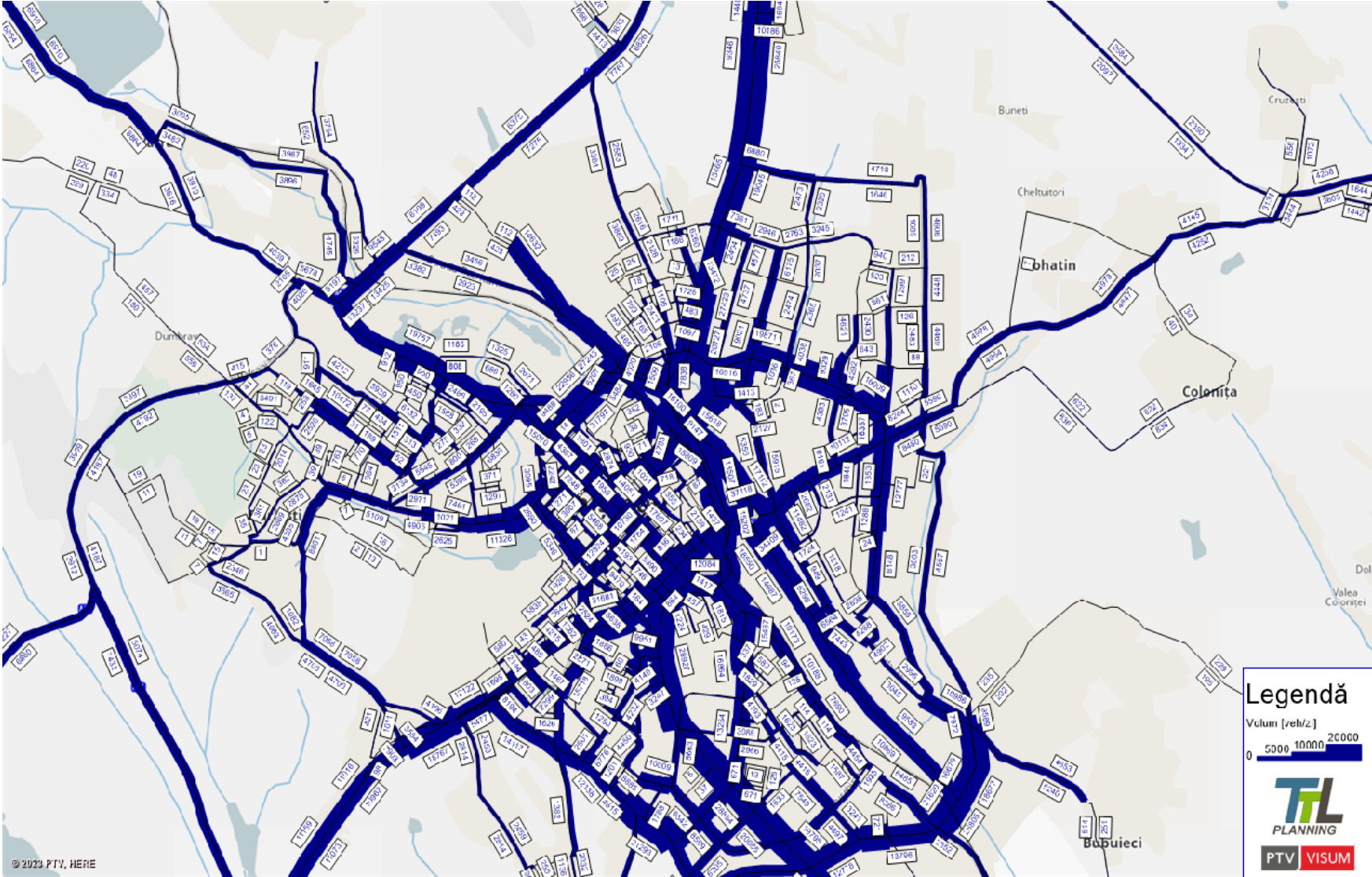
<sup>8</sup> Project: Strategy for the Development of Internal Trade in Chișinău Municipality "Trade - 2030"

<sup>9</sup> <https://particip.gov.md/ro/document/stages/anunt-privind-organizarea-consultarilor-publice-asupra-proiectului-de-decizie-a-cmc-cu-privire-la-aprobarea-strategiei-de-dezvoltare-a-comertului-interior-in-municipiul-chisinau-comert-2030/11895>



