

**REGULATION**  
**on the procedure for issuing permits, control and transportations on public roads, with mass and/or dimensions exceeding the maximum permissible values**

**I. Purpose and scope of application**

1. The Regulation on the procedure for issuing permits, control and transportations on public roads, with mass and / or dimensions exceeding the maximum permissible values (hereinafter - the Regulation) shall establish the procedure for issuing permits, performing control and transportation on public roads, with weight and / or dimensions exceeding the maximum permissible values.

2. The main purpose of this Regulation is to implement an effective system of regulation and administrative supervision of transport operations, with mass and / or dimensions exceeding the maximum permissible values.

**II. General Provisions**

3. For the purposes of this Regulation, the following concepts are used:

**bus** – means a vehicle designed for the carriage of passengers and their luggage, which has more than nine seats, including the driver's seat. The bus can be one- or two-decker, and can also have a luggage trailer;

**articulated bus** – means a bus consisting of two rigid sections interconnected by a flexible joint. In this type of transport, the passenger compartments in each rigid section communicate with each other. Flexible articulation allows passengers to move freely from one cabin to another. Assembly and disassembly of these sections is only possible in a workshop;

**vehicle** – means any vehicle that travels on the roads;

**excess of weight** – means excess of the axle load or total weight in relation to the limits established in paragraphs 4 and 5 of this Regulation;

**oversizing** – means exceeding the limits of length, width or height provided in paragraph 8 of this Regulation

**indivisible load** – means load that cannot be divided into two or more parts for transportation by road without unjustified costs or risk of damage and which, given its size or weight, cannot be transported by one vehicle, trailer, road train or articulated vehicle in compliance with all the requirements of this Regulation;

**trailer** – means any vehicle designed for the carriage of goods by coupling with another car, with the exception of a semi-trailer;

**semi-trailer** – means any vehicle specially equipped for the carriage of goods, designed to be coupled with a car in such a way that a part of this vehicle is located directly on the car, transferring to it a significant proportion of its weight and the weight of its cargo;

**ton** - means the weight produced by a mass of one ton and corresponding to 9.8 kilonewtons (kN);

**vehicle with an insulated body** – means any vehicle whose fixed or mobile structures are specially equipped for the carriage of goods at controlled temperatures and in which each side wall, including insulation, has a thickness of at least 45 mm;

**combined vehicle:**

- means road train, consisting of a car connected to a trailer or semi-trailer;
- an articulated vehicle consisting of a car coupled to a semitrailer.

4. In the Republic of Moldova, the following maximum axle mass loads have been established for the vehicles to move on public roads. These are indicated in the table,

(tons)

Type of axle	Type of road		
	National	Other	Macad

	road with permanent surface	road with permanent surface	am road
<i>For single axle</i>			
Single trailing axle	10	8	7,5
<i>For tandem axles of trailers or semi-trailers</i>			
For tandem axles of trailers or semi-trailers the total axle weight should not exceed give the distance (d) between the axles:			
Up to 1 m ( $d < 1,0$ )	11	9	8,5
from 1,0 m to 1,3 m ( $1,0 \leq d < 1,3$ )	16	13	10
from 1,3 m to 1,8 m ( $1,3 \leq d < 1,8$ )	18	15	12
from 1,8 and more ( $1,8 \leq d$ )	20	17	14
<i>For six-wheeled trailers or semi-trailers</i>			
For six-wheeled trailers or semi-trailers the total axle weight should not exceed given the distance (d) between the axles :			
1,3 m or less ( $d \leq 1,3$ )	21	19	17
More than 1,3 m to 1,4 m ( $1,3 < d \leq 1,4$ )	24	20	18
<i>For driving axles</i>			
Driving axle of vehicles,	10	8	7,5
Except for			
Driving axle of a three-axle vehicle connected to a two- or three-axle semitrailer when transporting a 40-foot (12.2 m) ISO container as part of a combined transport operation and moving along the routes specified in Appendix No. 3 to this Regulation	11	8	7,5
<i>For tandem axles of vehicles</i>			
For tandem axles of vehicles the total axle weight should not exceed given the distance (d) between the axles:			
Up to 1 m ( $d < 1,0$ )	11	11	9
from 1,0 m to 1,3 m ( $1,0 \leq d < 1,3$ )	16	13	11
1,3 m and more, but less than 1,8 m ( $1,3 \leq d < 1,8$ ) in the case, when the driving axle has dual wheels and air suspension, or when each driving axle has dual wheels but the maximum mass of each axle does not exceed 9.5 tonnes	18 19	15 16	12 13

