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Environmental and Social Due
Diligence, Impact Assessment and
Road Safety Audit for the Moldova
TENT-T Road Network Rehabilitation
Project, DTM 55768

Environmental and Social Assessment Tranche 2 (6 Lots) R7 Road

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Project sheet

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Abbreviations

Abbreviation	Description
ANTA	National Road Transport Agency
AADT	Average Annual Daily Traffic
C-ESMP	Construction Environmental and Social Management Plan
DD	Detailed Design
E&S	Environmental and Social
EBRD	European Bank for Reconstruction and Development
EA	Environmental Agency
EPI	Environmental Protection Inspectorate
ESDD	Environmental and Social Due Diligence
ESA	Environmental and Social Assessment
ESAP	Environmental and Social Action Plan
ESP	Environmental and Social Policy
ESA	Environmental and Social Assessment
ESIA	Environmental and Social Impact Assessment
EU	European Union
EUR	Euro
GD	Government Decision
GDP	Gross Domestic Product
GRM	Grievance Redress Mechanism
IUCN	International Union for Conservation of Nature
INSP	National Inspectorate for Public Security
LARF	Land Acquisition and Resettlement Framework
LPA	Local Public Authority
NCM	Normative in Constructions from Moldova
NGO	Non-Governmental Organization
NPA	Natural Protected Areas
NRA	National Road Administration J.S.C.
NTS	Non-technical Summary
OHS	Occupational Health and Safety
RAP	Resettlement Action Plan
RDA	Regional Development Agency
RM	Republic of Moldova
RoW	Right of Way
RPF	Resettlement Policy Framework
RSA	Road Safety Audit
PR	Performance Requirement
PAP	Project-Affected People
SE	Supervision Engineer
SEP	Stakeholder Engagement Plan
TEN-T	Trans-European Transport Network
TOR	Terms of Reference

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1. Executive Summary

The R7 Road Rehabilitation and Modernization Project involve the strategic upgrading of a primary republican road in northern Moldova, connecting the districts of Soroca, Drochia, and Rîșcani. As a critical component of the Trans-European Transport Network (TEN-T), the R7 corridor serves as a vital transit link between the borders of Romania (EU) and Ukraine, facilitating international trade and regional socio-economic integration. The Project is supported by the European Bank for Reconstruction and Development (EBRD) and is classified as Category B according to the EBRD Environmental and Social Policy (2019), requiring a comprehensive Environmental and Social Assessment (ESA).

Project Description and Scope: Tranche 1 of the Project covers a total length of approximately 104.8 km, organized into six distinct lots:

- Lots 1, 2, and 3: Rehabilitation of the existing road footprint from the R14 junction through Drochia and Rîșcani to the Costești border (approx. 86.4 km).
- Lot 4: Construction of the Drochia Bypass (6 km), combining the rehabilitation of an existing section and a new alignment to divert heavy transit traffic from the town center.
- Lot 5: New construction of an access road (approx. 5 km) to the planned cross-border bridge over the Prut River at Costești-Stânca.
- Lot 6: New construction and rehabilitation (approx. 7.4 km) connecting to the planned cross-border bridge over the Nistru River at Cosăuți-Yampil.

Key Positive Impacts: The modernization will provide significant long-term benefits, including improved road safety through modern signage, lighting, and pedestrian infrastructure, and reduced travel times and vehicle operating costs. The Drochia Bypass will specifically enhance urban livability by significantly reducing noise, vibration, and air pollution within residential and sensitive institutional areas (hospitals, schools). Furthermore, the construction phase will stimulate the local economy through direct employment and increased revenue for national and regional suppliers.

Potential Environmental and Social Risks:

- **Land Acquisition:** The Project requires approximately 19.71 ha for the Drochia Bypass (Lot 4) and 41.73 ha for the Cosăuți access road (Lot 6). While no physical displacement of residents is anticipated, significant economic displacement related to agricultural land and roadside businesses is expected in these new construction zones.
- **Biodiversity:** Portions of the route intercept sensitive Emerald Sites ("Prutul de Mijloc" and "Stâncile Nistrene") and national nature reserves (Șaptebani, Lucăceni). Impacts include tree felling (estimated 1,628 units for Lots 1-4) and potential disturbance to migratory avifauna and aquatic species.
- **Community Impacts:** Residents in roadside settlements such as Chetrosu, Zgurița, and Șolcani will experience temporary construction-related disturbances, including dust, noise, vibration, and access restrictions to properties and public services.
- **Occupational Health and Safety:** Workers face elevated risks due to operations in proximity to active high-speed traffic and exposure to heavy machinery and extreme weather.

Mitigation and Management Framework. To manage these impacts, the National Road Administration (NRA) and its Contractors will implement a Construction Environmental and Social Management Plan (C-ESMP). Key measures include:

1. Resettlement Compliance: Applying the Land Acquisition and Resettlement Framework (LARF) to ensure compensation at full replacement cost and livelihood restoration for affected persons, aligned with EBRD PR5.
2. Traffic Management: Implementing detailed Traffic Management Plans (TMP) to ensure safe pedestrian passage and continued access to agricultural plots and businesses during works.
3. Biodiversity Protection: Engaging a specialist for pre-construction monitoring and strictly adhering to seasonal restrictions during nesting and breeding periods.
4. Stakeholder Engagement: Operating a transparent Grievance Redress Mechanism (GRM) to address community and worker concerns promptly.

While the Project presents moderate environmental and social risks during construction, these are manageable through the rigorous application of defined mitigation plans. Ultimately, the R7 rehabilitation will provide essential infrastructure that supports Moldova's integration into European transport corridors and improves the safety and welfare of the local population.

2. Project Description

2.1. Description of the Tranche 1 of the Project

R7 Road, 104.8km (road junction with R14 – Drochia – Costesti – Romanian border) [and (Soroca – Ukrainian border)], (Category B) divided into 6 Lots:

- Lot 1 (R14 – Drochia, 29km)
- Lot 2 (Drochia – Riscani, 27.4km)
- Lot 3 (Riscani – Costesti, 30km)
- Lot 4 (Drochia bypass, 6km)
- Lot 5 (Connection with new bridge over River Prut at the Romanian border, 5km)
- Lot 6 (Soroca – Ukrainian border, 7.4km)

The Tranche 1 project is geographically located in the northern part of the Republic of Moldova, within the administrative territories of the Soroca, Drochia, and Rîșcani districts. All three districts have a moderate continental climate: cold winters, warm summers, precipitation fairly evenly distributed throughout the year. Slight regional variations due to small differences in elevation, exposure, soil, etc.

2.2. Layout of the different facilities

2.2.1. Actual Approach for the construction of the roads

Construction of the Roads start with elaboration of the design of works which is subject of national public acquisition process, organized by NRA on a web-based platform MTender Public Portal (www.mtender.gov.md) and is included in an Annual Public Acquisition Plan, published and approved by the NRA. Design of works is elaborated on the basis of a Project Theme, which includes the requests for development of the design of works according to the provisions of the European Standards implemented from 01.01.2021, including a Feasibility Study, the documentation necessary to initiate procurement procedures, ESMP and mention that a Road Safety Audit of the Project will be provided.

The framework content of a design of works in the Republic of Moldova is regulated by technical construction regulations, in particular by NCM A.07.02:2012/A1:2017 - Procedure of development, coordination, approval and composition of design documentation for construction and include: Volume with Book 1 – Explanatory Memorandum. Volumes of Works, book 2 – Technical Specifications, book 3 – Bill of Quantities, Volume – Road Works, Volume – Telecommunications Networks, Volume – Power Distribution Lines, Volume – Road Lightning, Volume – Gas Supply. Outlying Pipelines, Volume – External Water Supply System and Sewerage Networks, Volume – Borrow Pit for the Extraction of unconsolidated sedimentary rocks (if required), Volume – Environmental Impact, Volume – Construction Organisation Project, Volume – Materials for Land Acquisition, Volume – Estimation Costs.

Attachments as – Topographical Survey Report, Geotechnical Report, Hydrometeorological Report, Pavement Survey Report, Bridges Survey Report, Traffic Studies. The design of works must comply with the technical regulations in force at the date of its preparation and is subject to verification by certified project verifiers and, where applicable, technical expertise.

Regarding Lot 1-3 - the design of works D-510/2020, D-509/2020 elaborated by FPC Universinij SRL and D-210/2020 elaborated by Simbo-Proiect SRL include all mentioned volumes and are detailed described. Lot 4 -

there is Feasibility Study elaborated at this stage - 652/2024 by FPC Universinș SRL, The Design of Works is in progress, Lot 5 - The National Road Infrastructure Management Company of Romania (CNAIR) announced, on January 9 2025, the result of the contract award procedure for "Feasibility study phase design services", for several objectives, including New bridge over the Prut, Stâncă (RO) – Costești (MD)¹, Lot 5 is subject to transboundary collaboration, Lot 6 – The Feasibility Study was elaborated in 2021, the Design of works are in progress. Lot 6 is subject to transboundary collaboration. Lot 1-3 – the design of works D-510/2020, D-509/2020 and D-210/2020 – were elaborated based on NCM A 07.02.2012, with amended version by NCM A.07.02:2012/A1:2017.

Construction Organization Project or Site Organization Plan: Mandatory according to the national legal framework document for the execution of a project design that establishes spatial, constructive and technological systematization solutions for the period of execution of the works.

Normative document NCM A.08.01:2016 establishes the main requirements for the organization of construction and installation works on new construction objects, as well as for the reconstruction, repair, demolition (dismantling, disassembly) of existing construction objects. Practical Code CP A.08.06:2014 establish methodology for developing construction site organization projects. The information provided in the

Construction Organization Project includes: organisation of construction works, data about the beneficiary and the general contractor, general solutions about organizing work, methods of performing work, list of hidden works subject to examination with the preparation of corresponding documents as follows: organization of quality control of construction and installation works, occupational health and safety, fire safety measures, environmental protection measures in the construction process, staff recruiting, traffic management plan.

National Road Administration – the Project Beneficiary will tender and select the Execution Contractor that will build the road. The Execution Contractor will be responsible to setting of the camp and laydown areas.

Therefore, the scope of the project construction facilities and their impact is not known at this stage and shall be re-assessed once this is known – potentially at the detailed design phase and ESMP update.

Based on existing practice, NRA procurement requests which refer to FIDIC Red Book² asks the Execution Contractor to establish an area / camp that can fully provide for the workers and the construction needs. We assume that: the camp will be equipped with accommodation and facilities for canteen, sewage, workshops, laydown areas, packing etc. and accommodation will meet the EBRD requirements for setting accommodation (Guidance Note by IFC/EBRD – workers' accommodation: processes and standards).

The location of the camp and laydown areas will be determined in close dialog with the local authorities based on space available and/or reuse of potential existing laydown areas.

Construction of any temporary access roads connected to the establishment of camp/laydown areas is also not known and needs to be assessed later.

The water used in concrete production and other construction processes may come from the public water supply or another source; however, in the latter case, it must meet the technical conditions specified in SM SR EN 1008:2003. The methods of determination are regulated by the same SM SR EN 1008:2003.

Drinking water for employees is bottled and provided through outsourcing delivery system. The laboratory results

¹ <https://agora.md/2025/01/10/romania-construieste-patru-noi-poduri-peste-prut-catre-republica-moldova-unde-vor-fi-amplasate-si-in-ce-stadiu-sunt-proiectele>

² FIDIC Red Book is the standard international contract used for construction works where the design is prepared by the Employer (Client) (e.g., national roads, bridges, water infrastructure).

from the investigated wells indicate that the groundwater is not suitable for human consumption, as it does not meet potable water standards due to significant microbiological contamination (including *E. coli* and enterococci) and elevated chemical parameters such as nitrates.

The number of mechanisms and required personnel will be calculated by the contractor selected through the bidding process. The contractor will prepare the calendar schedules and work programs, which will be submitted to the Beneficiary.

2.2.2. Roles and Responsibilities

The main parties involved in the Project implementation and holding specific responsibilities are:

- the Road Administration Authority (NRA);
- the NRA Supervision Consultant, acting as the Engineer for works supervision;
- the Contractor.