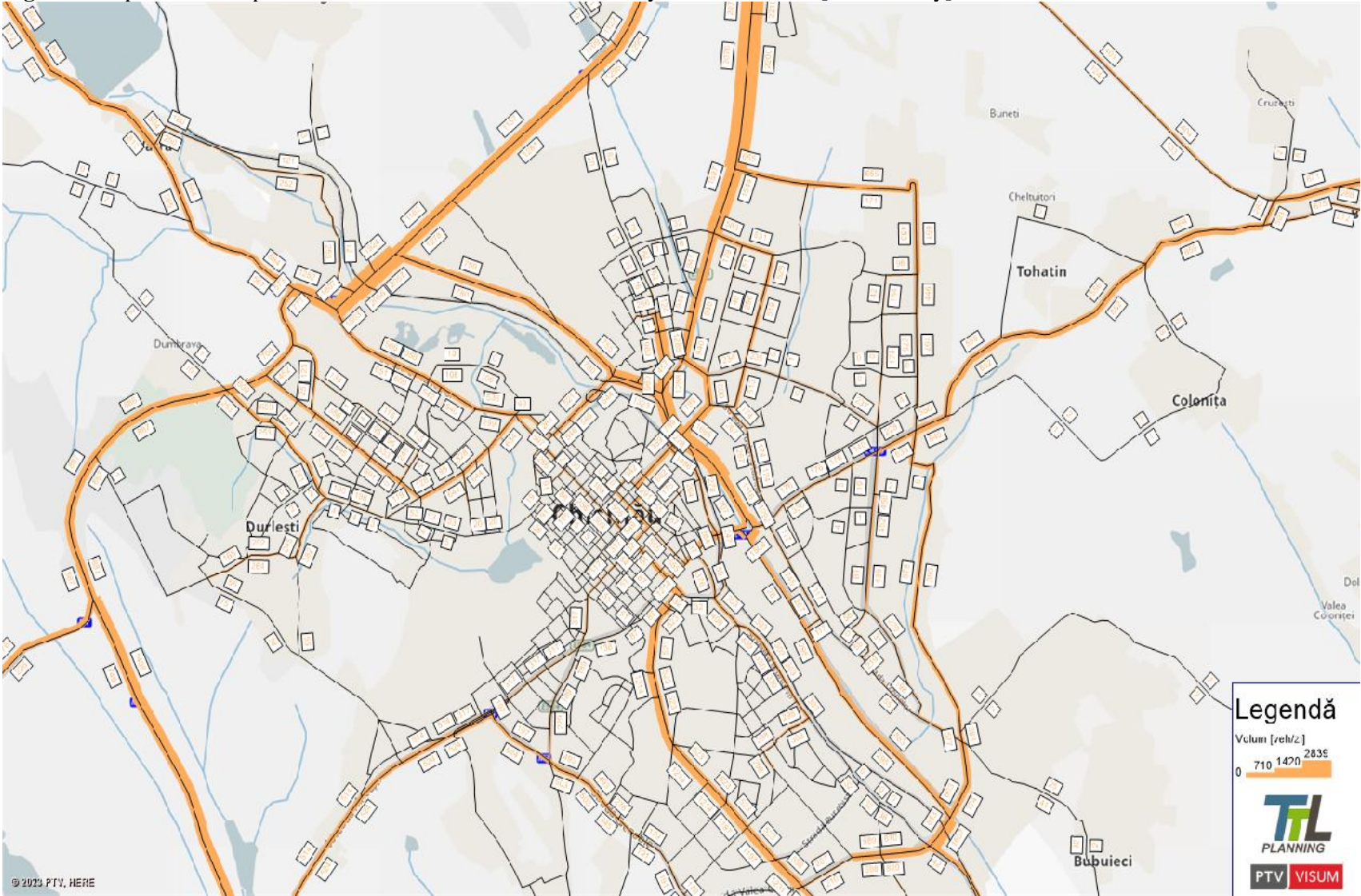


**Figure 4:** Impact on Transportation Demand on the Network – Passenger Cars [vehicles/day] – Year 2023



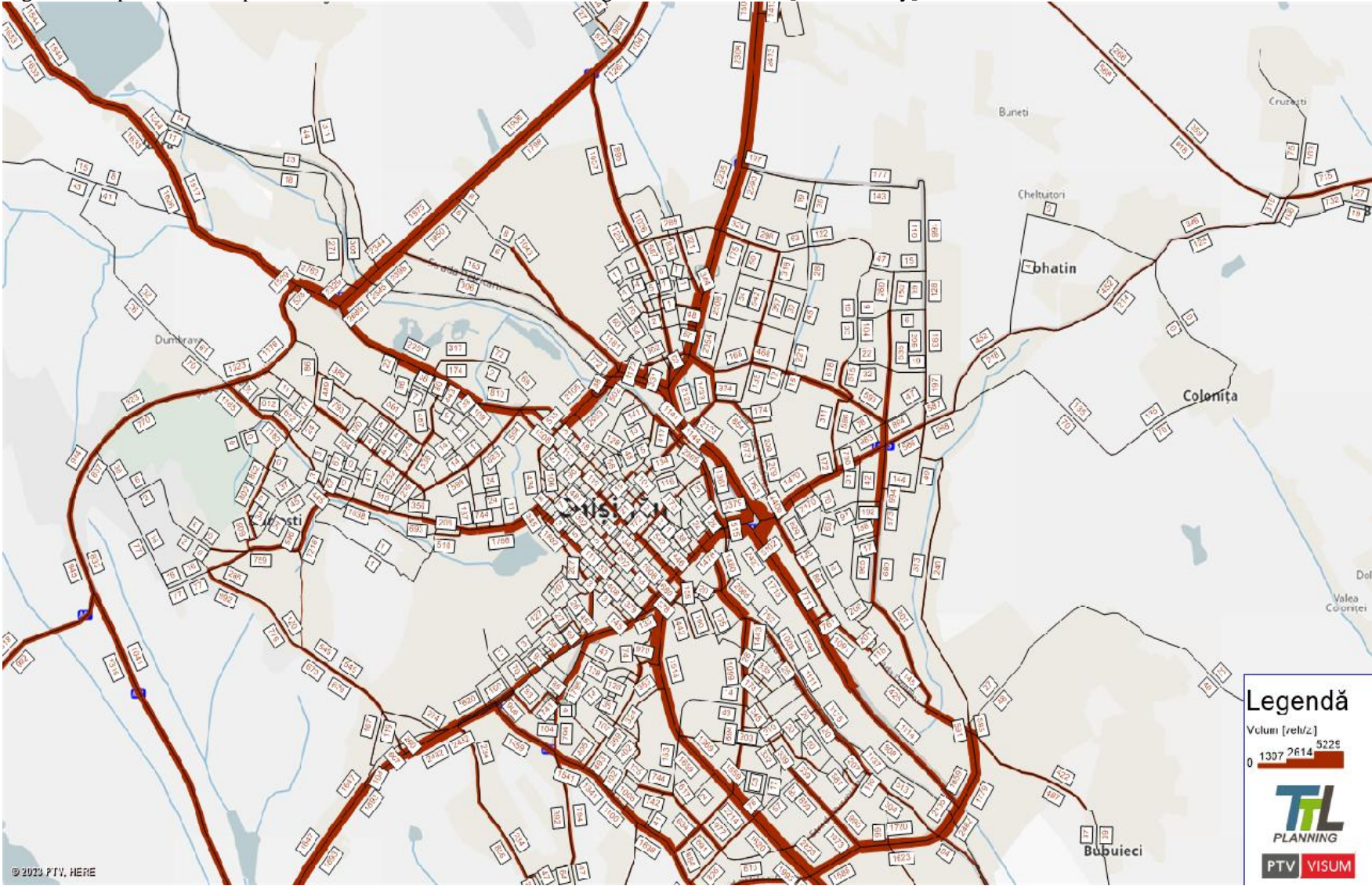
**Source:** Chişinău Sustainable Urban Mobility Plan 2022-2030

**Figure 5:** Impact on Transportation Demand on the Network – Heavy Goods Vehicles [vehicles/day] – Year 2023



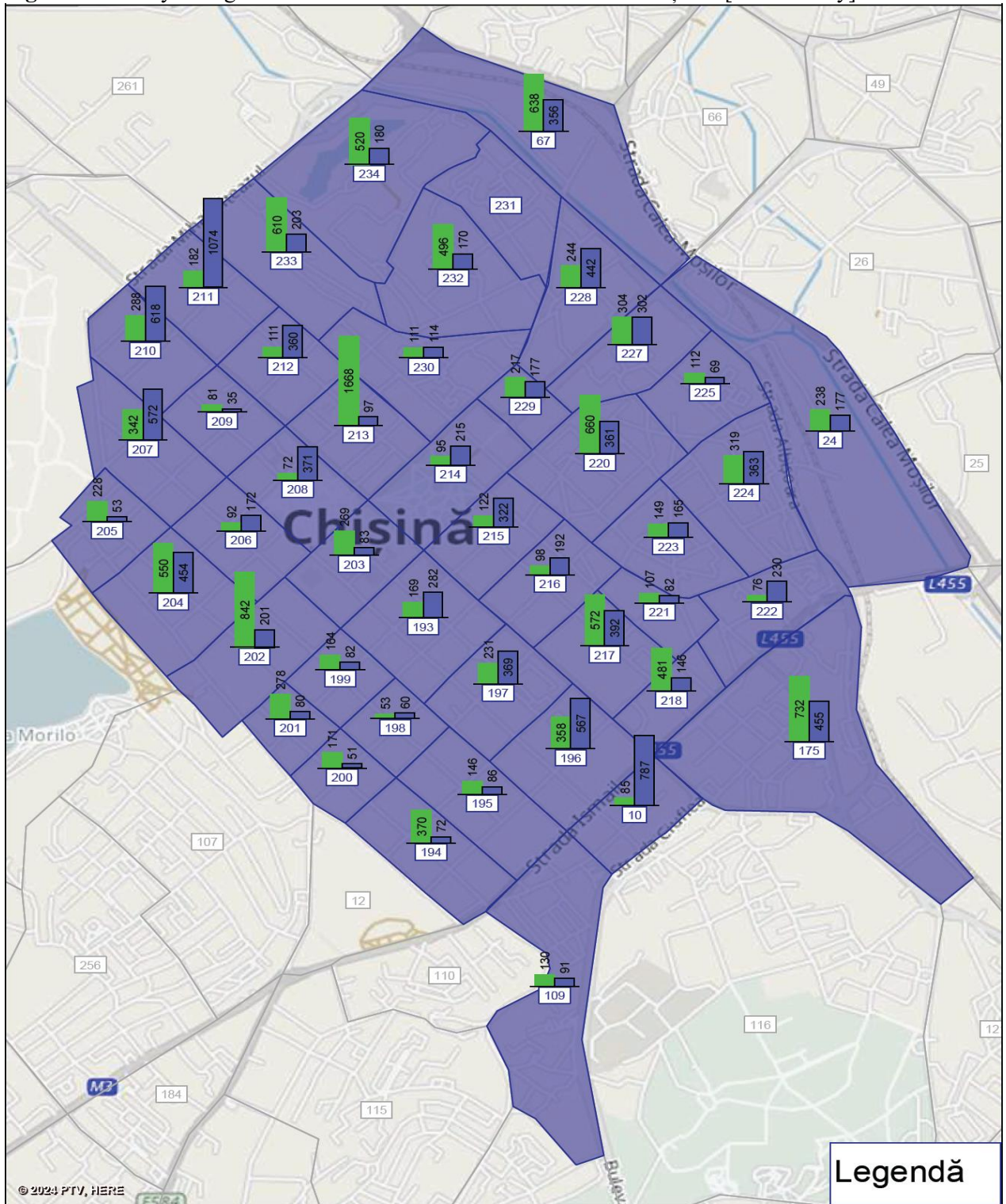
**Source:** Chișinău Sustainable Urban Mobility Plan 2022-2030

Figure 6: Impact on Transportation Demand on the Network – Light Goods Vehicles [vehicles/day] – Year 2023



Source: Sustainable Urban Mobility Plan Chișinău 2022-2030

**Figure 7:** Density of Light Goods Vehicles in the Central Sector of Chişinău [vehicles/day]



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 30.05.2024

**Source:** DGMU, as of May 30, 2024

**Figure 8:** Intensity of Light Goods Vehicles in the Central Sector of Chişinău [vehicles/day]



Source: DGMU, as of May 30, 2024

## Analysis of Best Practices

Municipalities such as Oradea, Cluj-Napoca, and Arad in Romania have regulated the supply of commercial spaces based on their location, total vehicle weight, and time intervals.