5. The total maximum permissible mass of vehicles performing transportations on the public roads of the Republic of Moldova is indicated in the table below

(tons)

Type of axle	Type of road		
	National road with permanent surface	Other road with permanent surface	Macadam road

	<b>m</b>	<b>nt</b> <b>surface</b>	
<i>For vehicles that are part of a combined vehicle</i>			
For two-axle trailer	18	17	16
For three-axle trailer	24	22	20
<i>For combined vehicles</i>			
Five- or six-axle road train			
a) two-axle car with three-axle trailer	40	40	38
b) three-axle car with two- or three-axle trailer	40	40	38
Articulated vehicle			
a) two-axle car with three-axle semi-trailer	40	40	38
b) three-axle car with two- or three-axle semi-trailer	40	40	38
c) three-axle vehicle, connected to two- or three-axle semi-trailer in transporting 40-Foot (12,2 m) ISO container as part of a combined transport operation when moving along the routes specified in Appendix No. 3 to this Regulation	44	40	40
Four-axle road train, consisting of a two-axle vehicle and a two-axle trailer	36	36	34
Four-axle articulated vehicle consisting of a two-axle vehicle and a two-axle semi-trailer with a distance (d) between the axles of the semi-trailer:			
Equal or more than 1,3 m, but equal or less than 1,8m	36	36	34
More than 1,8 m	36	36	34
- for the case when the maximum permissible vehicle weight (18 tons) and the maximum permissible load on the two-axial semi-trailer (20 tons) are observed, and the drive axle has doubled wheels and air suspension	38	38	36
<i>Vehicles</i>			
Two-axle vehicle	18	17	16
Three-axle vehicle	25	22	18
- for the case where the drive axle has doubled wheels and air suspension, or for the case where each drive axle has doubled wheels, but the maximum mass of each axle does not exceed 9.5 tons	26	24	20
Four-axle vehicle, two axles of which are driving axles	32	30	28
- for the case where the drive axle has doubled wheels and air suspension, or for the case where each drive axle has dual wheels, but the maximum mass of each axle does not exceed 9.5 tons	34	32	30
<i>Articulated four-axial bus</i>	28	26	26»;

«5<sup>1</sup>. All weight values specified in clauses 4 and 5 of this Regulation are valid as road traffic standards and thus refer to loading conditions and not to production standards.

5<sup>2</sup>. The vehicles given in paragraphs 4 and 5 of this Regulation must have the following characteristics.

*All vehicles*

The weight pressing on the drive axle or drive axles of the vehicle or combined vehicle must not be less than 25% of the total weight of the vehicle or combined vehicle.

*Road trains*

The distance between the rear axle of the truck and the front axle of the trailer must be at least 3.00 m

*Maximum permissible weight depending on the distance between the axles*

The maximum permissible weight, in tons, of a three-axle vehicle should not exceed five times the distance, in meters, between the front axle and the last axle of the vehicle.

*Semi-trailers*

The horizontally measured distance between the axis of the hitch lock and any point of the front of the semitrailer should not exceed 2.04 m

6. When weighing vehicles, the following errors are allowed:

a) for stationary weighing systems:

for single axle + 100 kg

for double axle (tandem) + 200 kg

for three-axle axis (tridem) + 250 kg

for the total mass of the vehicle + 250 kg

b) for portable weighing systems:

for single axle + 100 kg

for double axle (tandem) + 200 kg

for three-axle axis (tridem) + 250 kg

for the total mass of the vehicle

means - the errors figure

along the axes of the motor vehicle.

7. In cases where the scales provided for in paragraph 68 of this Regulation do not work, or, in their absence, the total weight is determined based on the documents available for the vehicle: CMR, TIR carnet, consignment note, registration certificate, etc., without error

8. The maximum permissible dimensions (including cargo) of a vehicle carrying out transportation on public roads of the Republic of Moldova are as follows:

