

# Republic of Moldova

Population: 4 059 608 | Income group: Middle | Gross national income per capita: US\$ 2 120



## INSTITUTIONAL FRAMEWORK

Lead agency	The National Committee on Road safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2016	894 253
Cars and 4-wheeled light vehicles	547 712
Motorized 2- and 3-wheelers	37 987
Heavy trucks	177 781
Buses	20 971
Other	109 802

## Vehicle standards applied (UNECE WP.29)

Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

## POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	346 <sup>a</sup> (76% M, 24% F)
Reported rate per 100 000 population (2016)	9.7 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	394 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	9.7 <sup>b</sup>

<sup>a</sup> National Center for Health Management. Died within 30 days of crash

<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## SAFER ROAD USERS

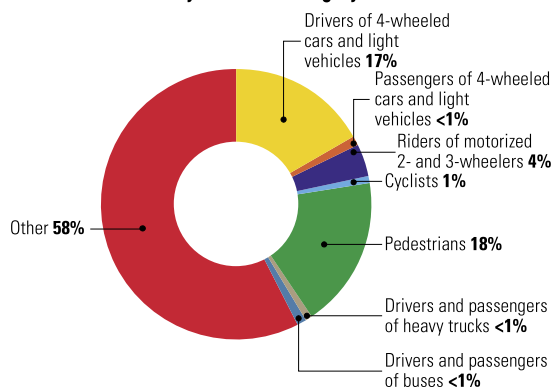
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	9% <sup>c</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	62% Front seats <sup>c</sup> , 18% Rear seats <sup>d</sup>
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs
Child restraint required	– <sup>e</sup>
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	50% <sup>d</sup>
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

<sup>c</sup> 2016, Ministry of Internal Affairs statistics

<sup>d</sup> 2012, Joint report on the statistical data and the public's attitude to road safety in Chisinau and Tiraspol

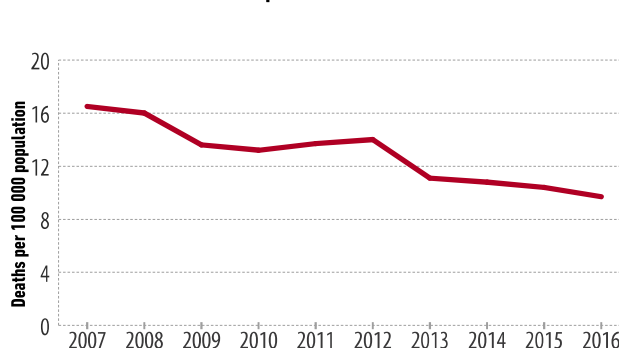
<sup>e</sup> The legislation refers to the use of child restraint systems or other means to transport children under 12 years

Deaths by road user category



Source: 2016, National Center for Health Management

Trends in reported road traffic deaths



Source: National Center for Health Management