The Decision of the Cluj-Napoca City Council no. 484/2011 states:<sup>10</sup>, regulates:

In the municipality of Cluj-Napoca, supply is permitted between 21:00 and 07:00. Vehicles with a maximum authorized total weight of up to 2.49 tons in the "zone 0" and up to 7.49 tons in other areas of the municipality can carry out supply activities without free access permits between 21:00 and 07:00, provided they comply with the current traffic regulations, and based on free access permits between 07:00 and 21:00 (art. 1).

In the area defined by the streets... hereafter referred to as "zone 0", access is allowed for vehicles with a total weight of up to 3.5 tons (inclusive) for the supply of perishable goods or for businesses that have their own parking facilities outside the public domain, between 07:00 and 21:00 (art. 2).

In "zone 0", for the transport of construction materials, access is permitted for vehicles with a total weight of up to 16 tons (inclusive), only between 09:00-13:00 and 18:00-21:00. Access for vehicles over 16 tons is only allowed in isolated cases of force majeure during the same time intervals (art. 3).

At the end of 2023, the Bucharest City Hall initiated public consultations for the draft regulation regarding the supply of commercial spaces in Bucharest, which stipulates that the supply of commercial spaces will only take place during the night, from 22:00 to 06:00..<sup>11</sup> Thus, the project stipulates that: Economic agents operating within the Municipality of Bucharest are required to carry out supply activities during the time interval of 22:00 – 06:00 (art. 1). Exceptions to this article apply to economic agents conducting supply activities in accordance with the Regulation on the organization and functioning of seasonal terraces in protected areas and within the perimeter of the Historic Center of Bucharest (art. 4).<sup>12</sup>

In the Municipality of Piatra Neamț, the Regulation regarding the procedure for obtaining approvals/agreements/authorizations for opening commercial operations<sup>13</sup>, states that: Economic agents who, by the nature of their commercial activities, supply sales structures *are obliged to establish their supply schedule* in compliance with the regulations in force regarding public peace and order (art. 10 para. (10)).

Several European cities have implemented innovative solutions to address the challenges related to freight transport to commercial spaces in urban areas, focusing on sustainability, efficiency, and reducing negative impacts such as traffic congestion and pollution.<sup>14</sup>

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<sup>10</sup> <https://storage.primariaclujnapoca.ro/userfiles/files/HOTARARE%204.PDF> și [https://www.untrr.ro/media/wysiwyg/taxe\\_locale/484.PDF](https://www.untrr.ro/media/wysiwyg/taxe_locale/484.PDF)

<sup>11</sup> <https://www.profit.ro/povesti-cu-profit/retail/foto-aprovizionarea-magazinelor-din-bucuresti-facuta-doar-noaptea-multi-bucuresteni-se-impotrivesc-ce-se-discuta-acum-21456776>

<sup>12</sup> [https://doc.pmb.ro/consiliu/dezbatere/1654/v1\\_ph\\_1654\\_reglementarea\\_programului\\_de\\_aprovizionare\\_cu\\_marfuri.pdf](https://doc.pmb.ro/consiliu/dezbatere/1654/v1_ph_1654_reglementarea_programului_de_aprovizionare_cu_marfuri.pdf)

<sup>13</sup> [https://www.primariapn.ro/documents/10179/5548898/regulament\\_avize\\_patrimoniu\\_2023.pdf](https://www.primariapn.ro/documents/10179/5548898/regulament_avize_patrimoniu_2023.pdf)

<sup>14</sup> Freight distribution in urban areas: a method to select the most important loading and unloading areas and a survey tool to investigate related demand patterns (2020) Autori: Marco Diana, Miriam Pira și Andree Woodcock; <https://etrr.springeropen.com/articles/10.1186/s12544-020-00430-w>

1. **Barcelona, Spain:** Local authorities have established urban consolidation centers where goods are transferred from large trucks to smaller, cleaner vehicles for final delivery. This approach reduces the number of large trucks entering the city center, thereby diminishing traffic congestion and emissions.
2. **London, United Kingdom:** Local authorities have implemented a series of Low Emission Zones (LEZ) that restrict access for high-emission vehicles and also promote the use of river transport for goods, helping to reduce road congestion and air pollution.
3. **Vienna, Austria:** The city utilizes urban freight terminals located on the outskirts. Goods are then delivered to the city center using electric vehicles and cargo bikes. This system ensures that large trucks do not congest the city roads, and deliveries are made more sustainably.
4. **Göteborg, Sweden:** Local authorities have introduced time windows for deliveries, allowing freight vehicles to operate outside peak hours. This reduces congestion during busy periods and improves delivery efficiency. Göteborg also employs intelligent logistics systems to optimize routes and delivery schedules, thereby enhancing efficiency.

These examples demonstrate that a combination of policies, including vehicle restrictions, the use of consolidation centers, the promotion of alternative delivery methods, and smart logistics, can effectively address challenges related to urban freight transport. Each city's approach is tailored to its specific needs and infrastructure, highlighting the importance of flexible and innovative solutions.

## 1.4 Conclusions and Recommendations

*Conclusion:* The analysis of the regulatory framework containing provisions related to the supply of retail units indicates that it is insufficiently adapted to current economic realities and is partially harmonized with European legislation.

*Recommendations:*

a) Amendment of the existing regulatory framework:

✓ The Road Transport Code No. 150/2014, Article 14, paragraph (1), is to be supplemented with letter (k) as follows:

- “k) establishes traffic restrictions/access regimes for vehicles supplying retail units.”

✓ The Contravention Code of the Republic of Moldova No. 218/2008:

Article 197 is to be supplemented with paragraph (29) as follows:

▪ “(29) Performing road transport of goods in violation of traffic restrictions/access regimes regarding the supply of retail units is punishable by a fine of 50 to 75 conventional units applied to individuals, a fine of 75 to 100 conventional units applied to responsible persons, and a fine of 100 to 150 conventional units applied to legal entities.”

Article 224 is to be supplemented with paragraph (13) as follows:

▪ “(13) Non-compliance by the transporter with the supply schedule of retail units is punishable by a fine of 50 to 75 conventional units applied to individuals, a fine of 75 to 100 conventional units applied to responsible persons, and a fine of 100 to 150 conventional units applied to legal entities.”

✓ Law No. 436/2006 on Local Public Administration, Article 29, paragraph (1), letter (l), is to be supplemented after the words “traffic signs” with the text “, by establishing traffic restrictions/access regimes for different categories of transport.”

✓ Law No. 136/2016 on the Status of the Municipality of Chişinău, Article 15, paragraph (1), point (4), letter (c), is to be supplemented after the words “traffic signs” with the text “, by establishing traffic restrictions/access regimes for certain categories of transport.”