<i>Maximum length of:</i> vehicle	12,00 m
trailer	12,00 m
articulated vehicle	16,50 m
road train	20 m
articulated bus	18,00 m
<i>Maximum width:</i> a) for all vehicles	2,55 m
b) for insulated boxes	2,60 m
<i>Maximum height</i> a) of any vehicle	4,00 m
b) with the exception of a three-axle vehicle connected to a two- or three-axle semi-trailer when transporting a 40-foot (12.2 m) ISO container as part of a combined transport operation when moving along the routes specified in Appendix No. 3 to this Regulation	4,35 m
The maximum vehicle dimensions shown above include the dimensions of standard demountable bodies and containers for cargo, including containers.	-
Any vehicle or combined vehicle, when in motion, must provide the ability to turn within the space limited by an outer radius of 12.5 m and an inner radius of 5.30 m	-
The maximum distance between the axis of the locking device of the hitch and the rear of the semitrailer	12,00 m

Maximum distance, measured parallel to the longitudinal axis of the road train, from the outer front point of the body or platform for placing a load behind the cab to the rear outer point of the trailer, minus the distance between the rear of the tractor and the front of the trailer	15,65 m
Maximum distance measured parallel to the longitudinal axis of the road train from the outer front point of the body or platform for placing a load behind the cab to the rear outer point of the trailer of the combined vehicle	16,40 m»;

### **III. Issuing special transport permits**

11. Movement on public roads of transport, the goods and / or dimensions of which exceed the established limits, shall be possible only in exceptional cases, for the carriage of indivisible loads on the basis of a special transport permit issued by the authorized body of the central public administration in the field of transport and road facilities

12. A special transport permit shall be issued taking into account:

a) the conditions prescribed by the preliminary opinion, which is issued at the request of the carrier by the authorized body of the central public administration in the field of transport and road facilities and which indicates the options for possible routes

b) the relevant transportation must be carried out in a safe traffic environment for all road users

c) the need to comply with environmental requirements;

d) the need to protect the main beams of bridges or decks belonging to a different route of communication;

e) the need to protect devices crossing the road, road plantings, traffic signalling structures located in the area of the road;

f) the need to exclude the possibility of destruction of the road system and / or bridges due to the excess of the loads taken into account during the modernization of the road.

13. Special transport permits shall be issued subject to permanent or temporary restrictions; they indicate mandatory bypass routes for vehicles with excess of weight and / or dimensions.

14. Special transport permits shall be issued taking into account the restrictions for periods of ice and melting snow, heat or excessive moisture, as well as taking into account the reduced bearing capacity of the road system and the threat to road safety posed by heavy and / or large vehicles.

15. It is allowed to reduce the permitted limit to 25% of the bearing capacity of the road in conditions of a dry roadway.

16. Under dry conditions (summer), the overloads that can be allowed in accordance with this Regulation should not exceed 30% of the established maximum axle load.

17. Individual special transport permits are valid for round trip. In the case when a loaded convoy of vehicles must follow longer bypass routes, when returning without cargo (empty), this convoy must follow the shortest route without any restrictions. An empty route is marked in a special transport permit by the issuing authority.

18. Individual special transport permits shall be charged depending on the mass and mileage in km of the loaded convoy and / or the dimensions of the convoy (loaded or empty) and travelled km. The mass of the convoy includes the mass of the vehicle + the load distributor + the mass of the transported cargo, including packaging, as well as the mass of the tractor.

19. For several travels, tariffing shall be carried out by multiplying the number of travels by the cost of one carriage with a one-time addition of the tariff per permit.

20. The payment and use of fees for the issuance of special transport permits shall be carried out in accordance with the provisions of the Law on the road fund No. 720-XIII of February 2, 1996.

21. A special transport permit shall be drawn up according to the model given in

Appendix No. 1 to this Regulation, which is filled out depending on the competence of the issuing authority.

22. Special transport permits shall be issued by:

- a) the authorized body of central public administration in the field of transport and road facilities - for national transportation on public roads, regardless of weight and dimensions;
- b) the authorized body of central public administration in the field of transport and road facilities, located at the state border crossing points, within the powers, for international transport.

23. An application for the issuance of special transport permits shall be drawn up in accordance with Appendix No. 2 to this Regulation and submitted by the owner of the transport to the competent authorities specified in paragraph 22 of this Regulation.

24. The applications of the Ministry of Defence shall be considered by the authorized body of central public administration in the field of transport and road facilities in accordance with this Regulation.

25. The terms for consideration of applications according to the competence are as follows:

- a) for applications for national transportations on public roads submitted to the authorized body of central public administration in the field of transport and road management - up to 10 days;
- b) for applications for international transport submitted to the authorized body of central public administration in the field of transport and road facilities located at the state border crossing points - no more than 2 hours; in the situations provided for in paragraphs 44-47 of this Regulation - up to 48 hours.