All these parties have or will appoint dedicated environmental specialists within their teams to supervise, coordinate, and monitor the Project implementation process. At district level, institutions such as the Environmental Protection Inspectorate and the Public Health Center will also be involved, for example through inspections of the Contractor's construction sites and monitoring compliance of operations with national legislation. At the local level, municipalities or other local community representatives will also be involved, particularly in the case of grievances or in supporting the resolution of local issues.

The Environmental and Social Management Plans (ESMPs) will be attached to the Tender Documents and Construction Contract and will become mandatory contractual requirements. The Contractor, engaged by NRA, will be responsible for implementing the majority of mitigation and management measures defined in the ESMP, in accordance with the provisions of the construction contract.

NRA will be the party responsible for Project implementation during the pre-construction phase. The Contractor will be responsible for road maintenance, operation, and construction/reconstruction activities during the construction phase, while the road maintenance service will be responsible for road management during the operation phase.

The **National Road Administration (NRA)** is the overall implementing agency responsible for ensuring that environmental, social, health, and safety requirements are met throughout the Project lifecycle, in line with EBRD Performance Requirements (PR1–PR10) and the ESMP. Specific responsibilities include:

- **Coordination and Oversight:** Day-to-day coordination of all environmental, social, and stakeholder engagement activities across the Project, ensuring integration of ESMP, SEP, and GRM requirements.
- **Grievance Management:** Maintenance of the Grievance Register and reporting to EBRD on all grievances received, their status, and resolutions, ensuring timely response and follow-up in line with the Project GRM.
- **Stakeholder Engagement:** Organisation of public consultations, stakeholder engagement events, and monitoring meetings to ensure affected communities, local authorities, and other stakeholders are informed and consulted regarding Project activities and impacts.
- **Contractor Compliance:** Ensuring that Contractors and Supervision Consultants implement the ESMP, C-ESMP, SEP, and GRM requirements in accordance with EBRD Performance Standards.
- **Monitoring and Reporting:** Preparation and submission of quarterly and annual environmental, social, and grievance monitoring reports to EBRD and relevant authorities, including the status of ESMP implementation, mitigation measures, and compliance with applicable permits and regulations.
- **Coordination with Authorities:** Liaison with Local Public Authorities (LPAs), Environmental Protection

Inspectorate (EPI), Public Health Centers (PHC), and other relevant institutions to facilitate inspections, monitoring, and compliance verification.

- **Capacity and Oversight of Experts:** Oversight of Environmental and Social Specialists appointed by Contractors and Supervision Consultants to ensure they implement ESMP mitigation measures effectively, provide training to site personnel, and maintain compliance with EBRD and national requirements.
- **Continuous Improvement:** Review and approval of updates to the ESMP, C-ESMP, and associated plans as construction methodologies or activities change, ensuring environmental and social risks are managed and mitigated throughout the Project lifecycle.

The **Designer** is responsible for monitoring the application of the provisions of the design documentation during the execution of construction works and for participating in the preparation of the Construction Technical Book and in the acceptance of the completed works.

The **Contractor** is responsible for the proper execution of works in accordance with predefined measures and in compliance with national standards and the requirements of the financing institution. For this purpose, the Contractor shall appoint an Environmental Officer (e.g. environmental engineer or environmental specialist or equivalent) and a Social Consultant with adequate experience, who will be responsible for implementing all environmental and social requirements of the ESMP.

The Contractor's appointed experts shall ensure compliance with environmental and social standards and shall be responsible for the implementation of the Environmental and Social Management Plan of the Contractor (C-ESMP) in accordance with clearly defined duties and responsibilities.

Any issues arising during the construction period shall be communicated to the Engineer and NRA. The environmental and social experts shall have the authority to issue instructions to site personnel and subcontractors on matters related to occupational health and safety and environmental management of construction sites. The experts will also be involved in training workers on environmental and safety practices and in raising awareness among Project-affected communities.

The Contractor, together with the environmental and social experts, shall prepare the **Contractor's Environmental and Social Management Plan (C-ESMP)**. The C-ESMP shall include, but not be limited to, the environmental and social requirements set out in the tender and contract documentation. At a minimum, the C-ESMP shall include the following:

- the Contractor's Environmental Management System;
- Construction site restoration and rehabilitation plan;
- Soil management plan;
- Air quality management plan, including dust emission control;
- Waste management plan, including hazardous waste;
- Contractor's Occupational Health and Safety Management Plan (including incident management, training, performance reporting, medical treatment, hazardous operations, emergency preparedness and response, etc.);
- Traffic Management Plan (TMP), developed in cooperation with Local Public Authorities to ensure adequate traffic flow within and around the Project area and to prevent road accidents; the TMP shall include working schedules, signage, fencing, traffic diversions, etc.;

- Contingency plan for potential technological and natural risks (including natural hazards and extreme events such as floods, storms, lightning, landslides, seismic events, etc.) to protect human health and the environment in emergency situations;
- Chance Find Procedure (CFP), defining the methodology to be applied in the event of accidental archaeological discoveries.

The C-ESMP shall be approved by the Engineer prior to the commencement of construction works. Once approved, the Contractor shall comply with all its requirements and update the document periodically. Any changes in construction methodology or site activities shall be followed by corresponding updates to the C-ESMP, which shall be submitted to the Supervision Engineer for review and approval.

The **Technical Supervision Consultant (Engineer)** shall ensure that the Contractor properly implements the environmental requirements specified in the contract documentation and in the approved ESMP at the start of construction works. As environmental monitoring must be carried out on a daily basis, the supervision team shall include an Environmental Expert and a Social Expert. Their responsibilities shall include:

- reviewing and approving the Contractor's C-ESMP;
- maintaining liaison between key representatives of NRA, LPAs, the Public Health Center, the Environmental Protection Inspectorate, local communities, and other stakeholders potentially affected by the Project;
- monitoring the Contractor's environmental practices, including approval of locations for temporary storage or disposal of materials and waste;
- preparing and submitting monthly C-ESMP implementation reports to NRA;
- preparing and submitting the final environmental and social report, which shall be considered during the final acceptance of construction works.

2.2.3. Tender performance of construction works (International Acquisition)

The Foreign Investment Directorate which goal is to rehabilitate and construct national roads in conditions of road safety, fluency and continuity, mentioned in the Financing Agreements signed between the Government of the Republic of Moldova and the International Financial Institutions "IFI" is organizing, conducting and completing the evaluation process of offers/applications submitted for public procurement procedures financed from external sources; implement the contracts for: Execution of works; Design (Technical Design and Execution Details phase), Supervision consultancy services, related to the Road Sector Program Support Project, the Local Road Improvement Project, as well as other projects.

International Tenders are published on-line at <https://www.andsa.md/categorie/tendere-internationale/> and are accompanied by the following phases: Invitation for participants, Pre-Bid Meetings, Addendums and Clarifications, Specific Procurement Notices, Public Tender Opening, Tender Award Notice.

General Evaluation Matrix operated by NRA in international acquisition:

- Qualification Criteria Evaluation (Eligibility, Experience, Financial Resources, Subcontractors, Personnel, Equipment), Technical Proposals Evaluation (listed below), Technical Factors Evaluation (Works Risk Analysis and Appropriate Mitigation Measures, Local Participation & Knowledge Transfer), Financial Proposals Evaluation, E&S Requirements and Health Safety Requirements.
- Technical Implementation Requirements are evaluated using the criteria listed below, which are assessed on its merits and scored as a pass or failure.

Technical Implementation Requirements

No.	Components	Sub-criteria
1.	The Bidder/Contractor	Presence of Project Agreement between JV Partners
		Presentation of Roles and Responsibilities among JV Partners
2.	Site Organisation	Location of Site Camps Depots
		Location of Asphalt Plant and distance from site
		Means of Communication
3.	Method Statement	Sub-grade/earthworks constructions
		Sub-base construction works
		Cement stabilised based-course preparation and construction process
		Asphalt pavement construction process
4.	Materials Availability	Identification and indication(s) of sources of materials to be used
5.	Mobilization Schedule	Mobilization Schedule Gant chart: comprehensiveness of the list of preconstruction activities
		Mobilization Schedule Narrative: description of sequencing, phasing, assumptions, limitations and remedies
6.	Construction Schedule	Divisions of works into appropriate construction sections and stages
		Utilization of equipment, material and personnel
		Bar chart sub-divided into sections
		Logic of sequence of activities shown against time with linkages with related works
		Resource work programme showing contractor equipment, resources allocation for different stages, major plant, etc.
7.	Quality Control Program	System Description and Goals
		Quality Control Organisation Structure
		Quality Control Duties, Auditing and Training
		Laboratories
		Reporting
8.	ESHS Management Strategies and Implementation Plans	Environment and Social Management Plan
		Site-Specific ESMP
		Resettlement Policy Framework
		Stakeholder Engagement Plan
		Labour Management Plan
9	Organizational Structure	Contractor's Representative and Key Personnel
		Equipment

Table 2-1: Technical requirements

Environment and Social Requirements: NRA states that the Contractors should follow a set of environmental guidelines for contractors prescribed by the ESMP; Contractors should submit, as part of their bid, a site-specific Contractor's Environmental and Social Management Plan (C-ESMP based on ESMP attached to Bid Documents, with the detailed description of implementing arrangements) including implementation staff.

Health and Safety Requirements. A Health and Safety (H&S) Plan must be prepared and approved prior to any works commencing on site. The H&S Plan must demonstrate the Contractor's understanding of how to manage safety and a commitment to providing a workplace that enables all work activities to be carried out safely. The H&S Plan must detail reasonably practicable measures to eliminate or minimize risks to the health, safety and welfare of workers, contractors, visitors, and anyone else who may be affected by the operations.

Within the Procurement process it is important to note that none of the common international frameworks cover all of the requirements of PR2, and therefore it will typically be necessary to identify 'gaps' with PR2 requirements. According to NRA procurement requests which refer to FIDIC Red Book, it is important to

emphasize the gaps related to PR2 and tender procurements. More details mentioned at chapter 6.4.4 Occupational Health and Safety, Labour and working conditions impacts and chapter 7.7.

2.3. Detailed description of the Project

2.3.1. General information

The Republican Road R7 “R14 – Drochia – Costești – Romanian Border” has strategic importance, as it not only connects three northern regions of the Republic of Moldova (Soroca, Drochia, Rîșcani), but also serves as a northern transit corridor linking the borders of neighboring countries (Romania and Ukraine). The location of the road within the territory of the Republic is shown in Figure 2-1.

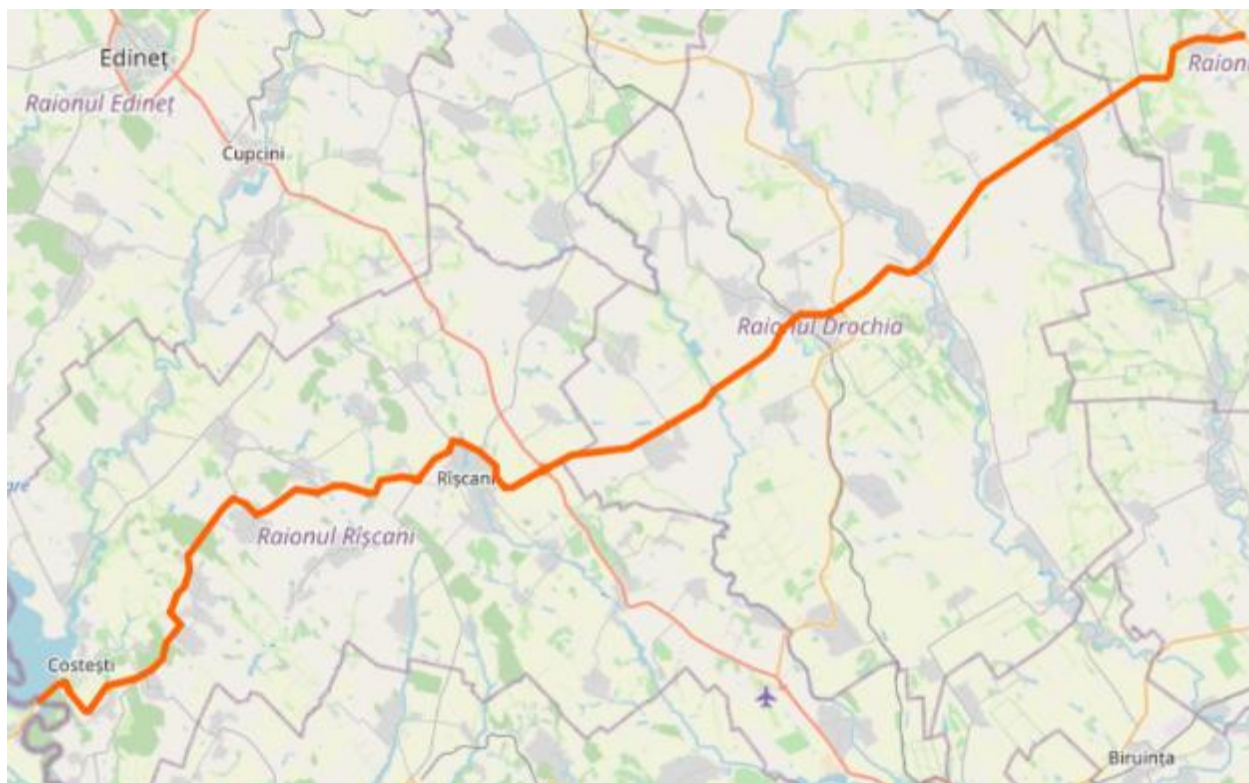


Figure 2-1: Location of the R7 Road

The road plays a key role in the socio-economic development of the northern part of the Republic of Moldova and passes within the administrative boundaries of the following localities:

▪ Soroca ▪ Rublenița ▪ Solcani ▪ Zgurița ▪ Chetrosu ▪ Drochia	▪ Nicoreni ▪ Rîșcani ▪ Pîrjota ▪ Hiliuți ▪ Șaptebani	▪ Gălășeni ▪ Petrușeni ▪ Păscăuți ▪ Costești

Along its route, the project road R7 intersects with the following main, national, and regional roads:

Nr.	Intersecting (Code)	Road	Road Name	Intersection (km)	Point
1	R14		R6 – Codrul Nou – Soroca – Unguri – Granița cu Ucraina	0+00	
2	G13		G12 – Bădiceni – Băxani – Scăieni – Văncina – G35	7+450	
3	G33		R12 – Mîndîc – Zgurița – Mărculești – R13	11+950; 12+750	
4	G27		R7 – Chetrosu – Moara de Piatră – Cubolta – R13	23+190	

5	R12	R8 – Dondușeni – Drochia – Pelinia – M5	29+520
6	G20	G17 – Fântânița – Țarigrad – Drochia – R7	32+160
7	E583 (M5)	Granița cu Ucraina – Criva – Bălți – Chișinău – Tiraspol – Granița cu Ucraina	49+440
8	G17	G16 – Tîrnova – Mihăileni – Rîșcani – R7	54+490
9	G18	R7 – Rîșcani – Vasileuți – Moșeni	56+410
10	G26	R7 – Rîșcani – Lupăria – Glodeni – R15	59+570
11	G23	G22 – Zăicani – Pîrjota – R7	65+390
12	G23.1	Zăicani – R7	71+250
13	G24	R7 – Petrușeni – Camenca – G25	83+640
14	G58	R7 – Păscăuți – Călinești – Fălești – R16	84+110

Table 2-2: Main Intersecting Roads

It should be noted that the intersection with the M5 road (European route E583) is designed as a grade-separated interchange of the cloverleaf type.

All other intersections and junctions, including those with national, local, and farm access roads, are designed at grade (single-level intersections).

Pedestrian crossings and railway crossings with the existing road are also arranged at grade.

2.3.2. Road Corridor and Project Lots

Tranche 1 of the R7 Road Corridor Project covers a total length of approximately 104.8 km and includes road sections extending from the junction with R14 (Drochia – Costești – Romanian border) towards both the southern and northern cross-border connections (Romania and Ukraine). The project is classified as Category B and is structured into six distinct lots, as summarized below:

- Lot 1 (R14 – Drochia, 29 km) – rehabilitation of the existing road section connecting R14 to Drochia, forming the northern part of the corridor.
- Lot 2 (Drochia – Rîșcani, 27.4 km) – continuation of the corridor through Drochia and Rîșcani districts.
- Lot 3 (Rîșcani – Costești, 30 km) – section extending towards the Costești border area, forming a key link to the Romanian border crossing.
- Lot 4 (Drochia bypass, 6 km) – includes both rehabilitation of an existing section and construction of a new bypass alignment designed to divert traffic around Drochia town.
- Lot 5 (Connection with new bridge over the Prut River at the Romanian border, 5 km) – new construction section providing connectivity to the planned cross-border bridge at Stâncă (RO) – Costești (MD); the final alignment remains subject to ongoing studies.
- Lot 6 (Soroca – Ukrainian border, 7.4 km) – includes both existing and new road sections providing connection to the planned cross-border bridge over the Nistru River towards Ukraine.

Each lot forms an integral part of the broader R7 strategic corridor, which enhances national and international connectivity, particularly between Moldova, Romania, and Ukraine, and strengthens integration into the Trans-European Transport Network (TEN-T).

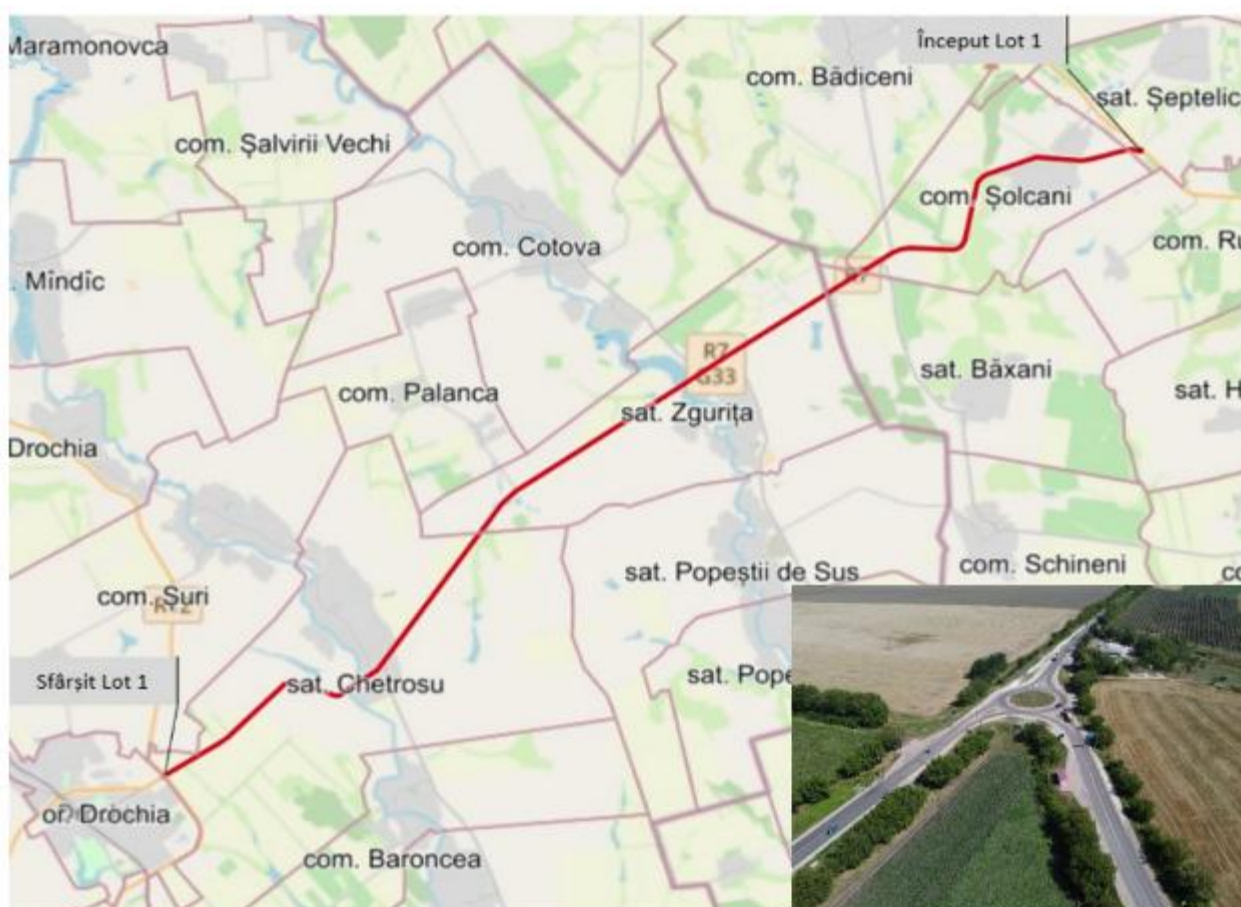
The Table 2-3 presents the main characteristics of each project lot, including the estimated length of the road sections and the geographic coordinates of the start and end points.

Lot	Length, km	Coordinate	
		Start point	End Point
Lot 1 (R14 – Drochia)	29,0	48°10'42.99"N 28° 8'34.95"E	48° 2'25.72"N 27°50'12.50"E
Lot 2 (Drochia – Riscani)	27,4	48° 0'58.39"N 27°46'49.64"E	47°57'9.13"N 27°30'46.79"E
Lot 3 (Riscani – Costesti)	30,0	47°57'9.13"N	47°50'56.44"N

		27°30'46.79"E	27°14'42.80"E
Lot 4 (Drochia bypass – existing road)	4,15	48° 2'25.72"N 27°50'12.50"E	48° 0'52.30"N 27°49'21.68"E
Lot 4 (Drochia bypass – new road)	3,58	48° 0'52.30"N 27°49'21.68"E	48° 0'58.39"N 27°46'49.64"E
Lot 5 (Connection with new bridge over River Prut at the Romanian border)	5,0	Unknown	Unknown
Lot 6 (Soroca – Ukrainian border – new road)	5,2	48°12'47.31"N 28°15'2.73"E	48°10'41.46"N 28°15'56.03"E
Lot 6 (Soroca – Ukrainian border – existing road)	2,5	48°10'41.46"N 28°15'56.03"E	48° 9'46.77"N 28°15'46.15"E

Table 2-3: Location of project lots**2.3.2.1. Lot 1 (R14 – Drochia, 29 km)**

The designed road section corresponds to the existing R7/R14 road (Drochia – Costești – Romanian border), located within Soroca and Drochia districts, with an approximate length of 29 km. The section begins at km 0+000, at the intersection with the national road R14 (R6 Codrul Nou – Soroca – Unguri – Ukrainian border), and ends at km 29+000, at the intersection with the national road R12 (R8 Dondușeni – Drochia – Pelinia – M5). The alignment crosses three settlements: Solcani village (1.5 km), Zgurița village (1.1 km), and Chetroșu village (1.5 km). The route generally follows the existing alignment and consists of straight sections, curves, and reverse curves designed in accordance with applicable technical standards. The road embankment is largely confined within the existing right-of-way, except for certain sections requiring realignments.

**Figure 2-2: Lot 1 (R14 – Drochia)****2.3.2.2. Lot 2 (Drochia – Rîșcani, 27.4 km)**

This section covers the existing R7/R14 road between km 29+000 and km 59+500, located in Drochia and Rîșcani districts, with a total length of approximately 30.5 km.

The section starts at the intersection with road R12 (R8 Dondușeni – Drochia – Pelinia – M5), connecting to Lot 1, and ends at the intersection with road G26 (R7 – Rîșcani – Lupăria – Glodeni – R15). The alignment passes through the extravilan areas of Țarigrad, Nicoreni, Rămăzan, Nihoreni villages and Rîșcani town.

The road generally follows the existing alignment, consisting of straights, curves, and reverse curves, designed in compliance with current technical standards. The embankment remains within the existing footprint, except for localized adjustments.