✓ Law No. 231/2010 on Internal Trade, Article 6, paragraph (5):

In letter (e), after the words “(operating schedule)” the text “and supply schedule” is to be added;

It is to be supplemented with letters (f1) and (f2) as follows:

▪ “f1) restrictions on the supply of retail units during peak hours; f2) requirements regarding the total weight of vehicles involved in the supply of retail units depending on the load-bearing capacity of public roads.”

✓ The Rules for Conducting Trade Activities, approved by Government Decision No. 206 of 12.04.2023 regarding the approval of regulations and rules in internal trade and the repeal of certain government decisions, is to be supplemented with point 181 as follows:

✓ “181. The supply of the commercial unit is carried out according to the supply schedule notified under Article 14, paragraph (6), letter (e1) of Law No. 231/2010, taking into account the restrictions on the supply of retail units during peak hours and the requirements regarding the total weight of vehicles involved in their supply established in the local trade regulation.”

✓ The local trade regulation of the municipality of Chişinău, approved by the Decision of the Chişinău Municipal Council No. 15/14 of 29.12.2021, should ensure that:

- Entities legally registered, due to the specific nature of their commercial activities, will be required to establish their supply schedule;

- Requirements will be instituted regarding the total weight of vehicles involved in the supply of retail units.



b) Identification of a more structured cooperation framework between DGMU and DGECT for effective communication in the development and implementation of public policies:

- The Chişinău Municipality, through DGMU, based on a comprehensive analysis of road traffic congestion, including peak hours and contributing factors, will delineate the perimeter of streets and establish traffic restrictions for certain categories of transport.
- Considering the type of retail units located in the delineated perimeters, DGMU, together with DGECT, will examine the feasibility of establishing traffic restrictions for transport units supplying these retail units, taking into account the load-bearing capacity of public roads, the total weight of vehicles, and peak hours.
- Additionally, the decision regarding the establishment of traffic restrictions for transport units supplying retail units should undergo public consultations, including with employers' associations and professional associations in the field.

## 1.5 Draft legislative amendments in accordance with Law No. 100/2017 on normative acts

In accordance with the contractual provisions, below are presented **the draft amendments to the regulatory framework in force in accordance with Law no. 100/2017 on normative acts**, as follows:

1. The draft Organic Law for the amendment of certain normative acts, the Comparative Table, and the Explanatory Note.
2. The draft Government Decision for the amendment of Government Decision no. 206/2023 regarding the approval of the regulations and rules of internal trade and the repeal of certain Government Decisions, the Comparative Table, and the Explanatory Note.
3. The draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 “Regarding the approval of the local trade regulation of the municipality of Chişinău”, the Comparative Table, and the Explanatory Note.

This report contains proposals to amend the primary regulatory framework (organic laws), Government Decision no. 206/2023, and Decision no. 15/14 of 29.12.2021.

The amendment of the regulatory framework is to be carried out in several stages, as follows:

- Approval by the Parliament of the Republic of Moldova of the draft Law for the amendment of certain normative acts;
- Approval by the Government of the Republic of Moldova of the draft Government Decision for the amendment of Government Decision no. 206/2023;
- Approval by the Chişinău Municipal Council of the draft Decision for the amendment of Decision no. 15/14 of 29.12.2021.

Stages 2 and 3 can only be implemented after the completion of the preceding stages.

The promotion of amendments to the primary regulatory framework (organic laws) and Government Decision no. 206/2023 falls under the competence of the Ministry of Economic Development and Digitalization, which will ensure the synthesis of amendment proposals, including those from the Chişinău City Hall.

Thus, the completed explanatory notes contain information that can be included by the Ministry of Economic Development and Digitalization in the Regulatory Impact Analysis of the nominated projects. The Regulatory Impact Analysis is to be presented only if this aspect is applicable. We mention that, in this case, this aspect is applicable only to the draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 “Regarding the approval of the local trade regulation of the municipality of Chişinău.” However, we would like to mention that, at present, the primary information that should underpin the Regulatory Impact Analysis is missing, and following requests for the necessary/relevant information, it has not been provided.

The provider is willing to continue offering support to correctly identify the indicators and collect the necessary information so that it can later be used within the Project to correctly implement the recommendations.

Taking into consideration the aspects mentioned above, the Provider is to continue collaborating with the beneficiaries in order to finalize the Regulatory Impact Analysis on the draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 “Regarding the approval of the local trade regulation of the municipality of Chişinău.”

**Annex 1: The draft Organic Law for the amendment of certain normative acts, the Comparative Table, and the Explanatory Note**



**GOVERNMENT OF THE REPUBLIC OF MOLDOVA**

**DECISION no. \_\_\_\_**

**from \_\_\_\_\_ 2024**

**Chişinău**

**regarding the approval of the draft Law for the amendment of certain normative acts normative**

The Government DECIDES:

The draft Law for the amendment of certain normative acts is approved and submitted to the Parliament for examination.

**Prime Minister**

**Dorin RECEAN**

Countersigned by:

Deputy Prime Minister,

Minister of Economic Development and Digitalization

Minister of Justice Veronica

Dumitru ALAIBA

MIHAILOV-MORARU

# PARLIAMENT OF THE REPUBLIC OF MOLDOVA

## LAW for the amendment of certain normative acts

he Parliament adopts this organic law.

**Art. I.** – The Road Transport Code no. 150 of 17.07.2014 (Official Gazette of the Republic of Moldova, 2014, no. 247-248, art. 568) is amended as follows:

1. In Article 14, paragraph (1), letter k) is added with the following content: "k) impose traffic restrictions/access regulations for vehicles supplying commercial units."

**Art. II.** – The Contravention Code of the Republic of Moldova no. 218 of 24.10.2008 (Official Gazette of the Republic of Moldova, 2017, no. 78-84, art. 100) is amended as follows:

1. In Article 197, paragraph (29) is added with the following content: "(29) The performance of road freight transport in violation of traffic restrictions/access regulations regarding the supply of commercial units is sanctioned with a fine from 50 to 75 conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."
2. In Article 224, paragraph (13) is added with the following content: "(13) Failure by the carrier to comply with the supply schedule of commercial units is sanctioned with a fine from 50 to 75 conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."

**Art. III.** – Law no. 436 of 28.12.2006 on local public administration (Official Gazette of the Republic of Moldova, 2007, no. 32-35, art. 116) is amended as follows:

1. In Article 29, paragraph (1), letter l), after the words "road signs," the text is supplemented with "by imposing traffic restrictions/access regulations for different categories of transport."

**Art. IV.** – Law no. 136 of 17.06.2016 on the status of the municipality of Chişinău (Official Gazette of the Republic of Moldova, 2016, no. 306-313, art. 645) is amended as follows:

1. In Article 15, paragraph (1), point 4), letter c), after the words "road signs," the text is supplemented with "by imposing traffic restrictions/access regulations for certain categories of transport."

**Art. V.** – Law no. 231 of 23.09.2010 on internal trade, republished (Official Gazette of the Republic of Moldova, 2021, no. 230-237, art. 262) is amended as follows:

1. In Article 6, paragraph (5): letter e), after the words "(operating hours)," is supplemented with the text "and the supply schedule"; it is supplemented with letters f1) and f2) with the following content: "f1) restrictions on the supply of commercial units during peak hours; f2) requirements regarding the total mass of vehicles involved in supplying commercial units depending on the load-bearing capacity of public roads;"
2. In Article 14, paragraph (6), letter e1) is added with the following content: "e1) the supply schedule of the commercial unit."

**Art. VI.** – This law enters into force on the date of its publication in the Official Gazette of the Republic of Moldova.