26. Special transport permits shall be valid for no more than 30 calendar days, taking into account the restrictions in force during the period of carriage.

27. To pass under overhead electric, telephone and radio wires, tram and trolleybus lines, as well as to cross an electrified railway at one level, the owner of the transport must have a conclusion from the authorities in charge of the communication lines before obtaining a permit.

28. To ensure road safety, after establishing possible routes and before issuing a special transport permit, the owner of the vehicle must obtain a conclusion from the Traffic Police Department of the Ministry of Internal Affairs.

29. A special transport permit shall be issued within the period specified in paragraph 25 of this Regulation, after the submission of the conclusions specified in paragraphs 28, 41, 46, 53 and 66 and mandatory conclusions, depending on the specific case, which include the corresponding conditions for passage

30. The special transport permit shall not include the conditions of passage contained in the conclusions referred to in paragraphs 28, 41, 46, 53 and 66

31. If the carriage is not performed within the prescribed period, upon the written application of the owner, the validity period of the special permit can be extended only once for 30 days.

32. In the event of any changes or restrictions in the routes provided for in paragraphs 73 and 74 of this Regulation, they shall be included in the special transport permit by the authority that issued it, indicating the date of these changes.

33. In the event that the dimensions are limited in height or width, when issuing a special transport permit, the safety distances shall also be taken into account.

- a) at least 10 cm high;
- b) at least 20 cm wide on each side.

#### **IV. Conditions of transportations the mass and/or dimensions of which exceed the maximum permissible values**

34. Items to be transported must be painted on both sides and on the back with indication of weight in tonnes and dimensions of the outer contour in the transported position in mm

(length x width x height).

Vehicles, trailers and semi-trailers must have painted indication of their own weight in a visible place.

35. If the width of the convoy of vehicles in the transport position is from 2.50 m to 3.50 m, a warning sign with the inscription "ATTENTION, OVERDIMENSION" must be installed on it in front of it, and the tractor must be equipped with a constantly working yellow flashing beacon. The warning plate should be 40 cm x 40 cm and the letters in red on a white background should be 10 cm high.

36. In all cases, when the cargo of a vehicle exceeds the permissible dimensions, it must be marked with identification or light signs provided for by the Road Traffic Regulations, approved by the Government Decree No. 713 of July 27, 1999.

37. If the width of the vehicle (convoy) is from 3.5 m to 5.0 m, the carrier's vehicle, equipped with a yellow flashing light in a constantly working condition and a plate with the inscription "ATTENTION, OVERDIMENSION", must drive ahead of it along the route.

38. If the width of the convoy exceeds 5.0 m, it must be accompanied by two vehicles of the carrier (in front and behind) equipped with yellow flashing beacons and a warning sign with the words "ATTENTION OVERDIMENSION", installed on the front of the vehicle accompanying the convoy in front, and on the rear of the car following the convoy.

39. Double escort in accordance with paragraph 38 is also mandatory in cases when the length from the hitch of the tractor vehicle to the end of the convoy exceeds 30 m.

40. Only one accompanying vehicle from behind is required to travel on motorways.

41. For transportations specified in paragraphs 37-40, the carrier, prior to obtaining a special transport permit, must obtain an opinion from the Traffic Police Department of the Ministry of Internal Affairs.

42. In all cases, yellow flashing beacons must be installed on the highest parts of the vehicle, tractor or load in such a way that they are visible from all directions along the route.

43. In the case when the dimensions in width exceed 3.5 m, the side edges protruding from the trailer platform must be marked at the front and rear (left and right) at a width of 30 cm and a height of 1.2 m - 1.5 m, by alternating white red stripes 10 cm wide with an inclination of 45 °, falling towards the outside of the vehicle or cargo. The same effect can be achieved by placing in the same position vertical tables with a height of 1.20-1.50 m, painted in the same way.

44. If the trailer carries oversized self-propelled equipment, when crossing some level crossings, it is necessary to lower this equipment from the vehicle, to cross the restrictive zone on its own. For tracked equipment without rubber shoes, travel should be done on a boardwalk to protect the track. Installation and removal of the boardwalk is the responsibility of the carrier.