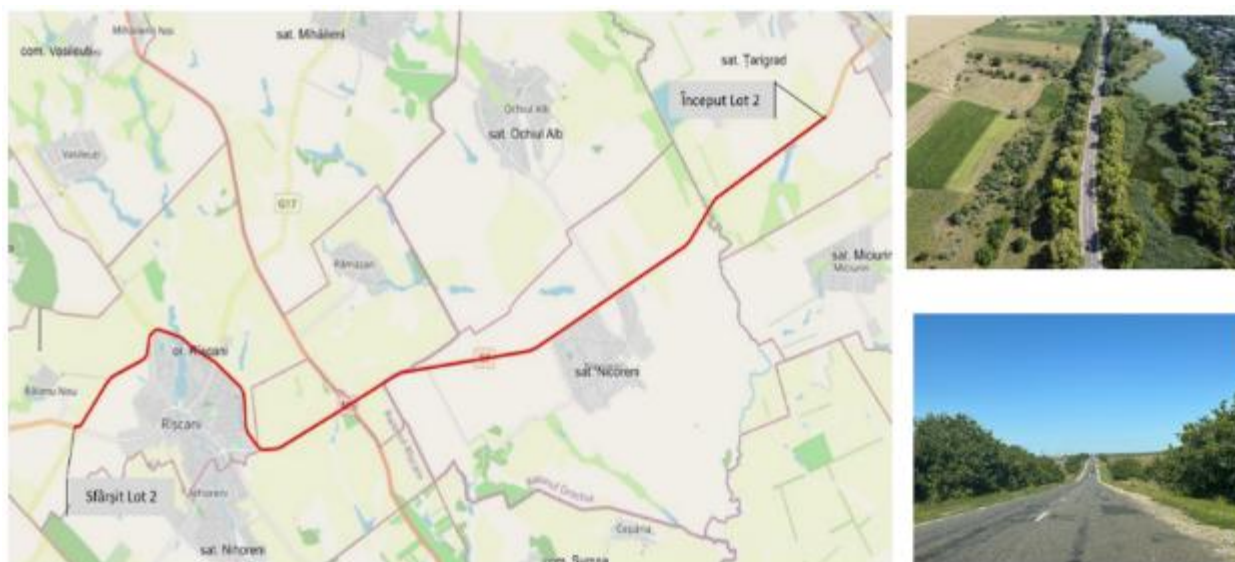


Figure 2-3: Lot 2 (Drochia – Rîșcani)

2.3.2.3. Lot 3 (Rîșcani – Costești, 30 km)

This section corresponds to km 59+500 – km 89+530 of the existing R7/R14 road, located in Rîșcani district, with a total length of approximately 30 km.

The section starts at km 59+500, near the roundabout intersection of roads R7/R14 with G26 and Independence Street in Rîșcani town. It ends at the entrance to the Costești–Stâncă border crossing point at km 89+571.

The alignment traverses the extravilan areas of several localities, including Rîșcani town, Sturzeni, Pîrjota, Hiliuți, Șaptebani, Gălășeni commune, Petrușeni, and Costești town.

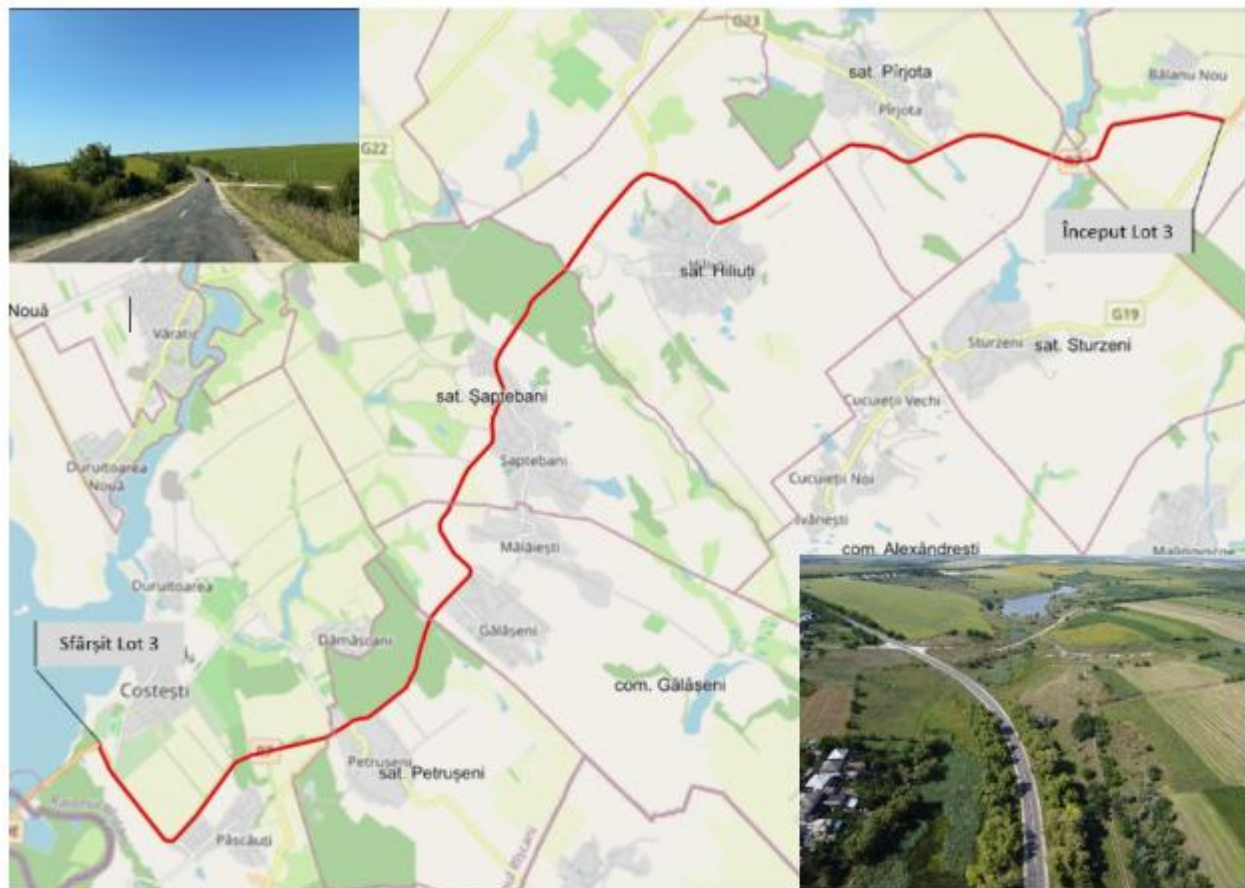


Figure 2-4: Lot 3 Rîșcani – Costești

2.3.2.4. Lot 4 (Drochia Bypass, 6 km)

Currently, there is no bypass road for the central area of Drochia district; therefore, all traffic, including transit traffic, is currently routed through the town center. In this context, the construction of a bypass around Drochia is planned in order to divert transit traffic and reduce congestion within the urban area.

The Drochia bypass is located to the south and southeast of Drochia town and consists of two main components:

- **Rehabilitation section** – The section begins at km 37+300 of road R12 (R8 Dondușeni – Drochia – Pelinia – M5), at the roundabout intersection with road R7/R14 (Drochia – Costești – state border with Romania), at km 29+420. It follows the existing R12 alignment and ends at km 41+450, at the intersection with local road L118, which provides access to Drochia town. Length: 4.15 km
- **New construction section** – This section starts at the intersection of R12 with local road L118 (chainage km 0+000) and continues across extravilan land belonging to Drochia town and nearby villages (Țarigrad and Miciurin). It connects back to road R7 at km 33+270. Length: 3.58 km

The construction of the bypass represents a significant infrastructure investment with multiple benefits, including:

- **economic development** through improved traffic flow and increased investment attractiveness;
- **enhanced road safety** by reducing heavy traffic and accident risks within the town;
- **improved quality of life** through decreased air pollution and noise levels.

Overall, the bypass constitutes a strategic intervention aimed at improving traffic conditions, environmental performance, and urban livability in Drochia.

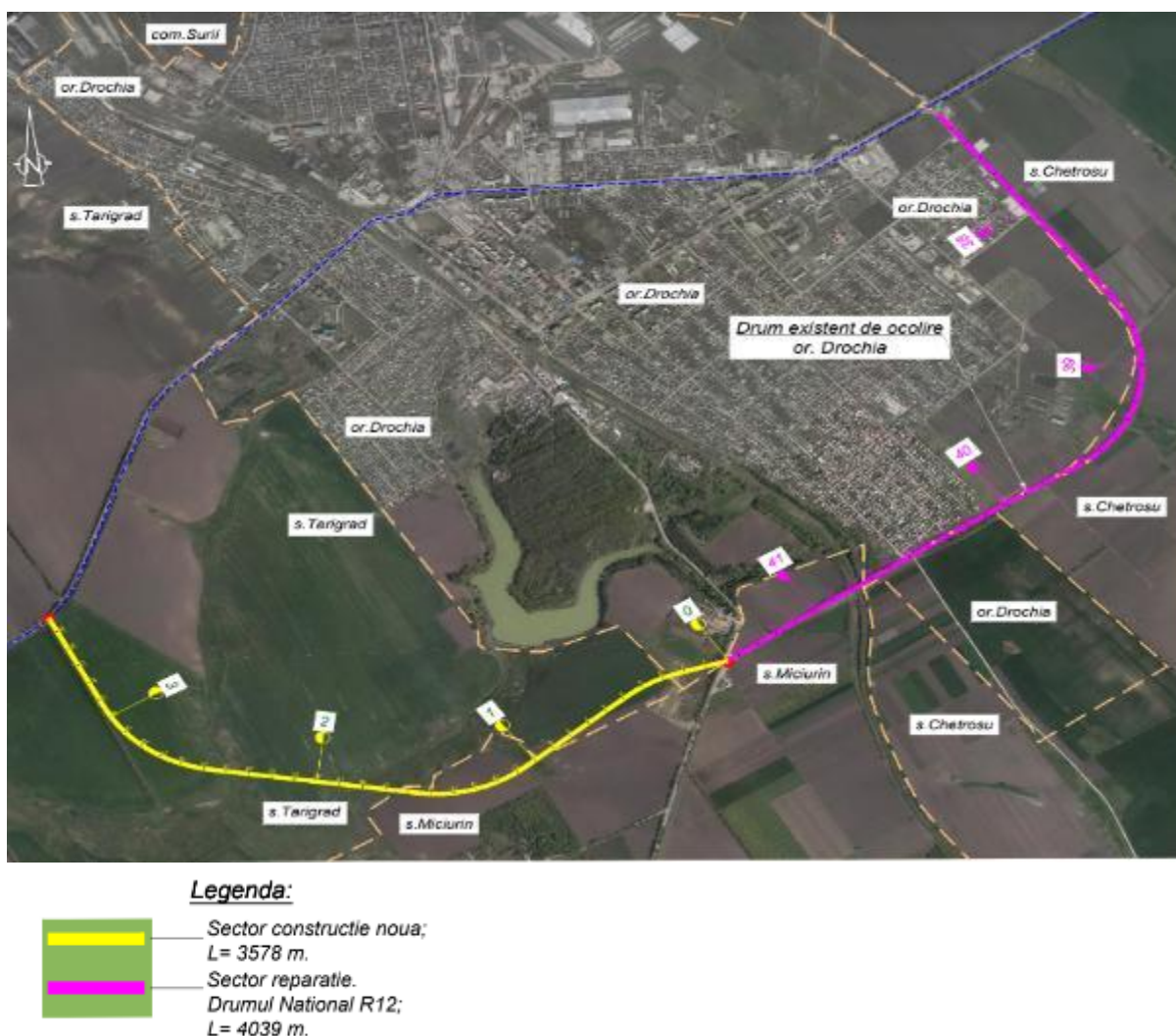


Figure 2-5: Lot 4 (Drochia Bypass)

2.3.2.5. Lot 5 (R7/R14 Drochia – Costești – Romanian Border, connection road to the new Prut River bridge, 5 km) – new construction

The Ministry of Infrastructure and Regional Development of the Republic of Moldova, together with the Romanian Ministry of Transport, agreed in February 2025 to initiate a feasibility study for the construction of a new bridge over the Prut River.

The new Stâncă (RO) – Costești (MD) bridge will be located within Botoșani County (Romania) and Rîșcani District (Moldova), south of the existing border crossing on DN29E. At this stage, the results of the feasibility study are not yet available.

This investment will strengthen connectivity between Moldova and Romania, contributing to improved transport infrastructure and facilitating access to the European Union.

2.3.2.6. Lot 6 (R7/R14.1 Soroca – Ukrainian Border, connection road to the new Nistru River bridge, 7.4 km) – Cosăuți – Yampil area, new construction

The Agreement between the Government of the Republic of Moldova and the Government of Ukraine regarding the construction of a cross-border road bridge over the Nistru River in the Cosăuți – Yampil area was signed on 12 June 2023.