**PRESIDENT OF THE PARLIAMENT**

## COMPARATIVE TABLE

for the draft decision regarding the approval of the draft law for the amendment of certain normative acts

Current provision	Proposed amendment	Amended provision
Road Transport Code no. 150/2014 (Official Gazette of the Republic of Moldova, 2014, no. 247-248, art. 568)	<b>Art. I</b> - Road Transport Code no. 150/2014 (Official Gazette of the Republic of Moldova, 2014, no. 247-248, art. 568) is amended as follows:	<b>Road Transport Code no. 150/2014</b>
<b>Art. 14.</b> – (1) Local and municipal councils, in the context of the need to organize paid road transport in local/municipal traffic:	1. In Article 14, paragraph (1), letter k) is added with the following content: "k) impose traffic restrictions/access regulations for vehicles supplying commercial units."	<b>Art. 14, paragraph (1): k) impose traffic restrictions/access regulations for vehicles supplying commercial units.</b>
Contravention Code of the Republic of Moldova no. 218/2008 (Official Gazette of the Republic of Moldova, 2017, no. 78-84, art. 100)	<b>Art. II</b> - Contravention Code of the Republic of Moldova no. 218 of 24.10.2008 (Official Gazette of the Republic of Moldova, 2017, no. 78-84, art. 100) is amended as follows:	Contravention Code of the Republic of Moldova no. 218/2008
<b>Article 197.</b> Violation of the rules for the transportation of people and goods	1. In Article 197, paragraph (29) is added with the following content:	<b>Article 197:</b>
	"(29) The performance of road freight transport in violation of traffic restrictions/access regulations regarding the supply of commercial units is sanctioned with a fine from 50 to 75 conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."	<b>"(29) The performance of road freight transport in violation of traffic restrictions/access regulations regarding the supply of commercial units is sanctioned with a fine from 50 to 75 conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."</b>

Current provision	Proposed amendment	Amended provision
<p><b>Article 224.</b> Violation of road usage rules for vehicle traffic</p>	<p>2. In Article 224, paragraph (13) is added with the following content:  "(13) Failure by the carrier to comply with the supply schedule of commercial units is sanctioned with a fine from 50 to 75 conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."</p>	<p>Article 224:  <b>"(13) Failure by the carrier to comply with the supply schedule of commercial units is sanctioned with a fine from 50 to 75</b> conventional units applied to individuals, a fine from 75 to 100 conventional units applied to responsible persons, and a fine from 100 to 150 conventional units applied to legal entities."</p>
<p>Law no. 436/2006 on local public administration (Official Gazette of the Republic of Moldova, 2007, no. 32-35, art. 116)</p>	<p><b>Art. III</b> - Law no. 436 of 28.12.2006 on local public administration (Official Gazette of the Republic of Moldova, 2007, no. 32-35, art. 116) is amended as follows:</p>	<p><b>Law no. 436/2006 on local public administration</b></p>
<p><b>Article 29.</b> Basic responsibilities of the mayor (1) Based on the activities of the first-level local public administration authorities, established by Article 4, paragraph (1) of the Law on administrative decentralization, the mayor performs the following basic duties:  1) ensures traffic and pedestrian safety by organizing transportation, maintaining roads, bridges, and installing road signs within the administered territory;</p>	<p>1. In Article 29, paragraph (1), letter 1), after the words "road signs," the text is supplemented with "by imposing traffic restrictions/access regulations for different categories of transport."</p>	<p><b>Article 29, paragraph (1), letter 1):</b>  1) ensures traffic and pedestrian safety by organizing transportation, maintaining roads, bridges, and installing road signs, <b>by imposing traffic restrictions/access regulations for different categories of transport within the administered territory.</b></p>
<p>Law no. 136/2016 on the status of the municipality of Chişinău (Official Gazette of the Republic of Moldova, 2016, no. 306-313, art. 645)</p>	<p><b>Art. IV</b> - Law no. 136/2016 on the status of the municipality of Chişinău (Official Gazette of the Republic of Moldova, 2016, no. 306-313, art. 645) is amended as follows:</p>	<p>Law no. 136/2016 on the status of the municipality of Chişinău</p>

Current provision	Proposed amendment	Amended provision
<p><b>Article 15.</b> Duties of the general mayor  (1) The general mayor performs the following basic duties:  4) in the field of municipal asset management:  c) ensures traffic and pedestrian safety by organizing transportation, maintaining roads, bridges, and installing road signs within the administered territory;</p>	<p>1. In Article 15, paragraph (1), point 4), letter c), after the words "road signs," the text is supplemented with "by imposing traffic restrictions/access regulations for certain categories of transport."</p>	<p><b>Article 15, paragraph (1), point 4), letter c):</b>  c) ensures traffic and pedestrian safety by organizing transportation, maintaining roads, bridges, and installing road signs, by imposing traffic restrictions/access regulations for certain categories of transport within the administered territory.</p>
<p>Law no. 231/2010 on internal trade, republished (Official Gazette of the Republic of Moldova, 2021, no. 230-237, art. 262)</p>	<p><b>Art. V</b> - Law no. 231/2010 on internal trade, republished (Official Gazette of the Republic of Moldova, 2021, no. 230-237, art. 262) is amended as follows:</p>	<p>Law no. 231/2010 on internal trade</p>
<p><b>Article 6.</b> Responsibilities of local public authorities in the field of trade  (5) Within the local trade regulation, the local council has the right to establish prohibitions and requirements regarding the conduct of trade activities in the following areas:  e) requirements regarding the working regime (operating hours) of traders in certain zones or streets;  <b>Article 14.</b> Notification of trade activities (6) The general mandatory data for notification are:</p>	<p>1. In Article 6, paragraph (5): letter e), after the words "(operating hours)," is supplemented with the text "and the supply schedule"; it is supplemented with letters f1) and f2) with the following content:  "f1) restrictions on the supply of commercial units during peak hours; f2) requirements regarding the total weight of vehicles involved in supplying commercial units depending on the load-bearing capacity of public roads;"  2. In Article 14, paragraph (6), letter e1) is added with the following content:  "e1) the supply schedule of the commercial unit."</p>	<p><b>Article 6, paragraph (5):</b>  e) requirements regarding the working regime (operating hours) <b>and the supply schedule</b> of traders in certain zones or streets;  <b>f1) restrictions on the supply of commercial units during peak hours;</b>  <b>f2) requirements regarding the total weight of vehicles involved in supplying commercial units depending on the load-bearing capacity of public roads;</b>  Article 14, paragraph (6):  <b>e1) the supply schedule of the commercial unit."</b></p>



## EXPLANATORY NOTE

### for the draft law for the amendment of certain normative acts

#### 1. Name of the author and, where applicable, the participants in the drafting of the project

The draft Government Decision regarding the approval of the draft Law for the amendment of certain normative acts was developed by the Ministry of Economic Development and Digitalization.

#### 2. The conditions that prompted the drafting of the normative act and the intended objectives

The conditions that prompted the drafting of this normative act are the costs incurred by traffic participants as a result of urban road traffic congestion, largely due to the lack of regulations regarding the supply of commercial units.

This draft Government Decision was developed in response to multiple requests and inquiries from level I local public authorities (municipalities) regarding the insufficiently clear and adapted regulatory framework to current economic realities.

Therefore, as a result of these requests, throughout 2022 to the present, the Ministry of Economic Development and Digitalization has conducted hearings, working meetings, and field visits to document the situation on the ground.

Congestion is an indicator that urban mobility is deteriorating for traffic participants.

The project aims to regulate the process of supplying commercial units during peak hours, as well as the total mass of vehicles involved in the supply of commercial units depending on the load-bearing capacity of public roads. The proposed mechanisms and instruments will allow level I local public authorities (municipalities) to intervene effectively in solving traffic congestion and reducing road degradation, which are some of the pressing issues facing most municipalities in the Republic of Moldova. This will reduce both the social costs borne by traffic participants and the costs incurred by level I local public authorities (municipalities) in ensuring road traffic safety.

We note that the conditions prompting the drafting of this normative act and the intended objectives are detailed further in the Regulatory Impact Analysis. The specific problems addressed by each amendment are as follows:

1. Currently, according to Article 14 of the Road Transport Code no. 150/2014, municipal councils do not have the authority to establish access regimes for different categories of freight transport, including vehicles supplying commercial units.
2. Amending Articles 197 and 224 of the Contravention Code of the Republic of Moldova no. 218/2008 will allow competent transport authorities to address contraventions related to the violation of access regimes on public roads and the supply schedule of commercial units. Currently, the schedule and technological process for supplying a number of commercial units contribute to urban road traffic congestion, disrupt public transport schedules, and increase noise and environmental pollution.
3. According to Article 29(1) of Law no. 436/2006 on local public administration, local councils do not have the authority to establish access regimes for different categories of transport.

