

Automotive Committee

#	Issue	Description	Status Quo
1.	Certification issues related to cars import	Risk of stopping the import of new cars and vehicles into the Republic of Moldova was ruled out, by amending the provisions prohibiting the import and supply of radio equipment, including those incorporated in cars, which simultaneously passed certification in the EU and Moldova.	Accomplished. Position Paper on GD nr.34 /2019 submitted to the Ministry of Infrastructure and Regional Development on 29.11.2021. GD No. 208 of 30-03-2022 approved the modification of point 3 sub-item 3) of the Government Decision no. 34/2019 on the approval of the Technical Regulation on certification issues for cars imports.
2.	Jobs Subsidy Regulation	Discussion of the draft Government Decision for the approval of the Regulation on the employment subsidy mechanism Regulation on mechanism for job subsidy	Accomplished The regulation was amended and approved
3.	Implementation of Euro 5, Euro 6, Euro7 emissions standards in Moldova	These standards define the acceptable limits for exhaust emissions of new vehicles sold in the European Union and EEA member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards. The final standard is Euro 7, which will be followed by vehicles. Considering that the pollution level of the country increases, implementation of the Euro 5, 6, 7 emission standards becomes critical for Moldova. In this context EBA advocates for the import of the vehicles that correspond to the EUR 5 standard at least, starting with January 1, 2021. Of course the state can allow import of the second hand cars older than 7 years, however with an increased excise if to compare with the excise applied on newly import cars. This excise should consider the engine capacity.	
4.	Prohibition of import of second hand spare parts for auto services/second car market	EBA is advocating for not accepting the import of second hand spare parts, this affecting the human safety as there is no certification/accreditation body that would certify the quality/safety thereof. Moreover the customs valuation process becomes extremely evasive and obscure, a fact that can boost corruption and grey economy. Such kind of „business” will demotivate the importers of cars as well as technical services providers, including importers of new spare parts to do proper business and will create precondition for underground economy	