The bridge will connect the Ukrainian road T-02-02 (Mohyliv-Podilskyi – Yampil – Kryzopil – Bershad – Uman) with the Moldovan national road R14.1 (R14 – Cosăuți – Ukrainian border). This will enhance connectivity

between national and international transport networks (AGR), facilitating trade flows at both national and international levels.

The bridge is planned to exceed 1,400 meters in length and will include two traffic lanes and pedestrian sidewalks on both sides. The Government of Ukraine will finance the bridge design and construction, including related infrastructure on its territory, while the Government of the Republic of Moldova will be responsible for the construction of the connecting road infrastructure on its side.

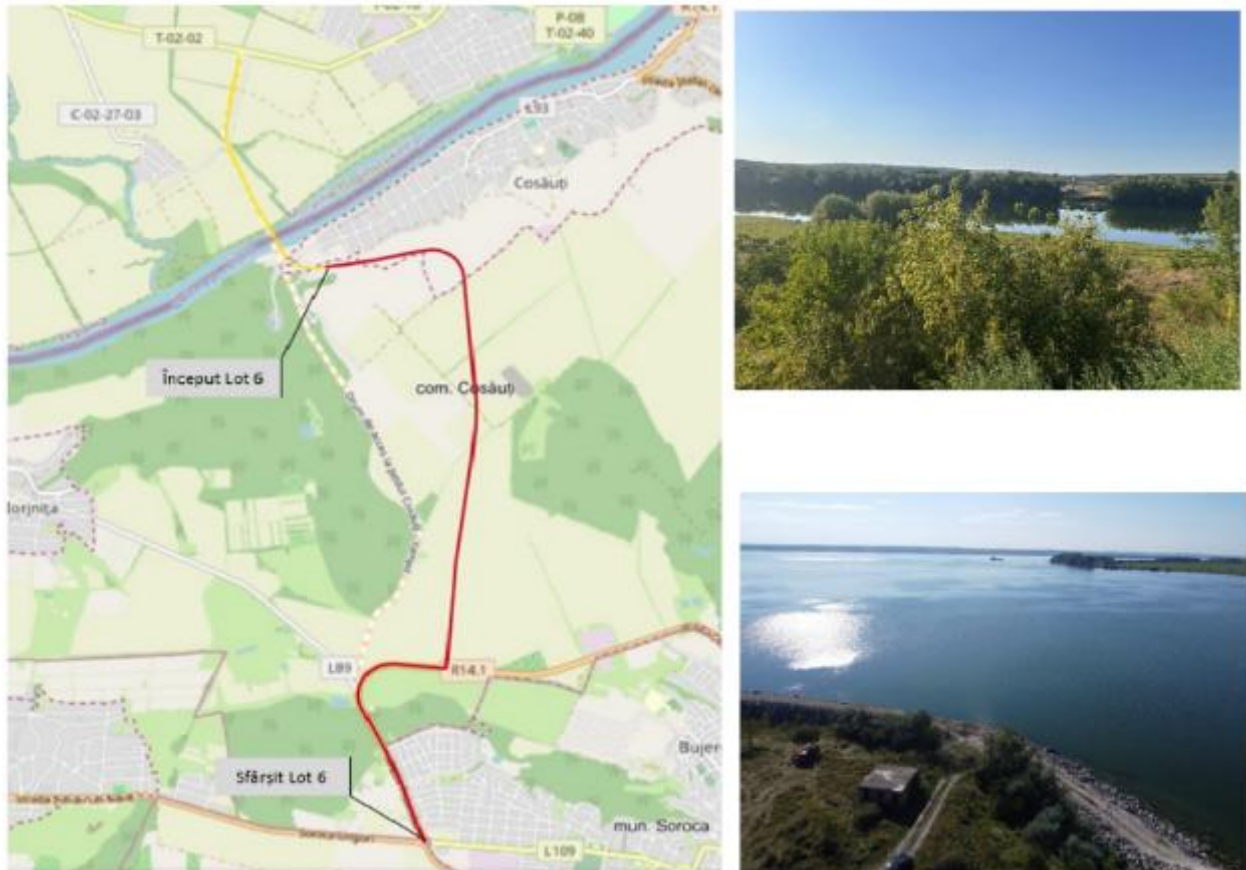


Figure 2-6: Lot 4

2.3.3. Technical Parameters and Condition of the Existing Road

Practically along its entire length, the project road has two traffic lanes (one in each direction) and, according to its geometric parameters, corresponds to Technical Category III in accordance with NCM D.02.01:2015.

- The actual carriageway width varies between 5.5 m and 10.5 m.
- The average road width measured at the top of the subgrade is 12–15 m.
- The right-of-way width varies between 22 m and 56 m.

The thickness of the pavement base made of inert materials (limestone crushed stone and granite crushed stone) ranges from 16 cm to 72 cm, with an average thickness of 29 cm.

The thickness of the asphalt concrete pavement also varies significantly, from 6 cm to 44 cm, with an average value of 19–22 cm.

Throughout the sections corresponding to **LOT 1 – LOT 3**, negative factors have been identified indicating the need for major rehabilitation (reconstruction) of the road, namely:

- Landslides on embankment slopes higher than 5 m and erosion of embankment slopes;
- Deformations (settlements) of the subgrade and, overall, of the pavement structure;
- Presence of critical pavement defects such as rutting, cracking, fragmentation, and surface disintegration of the carriageway; shoulder integrity damage observed on more than 10% of the area;
- Pavement bearing capacity, measured by the elastic deformation modulus, does not meet the minimum required design value (252 MPa). The actual values range from 90 to 220 MPa, with a weighted average not exceeding 160 MPa, which is 47% below the minimum design level;
- On more than 88% of the pavement area, the International Roughness Index (IRI) exceeds 4.1 m/km, which is considered a critical value and does not meet road safety requirements;
- Small drainage structures require repair and cleaning; the hydraulic capacity of several structures has been reduced by more than 50% due to clogging, landslides, and inadequate right-of-way maintenance;
- In certain sections, the radii of vertical and horizontal curves do not comply with minimum allowable values required to ensure the design traffic speed.

The rehabilitated section of road R12 (LOT 4) has the following characteristics:

- The horizontal alignment includes a single curve with a radius of 580 m. The longitudinal profile combines crest curves with a minimum radius of 10,000 m and sag curves with a minimum radius of 3,000 m. The maximum existing gradient is 5.3%;
- The average carriageway width is 10.14 m, varying from 8.80 m to 14.50 m;
- The existing pavement structure consists of asphalt concrete layers with an average thickness of 17.2 cm (ranging from 14 cm to 26 cm), and a crushed granite base (without a drainage layer) with an average thickness of 30.3 cm (ranging from 24 cm to 43 cm).

From the perspective of technical condition assessment, it has been established that the road section is in Poor and, in some areas, Very Poor condition.

The most frequently occurring defects (approximately 19.0%) are alligator (fatigue) cracking and transverse cracks occurring at intervals of 2–5 m. Defects such as potholes, rutting, and settlements account for approximately 15% of the carriageway area. Repaired surfaces represent only 1.4% of the total defective area. According to IRI values, the condition rating is classified as Poor over 98% of the section and Satisfactory over only 2%.

This clearly demonstrates that the pavement structure has exceeded its service life and no longer meets the requirements of current traffic demand.

2.3.4. Artificial Structures

Along the project road, there are seven major bridge structures. Information on their technical characteristics and operational condition is provided in the Table 2-4.

No.	Chainage (km)	Obstacle Type	Structure Span (m)	Carriageway Width (m)	Sidewalks	Load Class Compliance	Condition Assessment	Required Works	LO T
1	24+151	Cubolta river	4 × 11.1	7.1	2 × 0.75	Not compliant	Unsatisfactory	Reconstruction	1
2	38+426	Raut river	12 + 16.7	9.92 +	2 × 0.95	Not compliant	Satisfactory	Reconstruction	2

12									
3	41+882	Ramazan	6 + 9 + 6	15.6	2 × 1.5	Not compliant	Unsatisfactory	Reconstruction	2
4	44+300	dry depression	1 × 18	4.9 + 6.9 + 4.7	None	Not compliant	Unsatisfactory	Reconstruction	2
5	47+974	Sukhodol	1 × 3.6	8.7	None	Not compliant	Satisfactory	Reconstruction	2
6	55+679	Copaceanca river	3 × 12	11.7	2 × 1.5	Not compliant	Satisfactory	Major repair	2
7	62+496	dry depression	3 × 11.36	10.1	2 × 0.75	Not compliant	Satisfactory	Reconstruction	3

Table 2-4: Information on artificial structures

In addition, along LOT 1, between km 12.9–13.4, the road runs over the embankment of the reservoir in the locality of Zgurița. Information on the technical condition of the spillway and regulating structures is currently unavailable.

2.3.5. Traffic Flow Intensity

The traffic flow intensity was studied during the pre-design survey of the R7 road sections. Data on the actual traffic intensity, converted to design (standard) vehicles, are presented in the Table 2-5.

No.	Measurement Point Chainage (km)	LOT	Average Annual Daily Traffic (AADT) – Standard Vehicles (veh/day)
1	23+150	1	4780
2	41+700	2	4015
3	51+950	2	5586
4	59+500	2/3	3329
5	83+920	3	1007

Table 2-5: Traffic Flow Intensity Data at Control Points

To assess the prospective increase in traffic intensity, estimated forecasts of the GDP growth of the Republic of Moldova were used.

Period			%
2025	2030		4,0
2030	2035		3,25
2035	2040		2,75

Table 2-6: GDP Growth Forecasts for Moldova: Average or Most Likely Estimated Growth

A well-established relationship exists between economic growth and traffic growth. At the stage of economic development, the growth of passenger car and light vehicle traffic is generally slightly faster than GDP growth, whereas freight traffic, being directly dependent on economic activity, typically follows the GDP growth rate. The growth rates are summarized in the Table 2-7. Low growth is considered 75% of the average growth rate, and high growth is 120% of the average.

Period		Percentage Growth of Vehicles (%) Depending on GDP Growth Rate		
		Average	Low	High
2025	2030	4,2	3,2	5,0
2030	2035	3,4	2,6	4,1
2035	2040	2,9	2,2	3,5

Table 2-7: Traffic Growth Rates

For traffic forecasting, the average growth rate was applied. The projected traffic intensity values are presented in the Table 2-8. Forecasting was carried out considering the design service life of the asphalt concrete pavement (15 years).

Year	Projected Traffic Flow Intensity (veh/day) by Road Sections						
	R7					R12, Section: Connection with R7 – Connection with L118	R12, Section: Connection with R7 – Connection with L118
	23+150	41+700	51+950	59+500	83+920	KM 37+300 – KM 41+500	KM 0+000 – KM 3+535
2025	4780	4015	5586	3329	1007	4 421	3 341
2026	4981	4184	5821	3469	1049	4 553	3 441
2027	5190	4359	6065	3615	1093	4 689	3 544
2028	5408	4542	6320	3766	1139	4 829	3 649
2029	5635	4733	6585	3925	1187	4 001	3 060
2030	5872	4932	6862	4089	1237	5 122	3 758
2031	6071	5100	7095	4228	1279	5 249	3 852
2032	6278	5273	7336	4372	1323	5 380	3 947
2033	6491	5452	7586	4521	1368	5 514	4 046
2034	6712	5638	7844	4674	1414	5 651	4 146
2035	6940	5829	8110	4833	1462	5 792	4 249
2036	7141	5998	8346	4974	1504	5 936	4 355
2037	7349	6172	8588	5118	1548	6 084	4 463
2038	7562	6351	8837	5266	1593	6 235	4 574
2039	7781	6536	9093	5419	1639	6 391	4 688
2040	8007	6725	9357	5576	1687	6 550	4 805

Table 2-8: Projected Traffic Intensity over a 15-Year Period

The weighted composition of the traffic flow by vehicle type is as follows:

- Passenger cars, mini and minibuses for private passengers: 79.0%
- Route minibuses for passengers, trucks up to 3.5 tons: 9.55%
- 2-axle trucks: 4.9%
- 3-axle trucks: 1%
- 4 or more axle trucks, articulated: 5.2%
- Buses: 0.35%

Considering the geopolitical situation in the region, there is a high likelihood of above-normal growth in transit traffic on road R7, particularly regarding the increase in 4-or-more-axle freight vehicles.