According to Article 8(9) and (10) of the Roads Law no. 509/1995, in cases of *work related to the technical condition of public roads, execution, inspection, or repair of authorized objectives within the road or its protection areas, as well as in other fortuitous situations* (floods, landslides, high summer temperatures, snowstorms, heavy snowfall), **the road administrator**, together with representatives of the specialized subdivision of the Ministry of Internal Affairs responsible for directing, supervising, and controlling road traffic, can temporarily close or ***impose temporary traffic restrictions*** on certain road sections, ensuring continuous traffic on work sections or detour routes in accordance with applicable regulations and informing road users through the media.

In cases where *air temperatures exceed 30°C*, **the road administrator**, together with representatives of the specialized subdivision of the Ministry of Internal Affairs responsible for directing, supervising, and controlling road traffic, **imposes traffic restrictions on the total weight of vehicles** on asphalt concrete roads, specifying the application periods, the list of roads, installing appropriate road signs, and informing road users through the media.

4. Currently, according to Article 15(1) of Law no. 136/2016 on the status of the municipality of Chişinău, the General Mayor does not have the authority to establish access regimes for different categories of transport.

The challenges facing urban mobility in the municipality of Chişinău are complex and diverse, reflecting both the local context and general trends in urban transport. In Chişinău, traffic congestion is one of the most difficult issues. The service of supplying commercial units during peak hours is one of the factors contributing to road traffic congestion, which is a pressing problem for the municipality of Chişinău. Congestion is an indicator that urban mobility is deteriorating for traffic participants.

5. According to Article 6(5) of Law no. 231/2010 on internal trade, local councils do not have the authority to impose restrictions on the supply of commercial units during peak hours and the total weight requirements for vehicles involved in the supply of commercial units depending on the load-bearing capacity of public roads.

Article 14(6) of Law no. 231/2010 does not regulate the mandatory presentation of the supply schedule for commercial units in the General Data for Notification.

Thus, both the General Directorate for Urban Mobility and the General Directorate for Economy, Commerce, and Tourism within the Chişinău City Hall, in the absence of records of commercial unit supply schedules, cannot impose restrictions on the supply of commercial units during peak hours.

Given the context described, the process of systematizing the legislation will allow for the completion of the existing regulatory

### **3. Description of the degree of compatibility for projects aimed at harmonizing national legislation with European Union legislation**

The project does not aim to harmonize national legislation with that of the European Union.

In the development of this draft Government Decision regarding the approval of the draft Law for the amendment of certain normative acts, consideration was given to best practices from certain countries within the European Union.

### **4. Main provisions of the project and highlighting new elements**

The main provisions of the project are as follows:

1. In Article 14, paragraph (1), letter k) of the Road Transport Code no. 150/2014, it is proposed to establish an access regime for different categories of freight transport, including vehicles supplying commercial units.
2. It is proposed to amend Article 197 with paragraph (29) and Article 224 with paragraph (13) of the Contravention Code of the Republic of Moldova no. 218/2008, introducing contraventions related to road freight transport and the supply schedule of commercial units.
3. It is proposed to amend Article 29, paragraph (1), letter l) of Law no. 436/2006 on local public administration, to establish an access regime for different categories of transport.
4. It is proposed to amend Article 15, paragraph (1), point 4), letter c) of Law no. 136/2016 on the status of the municipality of Chişinău, to establish an access regime for different categories of transport.
5. In Article 6, paragraph (5) and Article 14, paragraph (6) of Law no. 231/2010 on internal trade, it is proposed to introduce the supply schedule for commercial units, the establishment of restrictions on the supply of commercial units during peak hours, and

<p>requirements regarding the total mass of vehicles involved in the supply of commercial units depending on the load-bearing capacity of public roads.</p>
<p><b>5. Economic justification</b></p>
<p>The adoption of this draft normative act will not result in an increase in budgetary expenditures.</p>
<p><b>6. Method of incorporation of the act into the existing regulatory framework</b></p>
<p>The drafted project aligns with the existing regulatory framework, and its approval will not necessitate amendments to other normative acts.</p> <p>By way of derogation from the provisions of Article 56, paragraph (1) of Law no. 100/2017 on normative acts, it is proposed that the law enter into force on the date of its publication in the Official Gazette of the Republic of Moldova. The project does not contain provisions that would establish requirements or prohibitions for the business environment, which would necessitate a compliance period.</p>
<p><b>7. Endorsement and public consultation of the project</b></p>
<p>In order to comply with the provisions of Law no. 239/2008 on transparency in the decision-making process, the draft law will be posted on the portal <a href="http://particip.gov.md">particip.gov.md</a> and subjected to public consultations.</p>
<p><b>8. Findings of the anti-corruption expertise</b></p>
<p>The draft law will be subjected to anti-corruption expertise in accordance with Article 35 of Law no. 100/2017 on normative acts, with the expertise requested from the National Anti-Corruption Center.</p> <p>Information on the results of the anti-corruption expertise will be included after the receipt of the Anti-Corruption Expertise Report in the Summary of objections and proposals/recommendations to the draft law.</p>
<p><b>9. Findings of the compatibility expertise</b></p>
<p>The project does not contain provisions that would require compatibility expertise.</p>
<p><b>10. Findings of the legal expertise</b></p>
<p>The draft law will be subjected to legal expertise in accordance with Article 37 of Law no. 100/2017 on normative acts, during the process of endorsement.</p>
<p><b>11. Findings of other expertise</b></p>
<p>The draft law requires additional consultations.</p> <p>In order to implement the principles of transparency in the decision-making process and to respect the interests of society and entrepreneurs' rights, in accordance with Law no. 235/2006 on the principles of regulation of entrepreneurial activity, Law no. 100/2017 on normative acts, and Government Decision no. 23/2019 on the approval of the Methodology for impact analysis in the drafting process of normative acts, the Regulatory Impact Analysis will be developed.</p>

**Annex 2: Draft Government Decision for the amendment of Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions, the Comparative Table, and the Explanatory Note**



**GOVERNMENT OF THE REPUBLIC OF MOLDOVA  
DECISION No. \_\_\_\_**

**from \_\_\_\_\_ 2024**

**Chişinău**

**for the amendment of Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions**

Under Article 5, paragraph (11) of Law no. 231/2010 on internal trade (republished in the Official Gazette of the Republic of Moldova, 2021, no. 230-237, art. 262), with subsequent amendments, and Article 36, paragraph (1) of Law no. 136/2017 on the Government (Official Gazette of the Republic of Moldova, 2017, no. 252, art. 412), the Government DECIDES:

1. Government Decision no. 206 of 12.04.2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions (Official Gazette of the Republic of Moldova, 2023, no. 172-174, art. 392) is amended as follows:
  1. **The Rules for carrying out trade activities** are supplemented with point 181, with the following content:

"18<sup>1</sup>. The supply of the commercial unit is carried out according to the supply schedule notified under Article 14, paragraph (6), letter e1) of Law no. 231/2010, considering the restrictions on the supply of commercial units during peak hours and the requirements regarding the total mass of vehicles involved in the supply, as established in the Local Trade Regulation."
  2. Local public administration authorities are recommended to adjust local normative acts to the provisions of this decision.
  3. The control over the implementation of this decision is assigned to the Ministry of Economic Development and Digitalization.
  4. This decision enters into force on the date of its publication in the Official Gazette of the Republic of Moldova.