45. In the case when the total height (vehicle + cargo) exceeds the dimensions established for free passage under the elements of the track environment, the passage through these points shall be carried out by careful dismantling and subsequent installation of these elements at the expense of the carrier in the presence of a representative of the relevant body in charge of this road.

46. To pass railway crossings by large-sized convoys, it is necessary to obtain a preliminary opinion of the authorities in charge of the railway, when:

width exceeds 5 m - in all cases;

height exceeds 4 m - in the presence of an electrified line;

length exceeds 30 m - in case of unguarded crossings.

47. Railway authorities, if necessary, can supplement and require observance of other conditions for passing through railway crossings.

48. In the case of transportation, the dimensions of which exceed 5 m in width, on the roads with high traffic intensity, the carrier is obliged to draw up a phased plan of travel in places of narrowing of the road in order to avoid an abrupt stop of movement, which must be agreed with the traffic police department of the Ministry of Internal Affairs at least 24 hours before the

carriage, as noted in the special transport permit.

In this situation, the authority that issued the permit shall establish in the special transport permit the requirement for compulsory escort of the convoy with a special car of the Traffic Police Department of the Ministry of Internal Affairs.

49. Driving in foggy conditions and limited visibility (less than 100 m) is prohibited. In the event of snowfall, icing or other unforeseen circumstances, the convoy must stop on a secondary road at a distance of at least 50 m from a public road in a parking lot or on a site outside a public road.

50. Travel on bridges or viaducts shall be carried out at a reduced speed, in some cases 5-15 km / h, without jolts, without stopping, on the right lane in the direction of travel or in accordance with the instructions of a special permit.

51. In some cases, travel over bridges, crossings or viaducts can be done using a cable.

52. It is prohibited to stop heavy and / or large-sized convoys on road sections where traffic is constrained (bridges, crossings, slopes, sections narrowed due to road works, turns, areas with limited visibility).

53. Heavy and / or large-dimensioned transportation shall be performed, as a rule, during periods of reduced traffic intensity. Moving through inhabited areas or areas of heavy traffic between 6 am and 8 am and between 4 pm and 8 pm should be avoided.

In special cases, with appropriate argumentation, it is possible to carry out heavy and / or large-dimensioned transportation and at the time specified in the first paragraph, with the prior consent of the authorized central public administration body in the field of transport and road infrastructure and the Traffic Police Department of the Ministry of Internal Affairs, as well as local public administration of transit settlements.

54. Trailers and semi-trailers' towing, the mass and/or dimensions of which exceed the permissible values, is prohibited on public roads.

In exceptional cases, with a payload of up to 20 tons, transportation on limited areas may be allowed, provided that the carriageway is dry, the braking systems of the trailer and the tractor unit are in good working order, subject to all conditions of the special transport permit.

#### **V. Conditions established for vehicles convoys (combinations)**

55. Cars and trailers exceeding the maximum permissible mass and / or dimensions must meet all technical conditions provided for in the normative acts regulating traffic on public roads, as well as the conditions of this Regulation.

56. In exceptional cases, for trailers, the design of which does not provide for a parking brake, braking when unhitching the trailer and during parking must be carried out by blocking at least 50% of the total number of wheels with pairs of metal blocks located in front and behind the wheel.

57. The transport vehicle or tractor unit shall be equipped with a rotating beacon installed in such a way that it is clearly visible from all directions.

58. If the height of the load obscures the warning light at the rear, an additional yellow warning lamp must be installed at the end of the load at a height of 2.50 - 3.00 m from the roadway. These lamps must be on all the time while the convoy is on the road.

59. The tractor, trailer or semi-trailer must be equipped with tires with a profile depth of at least 1.50 mm in good working order. The drawbar and the fastening guards must be standard and in perfect working order, improvisation shall not be allowed here (tying with a wire, chain, etc.).

60. Vehicles shall be equipped with a complete set of tools and parts in good condition for urgent intervention in case of need.

61. The cargo on the vehicle must be positioned and secured in accordance with the loading scheme drawn up by the design organization authorized for this purpose. The design organization shall be responsible for damage and accidents that occurred during transportation from the supplier to the destination due to its fault because the project did not provide for all the safety measures of the object.



62. The customer of transportation, the carrier and the supplier of the transported object are obliged to check all the fastenings of the object on the vehicle in accordance with the loading scheme drawn up by the designer before the train leaves on the voyage. Compliance with the loading scheme is the responsibility of the supplier.