If this scenario materializes, it is highly probable that there will be a significant impact on social and residential areas, as well as on established ecosystems. The primary negative effects include:

- Increase in noise levels, especially at night during the summer seasonal restrictions for heavy vehicles;
- Deterioration of air quality;
- Higher frequency of maintenance activities to restore the integrity of the pavement;
- Increase in the number of road traffic accidents.

2.3.6. Description of the Road Rehabilitation (Reconstruction) Project

I. Key Technical Parameters

The road rehabilitation (reconstruction) project provides for a number of structural changes.

At the Technical Committee meeting on 18.03.2021, it was decided that the road alignment and cross-section parameters would be adjusted for Technical Category II, while the longitudinal profile would correspond to Category III, according to NCM D.02.01:2015.

Thus, the requirements for the designed road, outside settlements, are:

- Minimum horizontal curve radius: 600 m
- Minimum vertical curve radii:
 - Sag curves: 2,000 m

- Crest curves: 5,000 m
- Maximum longitudinal gradient: 6%
- Roadway platform width: 13.0 m
- Carriageway width: 7.0 m
- Shoulder width, including edge strip: 0.5 m
- Design axle load for pavement structure: 115 kN

In addition, within the rehabilitation of the existing bypass of Drochia, the project provides:

- Parking lanes: 2.5 m wide on both sides of the road;
- Median: 2.0 m wide, including 2 × 0.5 m guide lanes. The median will include a curb with a central protective barrier;
- Right-side turning lane at Pc 380+70: carriageway width 4.5 m, curve radius 15.0 m;
- Left-side turning maneuvers will be performed at the existing roundabout (intersection of R7 and R12).

It should be noted that, besides Alexandru Cel Bun Street and Vechnosti Street, at the request of Drochia City Hall, the project includes connections to the existing road and the following streets:

- Dmitrie Cantemir Street, Pc 399+82
- Burebista Street, Pc 405+13

These connections comply with the urban development plan of Drochia.

Changes to the longitudinal and cross-sectional profiles and horizontal alignment of the road involve significant earthworks, as well as additional land acquisition, clearing of the roadside from trees and shrubs, and removal of the topsoil layer.

The total areas of permanently acquired land and the volumes of roadside clearing by LOTs are presented in the Table 2-9.

Indicator	Lot 1	Lot 2	Lot 3	Lot 4
Area of land to be acquired (ha)	4,34	Exact data not available; estimated 5–7 ha	6.664	19.56
Tree felling (diameter 10–50 cm, pcs)	557	386	615	70

Table 2-9: Information on Land to Be Acquired

II. Pavement Structure

The pavement options proposed during the design phase include both new construction and rehabilitation of existing base and surface layers. Information on the materials of each layer and their thicknesses is presented in the Table 2-10.

№	Layer Type	Material	Layer Thickness (m)									
			Lot 1			Lot 2		Lot 3			Lot 4	
			Type 1	Type 2	Type 3	Type 1	Type 2	Type 1	Type 2	Type 3	Type 1	Type 2
1.1	Surface Course	MAS 16, 50/70 SM EN 13108-5:2016	0,04	0,04	0,04	0,04	0,04				0,04	0,04
1.2		MAS 11.2 SM EN 13108-5:2016, modified bitumen class 4, SM SR EN 14023						0,05	0,05	0,05		
2.1		BAD 22.4 SM SR EN 13108-1:2016, bitumen 50/70 SM SR EN 12591	0,06	0,06	0,06	0,06	0,06	0,07	0,07	0,07	0,06	0,06
3.1	Binder Layer	Granular materials fr.0–63 mm, conform SM SR EN 13043:2010, GA85, LA30,						0,22				

		stabilized with 4–5% cement CEM I 42.5R										
3.2		Crushed stone stabilized with cement C5/6										0,15
3.3		Cold recycled asphalt concrete with addition of new granular materials (up to 30%) mixed with milled asphalt (70%) and cement stabilized, CP D.02.12-2014	0,15	0,15	0,15	0,15	0,15		0,16	0,16		
3.4		Mixture of natural aggregates and milled asphalt C2.3/3.0									0,15	
4.1	Leveling Layer	Granular material fr.8–63 mm, crushed gravel, LA30, H>140 mm							0,25	Min 0,14		
3.6	Lower Base Layer	Optimal mixture of aggregates 0–63 mm (crushed stone LA30, GA), SM EN 13285	0,24		0,18	0,1 + 0,18	0,25				0,24	0,24
		Geotextile Type Polyfelt TS 60, SM SR EN 13249:2005						+	+	+		
4.1	Drainage Layer	Gravel drainage layer, optimal 0–63 mm mixture					0,2				0,20	0,20
4.2		Natural sand drainage layer, SM SR EN 12620+A1:2010						0,15	0,15			

Table 2-10: Pavement Structure Details

- The analysis of the pavement structure data for the project road indicates the following:
- Asphalt types planned for use: Three types of asphalt concrete are specified:
 - BAD 22.4 (SM SR EN 13108-1:2016) for the binder/lower layer,
 - MAS 11.2 and MAS 16 (SM EN 13108-5:2016) for the surface layer.
 - The use of modified binder is required only for MAS 11.2 (LOT 3).
- Operational reliability: To ensure durable performance in Moldova's climate, it is recommended that the upper pavement layers use modified bitumen, not only in the wearing course but also in the binder layer of BAD 22.4.
- Upper base layers: Recycled asphalt (asphalt granulate) enriched with coarse aggregate (LA30) and stabilized with 4–5% cement is planned, except for the rehabilitated LOT 4 section, where the mixture will be used without cement stabilization.
- Cement dosage control: To maintain uniform strength along the base layer, a quantitative cement consumption indicator should be used as a guideline, with control over the compressive strength class of the stabilized layer.
- Environmental benefits: Using recycled materials from existing asphalt pavements is environmentally positive. The selected cold recycling method with hydraulic binder stabilization minimizes harmful atmospheric emissions and provides a base with increased deformation resistance, which is crucial during

heavy rainfall periods when the natural soil bearing capacity is reduced.

- Flexible pavement limitations: Analysis of pavement options developed during the feasibility study and design stage shows that all variants are flexible asphalt pavements. Considering the road's importance for both regional and international freight and passenger transport, flexible pavement is not the most reliable option. Additionally, asphalt construction requires imported materials (bitumen and modifying additives).
- Rigid (cement concrete) pavement advantages: A more reliable alternative is rigid cement concrete pavement, which offers significant benefits:
 - Service life 2–2.5 times longer (design life before major rehabilitation ≥ 25 years, actual ≥ 30 –35 years);
 - No seasonal restrictions on heavy vehicle traffic;
 - Resistant to plastic deformation accumulation;
 - Significantly reduces and evenly distributes loads to base layers and subgrade;
 - Initial cost comparable to flexible pavements;
 - Lower maintenance costs;
 - Use of local raw materials;
 - Environmentally friendly.

In summary, for a road of such strategic importance, rigid cement concrete pavement is recommended as a more sustainable and reliable long-term solution compared to flexible asphalt layers.

III. Artificial Structures

The R7 road reconstruction project includes rehabilitation works for the existing bridge-type structures.

Information on these structures is provided in the Table 2-11.

No.	Chainage (km)	Structure Type / Span (m)	Current Technical Condition (BDLA CP D.02.26-2023 / IST)	Proposed Action
LOT 1				
1	3,800	2×6,8 extended with culvert 4(2,50×2,0m)	Satisfactory / 42	Road alignment deviates; replace with culvert 2 (2.5 × 2.0 m)
2	5,788	2×5,68	Satisfactory / 52	Existing road deviation incomplete; replace bridge with existing culvert
3	15,071	1×5,68 extended with culvert 4(2,0×2,0m)	Satisfactory / 48	Replace with culvert 2.5 × 2.0 m
4	16,135	2×6,8 (6,0)	Satisfactory / 42	Replace with culvert 2.0 × 2.0 m
5	18,928	2×4,69 (6,0)	Satisfactory / 42	Replace with culverts 2 × 2.5 × 2.0 m
6	19,511	1×4,3 extended with culvert 2(2,00×2,0m)	Satisfactory / 46	Replace with culvert 2.0 × 2.0 m
7	24,218	4×11,1	Satisfactory / 24	Road alignment deviates; replace with new bridge 3 × 15 m
8	26,507	1×6,8 (6,0)	Unsatisfactory / 31	Replace with culvert 2.0 × 2.0 m
9	27,876	1×6,8 (6,0)	Unsatisfactory / 33	Replace with culvert 2.5 × 2.0 m
10	29,150	1×4,6 (6,0)	Unsatisfactory / 33	Replace with culvert 2.0 × 2.0 m
LOT 2				
11	38,426	12,0+16,5+12,0	Satisfactory / 54	Rehabilitation
12	41,882	Arch 1×6 (6,0+9,0+6,0)	Unsatisfactory / 35	Replace with culvert 6.1 × 3.1 m
13	44,281	1×2,6 extended with culvert 2,5×2,0m	Satisfactory / 41	Replace with culvert Ø1.6 m
14	47,951	1×3,6	Satisfactory / 41	Replace with culvert 2.0 × 2.0 m

15	55,679	3×12,0	Satisfactory / 45	Rehabilitation
LOT 3				
16	62,496	3×11,36	Unsatisfactory / 40	Reconstruction
17	75,459	Arch 1×4,0	Satisfactory / 46	Replace with culvert 2 × 2.0 × 2.0 m
LOT 4				
18	1,88	2.0x2.0	Satisfactory	Rehabilitation
19	10+25	2,0x2,0		New construction
20	18+00	6,0x4,5		New construction
21	23+92	2,0x2,5		New construction

Table 2-11: Major Artificial Structures

Nº	Chain age (km)	Road Technical Category (NCM D.02.01:2 015)	Bridge Static Scheme	Bridge Dimensions	Bridge Height (m)	Bridge Length (m)	Load Class (SNiP 2.05.03-84*)	Construction Material	Carriage way Surface
1	24.151	II	3 × 15 m	G-9.6 + 2 × 1.5 m	14.10	50.20	A11 and HK-80	Reinforced concrete	Asphalt concrete
2	38.426	II	12 + 16.58 + 12 m	G-9.6 + 2 × 1.5 m	14.10	50.20	A11 and HK-80	Reinforced concrete	Asphalt concrete
3	41.881	II	6.1 × 3.1 m	G-9.0 + 2 × 1.5 m	–	–	A11 and HK-80	Reinforced concrete	Asphalt concrete
4	55.679	II	3 × 12 m	–	14.10	50.20	A11 and HK-80	Reinforced concrete	Asphalt concrete
5	62.496	III	3 × 12 m	G-9.0 + 2 × 0.5 m	11.40	41.19	A11 and HK-80	Reinforced concrete	Asphalt concrete
6	75.459	III	2 × (2.0 × 2.0 m)	–	–	–	A11 and HK-80	Reinforced concrete	Asphalt concrete

Table 2-12: Technical Details of Major Bridges (New or Reconstructed Structures)

For the small culvert structures (circular or rectangular cross-section pipes), the project provides for the following measures:

- Cleaning of the channel and the body of the structure;
- Repair of the inlet and outlet sections.

Structures located in sections where roadway widening or embankment height adjustments are required due to changes in the longitudinal profile will be:

- Extended to accommodate the new embankment dimensions;
- Fitted with new headwalls at both the upstream and downstream ends of the structures.

This ensures proper hydraulic performance and structural stability after the road reconstruction works.

IV. Intersections and Junctions

The project provides for the construction of access roads and improvements to existing intersections, including the installation of additional left-turn lanes at intersections with more important local roads where the traffic volume on the approach exceeds 200 vehicles per day.

The pavement within the connection radii is designed to be the same type as the main road.

At the beginning and end of the newly constructed bypass section around Drochia, roundabout intersections are planned.