**Prime Minister**

**Dorin RECEAN**

**Countersigned by:**

Deputy Prime Minister,  
Minister of Economic Development  
and Digitalization

**Dumitru ALAIBA**

**COMPARATIVE TABLE**

**for the draft decision to amend Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions**

<b>Current provision</b>	<b>Proposed amendment</b>	<b>Amended provision</b>
Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions (Official Gazette of the Republic of Moldova, 2023, no. 172-174, art. 392)	1. Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions (Official Gazette of the Republic of Moldova, 2023, no. 172-174, art. 392)	Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions
<b>Rules for carrying out trade activities</b>	1) <b>The Rules for carrying out trade activities</b> are supplemented with point 181, with the following content:	<b>Rules for carrying out trade activities</b>
	"181. The supply of the commercial unit is carried out according to the supply schedule notified under Article 14, paragraph (6), letter e1) of Law no. 231/2010, considering the restrictions on the supply of commercial units during peak hours and the requirements regarding the total mass of vehicles involved in the supply, as established in the Local Trade Regulation."	"181. The supply of the commercial unit is carried out according to the supply schedule notified under Article 14, paragraph (6), letter e1) of Law no. 231/2010, considering the restrictions on the supply of commercial units during peak hours and the requirements regarding the total mass of vehicles involved in the supply, as established in the Local Trade Regulation."

**EXPLANATORY NOTE**  
**to the draft Government Decision for the amendment of Government Decision no. 206/2023**  
**regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions**

**1. Name of the author and, where applicable, the participants in the drafting of the project**

The draft Government Decision for the amendment of Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions was developed by the Ministry of Economic Development and Digitalization.

**2. Conditions that prompted the drafting of the normative act and the intended objectives**

Through Law no. xx of xx.xx.2024, certain amendments were made to Article 6, paragraph (5) and Article 14, paragraph (6) of Law no. 231/2010 on internal trade. Thus, under Article 5, paragraph (2), letter a) of Law no. 231/2010 on internal trade, the Ministry of Economic Development and Digitalization is required to adjust the Rules for carrying out trade activities in accordance with the amendments.

The objective of the project is to regulate the process of supplying commercial units according to the supply schedule notified under Article 14, paragraph (6), letter e1) of Law no. 231/2010, taking into account the restrictions on the supply of commercial units during peak hours and the requirements regarding the total mass of vehicles involved in the supply, as set out in the Local Trade Regulation.

The proposed mechanisms and tools will enable local public authorities to intervene effectively in solving road traffic congestion and reducing road degradation, which are some of the pressing issues facing most municipalities in the Republic of Moldova. Congestion indicates that urban mobility is deteriorating for traffic participants. Additionally, both the social costs borne by traffic participants and the costs incurred by local public authorities for ensuring road traffic safety will be reduced.

Given the context described, the process of systematizing the legislation will allow for the improvement of legislation in the field of internal trade.

**3. Description of the degree of compatibility for projects aimed at harmonizing national legislation with European Union legislation**

This draft normative act does not contain provisions aimed at adjusting the national legislative framework to the European Union's legislative framework.

**4. Main provisions of the project and highlighting new elements**

The project proposes the amendment of the Rules for carrying out trade activities by adding point 181 with the following content:

"18<sup>1</sup>. The supply of the commercial unit is carried out according to the supply schedule notified under Article 14, paragraph (6), letter e1) of Law no. 231/2010, considering the restrictions on the supply of commercial units during peak hours and the requirements regarding the total mass of vehicles involved in the supply, as established in the Local Trade Regulation."

**5. Economic justification**

The adoption of this draft normative act will not result in an increase in budgetary expenditures.

**6. Method of incorporation of the act into the existing regulatory framework**

The drafted project aligns with the existing regulatory framework, and its approval will not necessitate amendments to other normative acts.

By way of derogation from the provisions of Article 56, paragraph (1) of Law no. 100/2017 on normative acts, it is proposed that the law enter into force on the date of its publication in the Official Gazette of the Republic of Moldova. The project does not contain provisions that would establish requirements or prohibitions for the business environment, which would necessitate a compliance period.

**7. Endorsement and public consultation of the project**

In order to comply with the provisions of Law no. 239/2008 on transparency in the decision-making process, the draft law will be posted on the portal particip.gov.md and subjected to public consultations.

**8. Findings of the anti-corruption expertise**

The draft law will be subjected to anti-corruption expertise in accordance with Article 35 of Law no. 100/2017 on normative acts, with the expertise requested from the National Anti-Corruption Center.

Information on the results of the anti-corruption expertise will be included after the receipt of the Anti-Corruption Expertise Report in the Summary of objections and proposals/recommendations to the draft law.

**9. Findings of the compatibility expertise**

The project does not contain provisions that would require compatibility expertise.

**10. Findings of the legal expertise**

The draft law will be subjected to legal expertise in accordance with Article 37 of Law no. 100/2017 on normative acts, during the process of endorsement.

**11. Findings of other expertises**

The draft Government Decision requires additional consultations.

In order to implement the principles of transparency in the decision-making process and to respect the interests of society and entrepreneurs' rights, in accordance with Law no. 235/2006 on the principles of regulation of entrepreneurial activity, Law no. 100/2017 on normative acts, and Government Decision no. 23/2019 on the approval of the Methodology for impact analysis in the drafting process of normative acts, the Regulatory Impact Analysis will be developed.

**Annex 3: Draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău", the Comparative Table, and the Explanatory Note**

**CHIŞINĂU MUNICIPAL COUNCIL**

**DECISION no. \_\_\_\_\_**

**from \_\_\_\_\_ 2024**

**Chişinău**

**for the amendment of Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău**

Based on Article 6, paragraph (1), letter n) and paragraph (5) of Law no. 231/2010 on internal trade, Article 6, paragraph (1) and Article 14, paragraph (2), letter q1) of Law no. 436/2006 on local public administration, Article 6, paragraph (2), subpoint 2), letter g) of Law no. 136/2016 on the status of the municipality of Chişinău, the Chişinău Municipal Council DECIDES:

1. The Chişinău Municipal Council Decision no. 15/14 of 29.12.2021 regarding the approval of the Local Trade Regulation of the municipality of Chişinău is amended as follows:

**1. The Local Trade Regulation of the municipality of Chişinău:**

a) In point 2.2, letter f1) is added with the following content:

*"f1) the supply schedule of the commercial unit (days of the week and hours);"*

b) Point 3.8 is amended as follows:

*"The supply of commercial units is prohibited during peak hours, between 07:00 – 09:00. In commercial units attached or adjacent to residential buildings or other types of buildings, the supply of food products is not permitted at night (between 23:00 – 07:00)."*

c) It is supplemented with point 3.10, with the following content:

*"3.10. The supply of commercial units within the municipality of Chişinău is permitted between hours xx-yy.*

3.10.1 Vehicles with a maximum authorized total mass of up to 3.5 tons in the 'Historic Center' and up to **7.5 tons** in other areas of the municipality may carry out supply activities between hours xx-yy, in compliance with the current road traffic regulations.

3.10.2 In the 'Historic Center', for the supply of perishable goods or the supply of commercial units that have their own parking arranged outside the public domain, access for vehicles with a total weight of up to **7.5 tons** (inclusive) is permitted between hours xx-yy.

3.10.3 In the 'Historic Center', for the transport of construction materials, access for vehicles with a total weight of up to **20 tons** (inclusive) is allowed only between hours xx-yy and xx-zz, and



only in isolated cases of force majeure is access for vehicles over **20 tons** allowed, within the same time intervals."

2. The Public Relations and Civil Budget Directorate will ensure the dissemination of this Decision.
3. The enforcement of the provisions of this Decision is the responsibility of the Deputy Mayor of the municipality of Chişinău.
4. This Decision enters into force on the date of its adoption.