63. During the transportation, the driver of the tractor or the person responsible for transportation on the part of the customer shall be obliged to check the fastening of the cargo on the vehicle en route and, if necessary, fasten the ligaments that have loosened, so that the fastening of the cargo is ensured throughout the entire route. The named persons are responsible for non-compliance with the relevant measures.

64. The customer of the transportation is obliged to accompany the transport from the supplier to the place of destination and to intervene, if it is necessary along the route, to obtain a special transport permit, disassemble and assemble the elements of the route environment, dismantle and install the wires or stop the supply of electric current through the wires crossing the road, and pay the cost of the related work for which he is responsible.

65. The carrier is obliged to maintain the route, obey restrictions, detours and conditions for crossing bridges, as established in a special transport permit, or in accordance with the requirements of road signs.

66. The movement of the convoy through railway crossings, where there is an automatic road signalling, shall be carried out on the condition that the complete transition of the convoy will be made in no more than 30 seconds.

Any excess of the established travel time shall be performed only with the permission of the railway management body, issued before obtaining a special transport permit.

#### **VI. Control of transportations**

67. The control of the total weight of vehicles and axle load shall be carried out by a representative of the authorized body of the central public administration in the field of transport and road facilities located at the border crossing points, as well as at mobile points on the territory of the Republic of Moldova.

68. Control over compliance with the permissible weight limits established by this Regulation shall be carried out using scales that must comply with standards and metrological norms, as well as be in good working order. In the event that the scales are faulty or missing, the provisions of paragraph 7 of this Regulation shall apply.

69. Inspection of vehicles at mobile posts on the territory of the Republic of Moldova shall be carried out with the participation of road police officers.

70. The driver is obliged to stop the convoy at the signal of the traffic police officer and submit to the representative of the authorized body of the central public administration in the field of transport and road services a special transport permit, on the basis of which the transportation is performed, to comply with special orders from the moment of their receipt and to carry out the instruction to drive on a stationary or mobile scales, installed along the permitted route.

71. If, as a result of roadside checks, heavy and / or large-sized convoys without special transport permits are detected or if their total mass, axle load or dimensions do not comply with the requirements of a special transport permit, as well as movement on a section of road not provided for in a special transport permit, except the fine provided for by the Code of Violations No. 218-XVI of October 24, 2008, a double tariff for excess weight and / or dimensions levied when issuing special transport permits shall also be applied in accordance with the provisions of Section IX of the Tax Code No. 1163-XIII of 24 April, 1997, and the administration of the road may demand compensation for material damage caused to the road, in accordance with the Civil Code of the Republic of Moldova.

#### **VII. Special provisions**

72. A special transport permit shall be issued after the customer pays the fees for issuing a permit and, accordingly, for excess of weight and / or dimensions in accordance with the rates

established by Section IX of the Tax Code No. 1163-XIII of 24 April 24, 1997.

73. The authorized body of central public administration in the field of transport and road facilities may change the route or some of its sections depending on the restrictions that arise during the period of validity of a special transport permit provoked by natural disasters and emergencies.

74. During certain periods, heavy and / or oversized transport may be prohibited on public roads, which is noted in a special transport permit.

75. Limitations or deviations from the route caused by emergencies shall be reported by the authorized body of central public administration in the field of transport and road infrastructure through the media, as well as through the employees of the Traffic Police Department of the Ministry of Internal Affairs, who are at posts located on public roads, to bring them to the attention of road users. In these cases, carriers are required to appear with the issued permits to the authorities that issued them in order to make the appropriate changes.

76. The authorized body of the central public administration in the field of transport and road facilities may revoke a special transport permit in case of violation of one or more of the conditions stipulated by this Regulation, or when for some reason there are no conditions for travel. In these cases, the train is taken to a parking lot or other place outside the road, located at least 50 m from the public road.

77. In all cases provided for in paragraphs 73, 74 and 76, the customer or the transport agent shall not be entitled to claim compensation for damage.

78. The customer or a transport agent performing heavy and / or large-sized transportation shall bear all the costs of repairs associated with damage to roads or artificial structures caused by their transportation, as well as compensate for damage in accordance with the applicable law.

79. Violation of the requirements of this Regulation shall be sanctioned depending on the severity and consequences of the offenses in accordance with the Offenses Code No. 218-XVI of 24 October, 2008 and the Criminal Code of the Republic of Moldova No. 985-XV of 18 April, 2002.