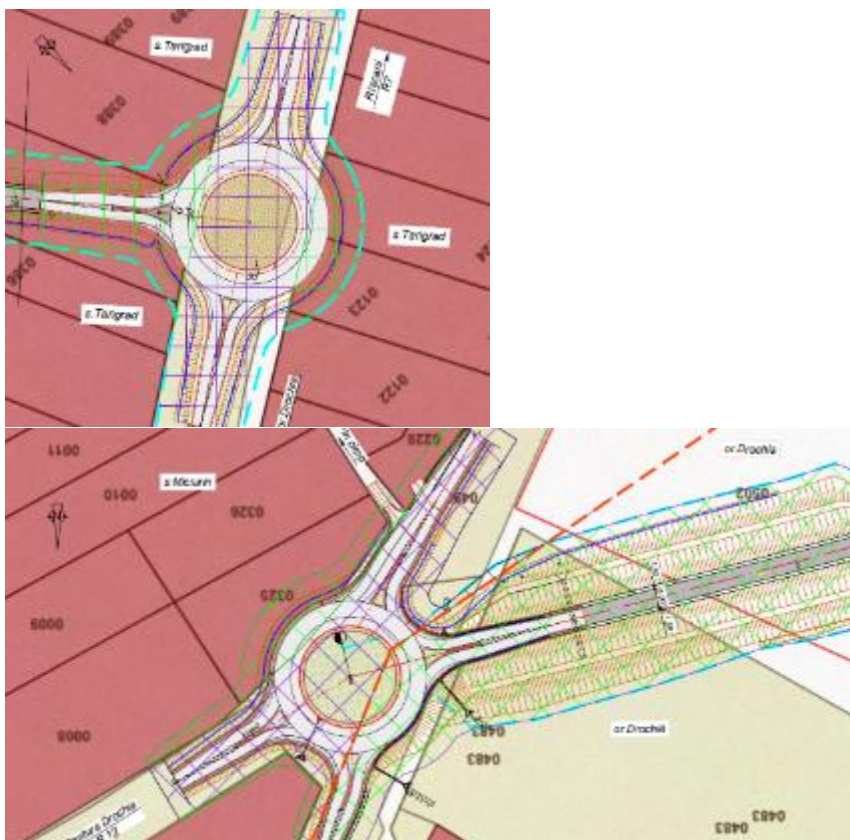


Figure 2-7: Planned Roundabout Intersections

It is necessary to synchronize the design documentation for LOT 2 and LOT 4, because the traffic interchange connects the newly constructed bypass section with the R7 road.

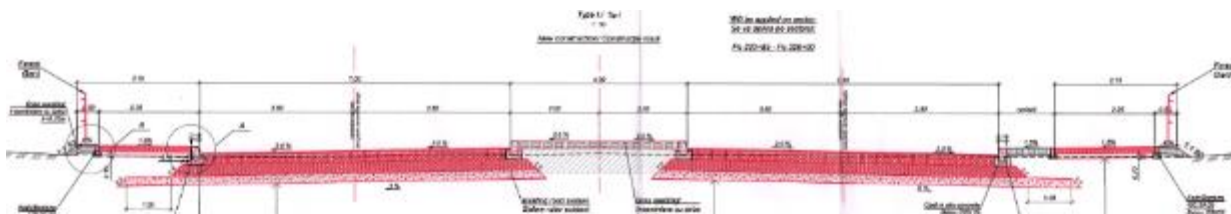
This ensures consistency in alignment, geometric parameters, and pavement design between the existing R7 corridor and the new bypass section, avoiding conflicts at the junction.

V. Cross-Sections of the Road

The number of typical cross-sections for each reconstructed (or rehabilitated) road section varies between 10 and 12 types. The design solutions developed within the technical projects fully comply with the requirements of NCM D.02.01:2015 – Public Road Design.

Figure 2-8 - Figure 2-12 show the typical cross-sections for LOT 2. The information presented in these figures is for general reference. The complete set of cross-sections is contained in the corresponding sections of the technical projects for LOTs 1–3.

For LOT 4, as of September 2025, the technical design is still under development and is at the feasibility study (FS) stage.





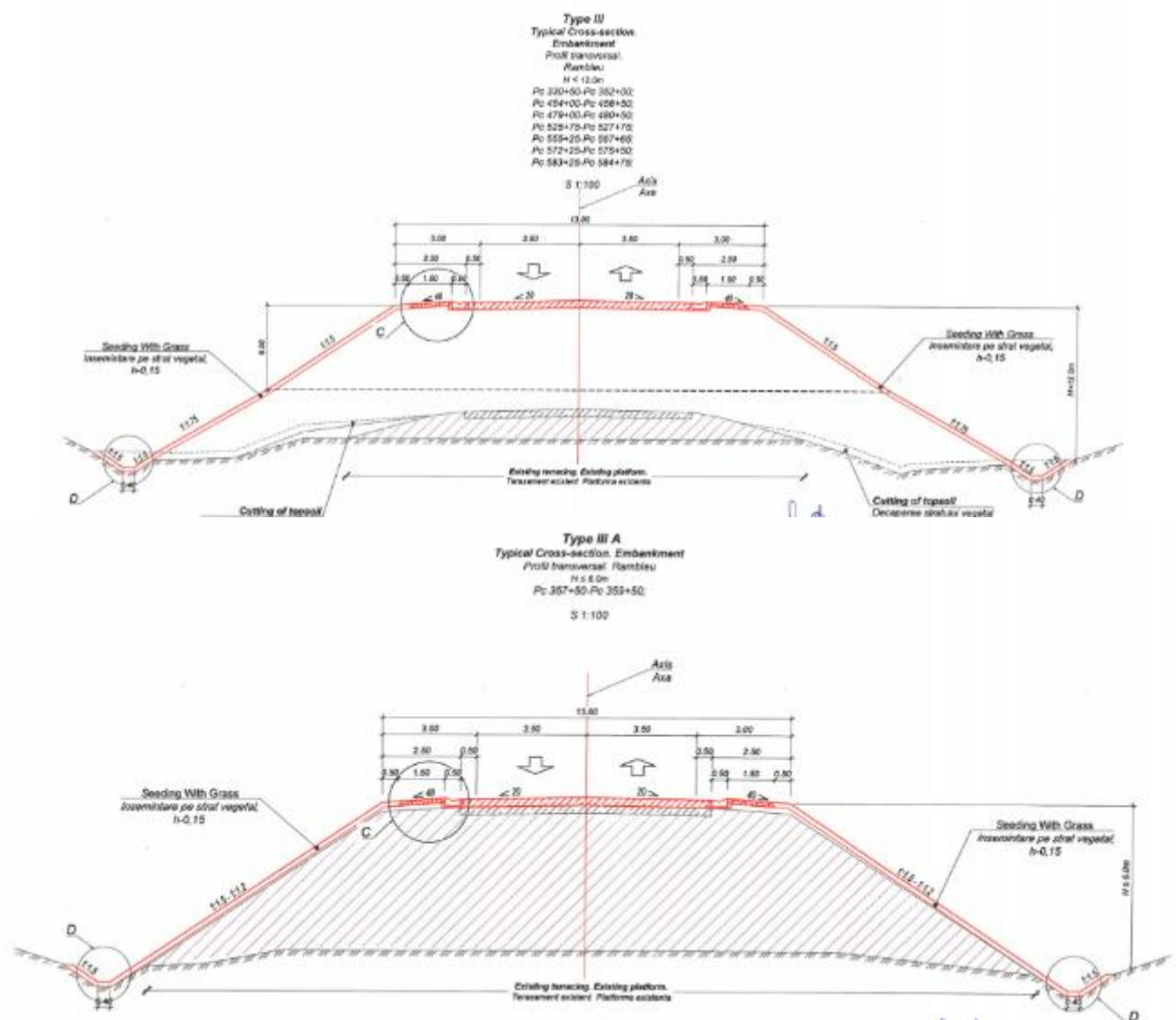
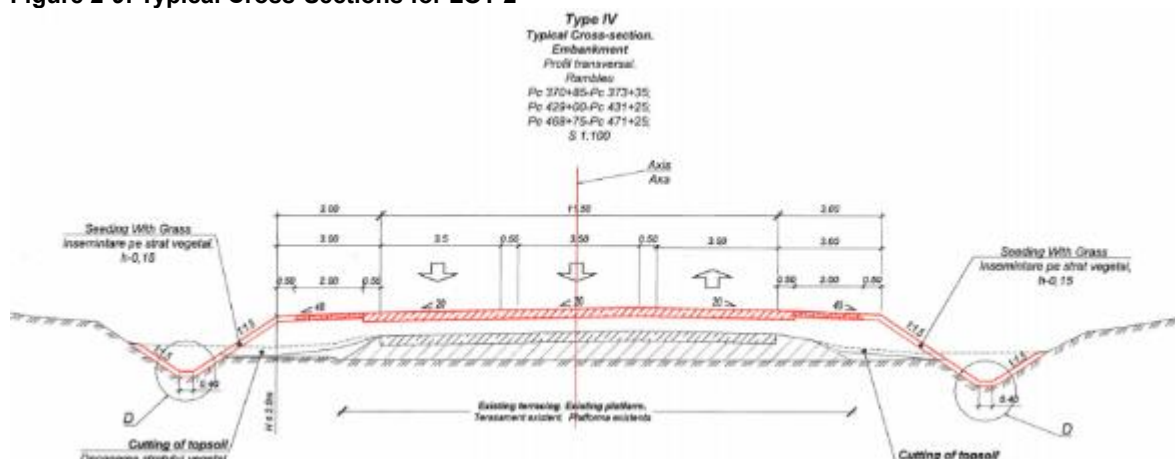