**SESSION PRESIDENT**

**SECRETARY OF THE COUNCIL**

**COMPARATIVE TABLE**  
**for the draft Decision to amend Decision no. 15/14 of 29.12.2021**  
**"Regarding the approval of the Local Trade Regulation of the municipality of Chişinău"**

<b>Current provision</b>	<b>Proposed amendment</b>	<b>Amended provision</b>
Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău"	1. Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău"	Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău"
<b>Local Trade Regulation of the municipality of Chişinău</b>	<b>1) The Local Trade Regulation of the municipality of Chişinău is amended as follows:</b>	<b>Local Trade Regulation of the municipality of Chişinău</b>
	a) In point 2.2, letter f1) is added with the following content: <i>"f1) the supply schedule of the commercial unit (days of the week and hours);"</i>	Point 2.2: <b>f1) The supply schedule of the commercial unit (days of the week and hours);</b>
<b>III. Prohibitions and requirements for conducting trade activities</b> <b>Point 3.8:</b>  The supply of commercial units is prohibited during peak hours, between 07:00 – 09:00. In commercial units attached or adjacent to residential buildings or other types of buildings, the supply of food products is not permitted at night (between 23:00 – 07:00).	<b>b) Point 3.8 is amended as follows:</b> The supply of commercial units is prohibited during peak hours, between 07:00 – 09:00. In commercial units attached or adjacent to residential buildings or other types of buildings, the supply of food products is not permitted at night (between 23:00 – 07:00).	Point 3.8:

Current provision	Proposed amendment	Amended provision
	<p>c) Point 3.10 is added with the following content:  "3.10. The supply of commercial units within the municipality of Chişinău is permitted between hours xx-yy.  3.10.1 Vehicles with a maximum authorized total mass of up to <b>3.5 tons</b> in the 'Historic Center' and up to <b>7.5 tons</b> in other areas of the municipality may carry out supply activities between hours xx-yy, in compliance with the current road traffic regulations.  3.10.2 In the 'Historic Center', for the supply of perishable goods or the supply of commercial units that have their own parking arranged outside the public domain, access for vehicles with a total weight of up to <b>7.5 tons</b> (inclusive) is permitted between hours xx-yy.  3.10.3 In the 'Historic Center', for the transport of construction materials, access for vehicles with a total weight of up to <b>20 tons</b> (inclusive) is allowed only between hours xx-yy and xx-zz, and only in isolated cases of force majeure is access for vehicles over <b>20 tons</b> allowed, within the same time intervals.</p>	<p>Point 3.10:</p>

## **EXPLANATORY NOTE**

### **to the draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău"**

#### **1. Name of the author and, where applicable, the participants in the drafting of the project**

The draft Decision for the amendment of Decision no. 15/14 of 29.12.2021 "Regarding the approval of the Local Trade Regulation of the municipality of Chişinău" was developed by the General Directorate of Economy, Commerce, and Tourism of the Chişinău City Hall.

#### **2. Conditions that prompted the drafting of the normative act and the intended objectives**

By Government Decision no. xx of xx.xx.2025, certain amendments were made to Government Decision no. 206/2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions.

Thus, under Article 6, paragraph (1), letter n) and paragraph (5) of Law no. 231/2010 on internal trade, Article 6, paragraph (1), and Article 14, paragraph (2), letter q1) of Law no. 436/2006 on local public administration, the General Directorate of Economy, Commerce, and Tourism of the Chişinău City Hall is required to adjust the Local Trade Regulation of the municipality of Chişinău, approved by Chişinău Municipal Council Decision no. 15/14 of 29.12.2021.

The project aims to regulate the supply schedule of the commercial unit (days of the week and hours), the imposition of restrictions on the supply of commercial units during peak hours, and the requirements regarding the total mass of vehicles involved in supplying commercial units depending on the load-bearing capacity of public roads.

The proposed mechanisms and tools will enable the General Directorate of Economy, Commerce, and Tourism of the Chişinău City Hall to ensure the tracking and monitoring of the supply schedules of commercial units, while the General Directorate of Urban Mobility will intervene to address road traffic congestion and reduce the degradation of public roads, which are among the most pressing issues facing the municipality of Chişinău.

Congestion is an indicator that urban mobility is deteriorating for traffic participants. Additionally, both the social costs borne by traffic participants and the costs incurred by local public authorities for ensuring road traffic safety will be reduced.

Given the context, the systematization of the legislation will allow for the improvement of the legislation on internal trade.

#### **3. Description of the degree of compatibility for projects aimed at harmonizing national legislation with European Union legislation**

This draft normative act does not contain provisions aimed at adjusting the local legislative framework to that of the European Union.

#### **4. Main provisions of the project and highlighting new elements**

The project proposes the amendment of the Local Trade Regulation of the municipality of Chişinău, to regulate the supply schedule of the commercial unit (days of the week and hours), the imposition of restrictions on the supply of commercial units during peak hours, and the requirements regarding the total mass of vehicles involved in the supply of commercial units depending on the load-bearing capacity of public roads.

#### **5. Economic justification**

The adoption of this draft normative act will not result in an increase in budgetary expenditures.

#### **6. Method of incorporation of the act into the existing regulatory framework**

The drafted project aligns with the existing regulatory framework, and its approval will not necessitate amendments to other normative acts.

#### **7. Endorsement and public consultation of the project**

In order to comply with the provisions of Law no. 239/2008 on transparency in the decision-

making process, the draft law will be posted on the portal particip.gov.md and subjected to public consultations.

**8. Findings of the anti-corruption expertise**

The draft law will be subjected to anti-corruption expertise in accordance with Article 35 of Law no. 100/2017 on normative acts, with the expertise requested from the National Anti-Corruption Center.

Information on the results of the anti-corruption expertise will be included after the receipt of the Anti-Corruption Expertise Report in the Summary of objections and proposals/recommendations to the draft law.

**9. Findings of the compatibility expertise**

The project does not contain provisions that would require compatibility expertise.

**10. Findings of the legal expertise**

The draft law will be subjected to legal expertise in accordance with Article 37 of Law no. 100/2017 on normative acts, during the process of endorsement.

**11. Findings of other expertises**

The draft Decision requires further consultations with the following stakeholders:

Economic agents (traders and transporters), various categories of actors such as drivers, passengers, RTEC, PUA enterprises, and others.

In order to implement the principles of transparency in the decision-making process and to respect the interests of society and entrepreneurs' rights, in accordance with Law no. 235/2006 on the principles of regulation of entrepreneurial activity, Law no. 100/2017 on normative acts, and Government Decision no. 23/2019 on the approval of the Methodology for impact analysis in the drafting process of normative acts, the Regulatory Impact Analysis will be developed.

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- [2] Road Transport Code no. 150 of 17.07.2014 (Official Gazette of the Republic of Moldova, 2014, no. 247-248, art. 568)
- [3] Law no. 436 of 28.12.2006 on Local Public Administration (Official Gazette of the Republic of Moldova, 2007, no. 32-35, art. 116)
- [4] Law no. 136 of 17.06.2016 on the Status of the Municipality of Chişinău (Official Gazette of the Republic of Moldova, 2016, no. 306-313, art. 645)
- [5] Law no. 231 of 23.09.2010 on Internal Trade, republished (Official Gazette of the Republic of Moldova, 2021, no. 230-237, art. 262)
- [6] Law no. 105 of 13 March 2003 on Consumer Protection (Official Gazette of the Republic of Moldova, 2024, no. 122-124, art. 195)
- [8] Law no. 131 of 7 June 2007 on Road Traffic Safety (Official Gazette of the Republic of Moldova, 2007, no. 103–106, art. 443)
- [9] Government Decision no. 206 of 12.04.2023 regarding the approval of regulations and rules on internal trade and the repeal of certain Government decisions (Official Gazette of the Republic of Moldova, 2023, no. 172-174, art. 392)
- [10] Directive (EU) 2019/633 of the European Parliament and of the Council of 17.04.2019 on unfair trading practices between businesses in the agricultural and food supply chain (Official Journal of the European Union L111 of 25.04.2019)
- [11] Decision of the Chişinău Municipal Council no. 7/1 of 21.10.2014 on the approval of the Transport Strategy of the Municipality of Chişinău
- [12] Decision of the Chişinău Municipal Council no. 15/14 of 29.12.2021 on the approval of the Local Trade Regulation of the Municipality of Chişinău
- [13] Strategy for Smart Transport and Mobility for the Municipality of Chişinău (developed under UNDP Moldova)
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