Figure 2-9: Typical Cross-Sections for LOT 2



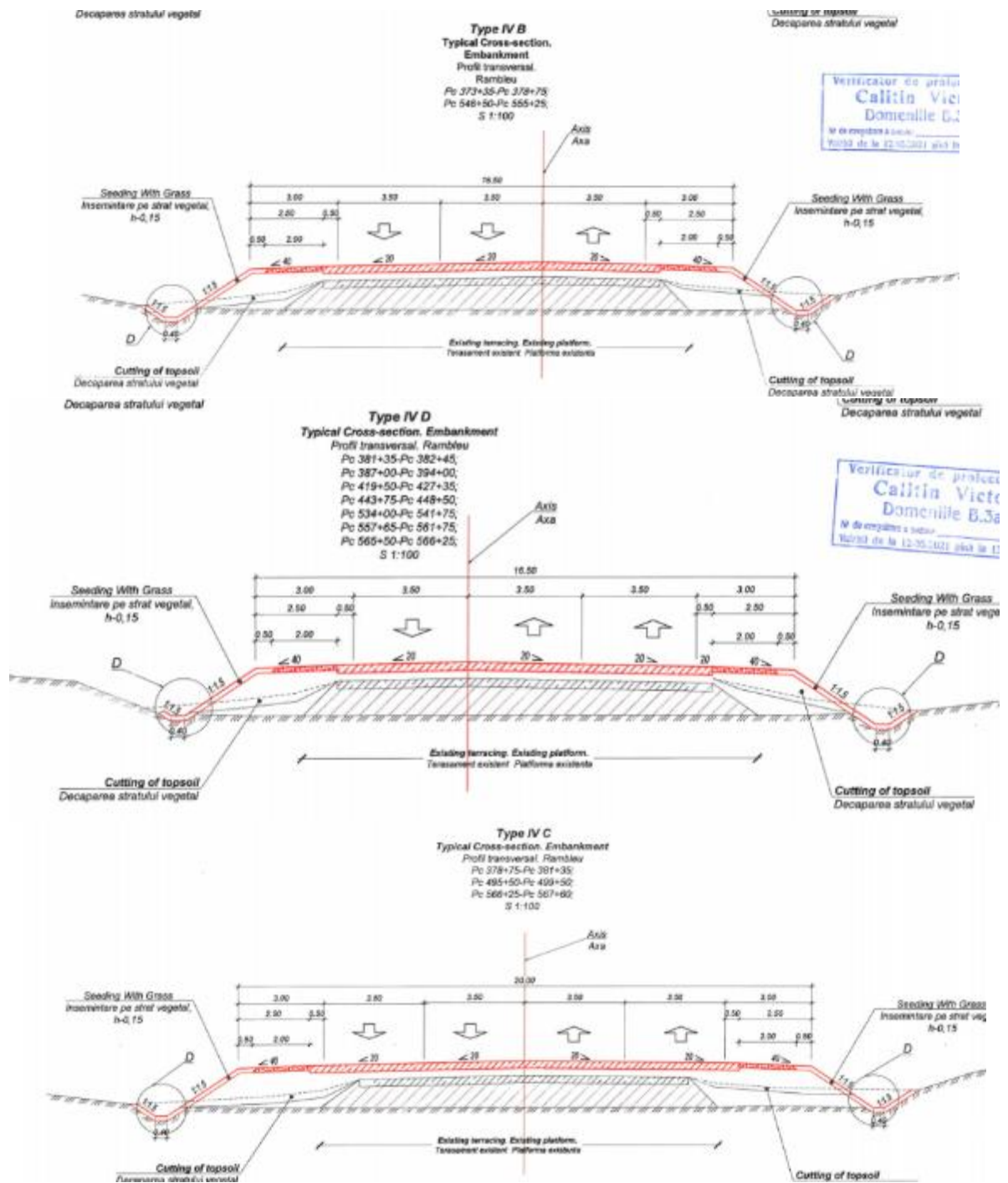


Figure 2-10: Typical Cross-Sections for LOT 2

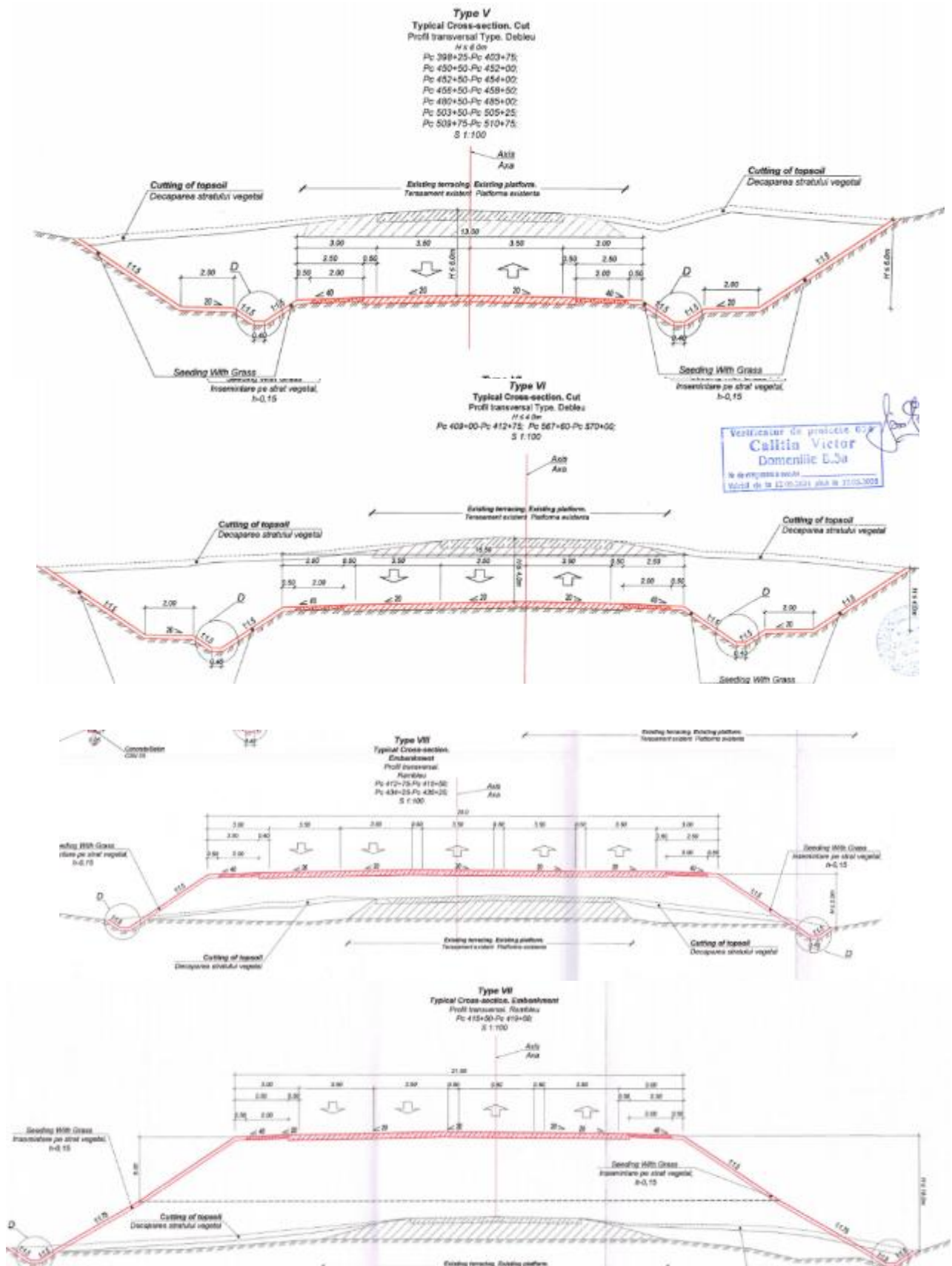


Figure 2-11: Typical Cross-Sections for LOT 2



40

- Road alignment and profile elements designed in accordance with NCM D.02.01:2015.
- Installation of new road signs.
- Application of road markings.
- Installation of guide posts and protective barriers.
- Installation of metal pedestrian barriers.
- Placement of kilometer markers.
- Construction and improvement of side roads.
- Construction of access roads to private properties.
- Construction, reconstruction, and repair of bus stations and bus shelters.
- Construction of sidewalks.
- Reinforcement of shoulders and slopes.

The road pavement at bus stops will be the same type as the main road.

To ensure traffic safety, the project includes measures in accordance with the following standards and regulations:

- Traffic rules of the Republic of Moldova
- CP D.02.10:2014 – Recommendations on Road Safety
- SM SR 1848-7:2017 – Road Signs and Road Markings
- SM SR EN 12899-1:2010 – Permanent Vertical Road Signs, Part 1: Fixed Panels
- SM SR EN 12899-2:2010 – Permanent Vertical Road Signs, Part 2: Illuminated Posts
- SM EN 1790:2016 – Road Marking Products: Preformed Road Markings

These measures are intended to enhance road user safety, ensure clear guidance and visibility, and provide comfort for drivers and passengers along the R7 corridor.

2.3.7. Temporary bypass road

LOT 1

- PC 33+92, L = 285 m – Reconstruction of the reinforced concrete tubular culvert D = 1.5 m
- PC 96+45, L = 537 m – Construction of reinforced concrete culvert 2.0 × 2.0 m
- PC 241+51, L = 184 m – Reconstruction of the bridge over the Cubolta River

LOT 2

- PC 350+86, L = 216 m – Reconstruction of the culvert 2.0 × 2.0 m
- PC 358+25, L = 197 m – Reconstruction of the culvert 2.0 × 2.0 m
- PC 418+80, L = 285 m – Reconstruction of the bridge over the Tîrnoveni River (tributary of Răut)
- PC 455+42, L = 231 m – Reconstruction of the reinforced concrete culvert D = 1.2 m
- PC 583+84, L = 179 m – Reconstruction of the reinforced concrete culvert D = 1.5 m

LOT 3

- PC 624+96, L = 160 m – Reconstruction of the bridge over the Camenca River
- PC 682+35, L = 107 m – Reconstruction of the culvert 2.0 × 2.0 m
- PC 754+59, L = 125 m – Reconstruction of the culvert 2 × (2.0 × 2.0 m)
- PC 850+15, L = 117 m – Reconstruction of the culvert 2.0 × 2.0 m
- PC 773+00 – 777+00, L = 411 m – Road reconstruction works in the area of Gălășeni village

2.3.8. Landslide Mitigation Works

Technological Stages for Executing Landslide Mitigation Works

Stage I – Earthworks for Site Preparation

- Earthworks for the arrangement of access roads and the worksite at PC 656+50 – PC 658+50.
- Construction of temporary trenches for the installation of the reinforced pile structure for landslide mitigation on the right side.
- All works are carried out according to the cross-sectional profiles for the worksite platform.

Stage II – Platform and Pile Installation

- Arrangement of the worksite platform and accesses at PC 656+50 – PC 658+50 for the installation of the reinforced pile structure on the right side.
- Installation of the reinforced pile structure (Ø 0.8 m) along PC 656+54.09 – PC 657+45.63.

Stage III – Drainage Works

- Construction of the drainage system along PC 656+54 – PC 657+60 and PC 656+70.

Stage IV – Site Demolition and Landscaping

- Demolition of the worksite platform and access roads.
- Recultivation and stabilization of the areas deformed by landslides using moisture-loving trees and shrubs, such as willow, Canadian poplar, and walnut.

Stage V – Road and Surface Water System Arrangement

- Execution of road embankments at PC 656+50 – PC 658+50.
- Arrangement of the roadway and the surface water drainage system.

2.3.9. Lot 6 (Soroca – Ukrainian border)

The starting point of the route is at KM 2+540.0 of the newly designed road, connecting to the bridge over the Dniester River, as planned on the Ukrainian side. The end point of the route is at PC 102+00.0, on road R14 (R6 – Codrul Nou – Soroca – Unguri – Ukrainian border) at the intersection with the Republican road R14.1 (R14 – Cosăuți – Ukrainian border).

The road sector is designed according to the following parameters:

KM 2+540.0 – KM 10+200.0 (Technical Category II, according to NCM D.02.01:2015):

- Design speed: 100 km/h
- Number of lanes: 2 traffic lanes along the entire sector
- Road platform width: 12.00 m
- Carriageway width: 2 × 7.00 m
- Shoulders width: 2 × 3.00 m, with 2 × 0.50 m edge lanes, using the same pavement type as the main road
- Design axle load for pavement structure: 115 kN

For climbing lanes, an additional lane is planned:

- PC 26+90.0 – PC 42+50.0 (right side) due to a 6% gradient
- PC 78+40.0 – PC 88+80.0 (left side)

In the sector where the customs terminal will be located, 4 traffic lanes are provided: PC 41+10.0 – PC 48+40.0. The maximum gradient, considering the existing situation, is 6.0% (PC 26+90.0 – PC 42+50.0 and PC 78+40.0 – PC 88+80.0).

The main route connects to:

- Access L89 (Sorooca – Holoșnița – Grigorăuca)
- The designed access to the village of Cosăuți

Safety improvements at intersections:

- A channelized at-grade intersection (see route plan) is applied for the minor road traffic (Technical Category IV).
- At the Sorooca bypass road intersection, a roundabout is planned at PC 78+00.0.

2.3.10. Construction materials and standards

For the execution of reconstruction works on the R7 road (Tranche 1), construction materials will be sourced from several licensed quarries and production plants located in the central and northern regions of the Republic of Moldova. The selection of suppliers is based on their production capacity, material quality (compliance with technical standards), and their relative proximity to the project site, which ensures both technical reliability and cost efficiency. The main sources of construction materials include quarries for crushed stone, gravel and sand, as well as asphalt and concrete plants for producing bitumen, asphalt mixtures, and prefabricated elements.

No.	Material description	Supplier name
1	Crushed stone LA50	Duruitoarea Quarry
2	Crushed stone LA30	Beleavini Quarry
3	Reinforced concrete prefabricates	UBC Chișinău
4	Cement concrete	UBC Bălți
5	Asphalt concrete	UBA Bălți
6	Ballast	Vasilcău Quarry
7	Sand	Vasilcău Quarry
8	Limestone gravel	Șaptebani Quarry
9	Broken granite stone	Cosăuți Quarry

Table 2-13: Overview construction materials

The Contractor is responsible for ensuring that all materials meet all standards requirements. Aggregate (sand, gravel, crushed stone) and binder (bitumen and cement) quality shall be tested by an accredited laboratory, and results verified and approved by the Supervision Engineer before asphalt production and use on site. All construction materials shall be accompanied by certificates of quality and environmental safety compliance.

2.4. Analysis of alternatives

2.4.1. No-Project Scenario

Technical Aspects: The current condition of road R7 shows significant degradation, including cracks, uneven surfaces, shoulder erosion, and reduced load-bearing capacity. This results in speed limitations, weight restrictions, and an increased risk of accidents. Without rehabilitation, deterioration would accelerate due to heavy traffic (including freight vehicles toward the borders with Romania and Ukraine), making it impossible to maintain functionality in the medium to long term. Critical sections (e.g., Lot 4 – Drochia bypass and Lot 5 – connection to the new Prut bridge) would remain major bottlenecks, negatively affecting regional connectivity.

Economic Aspects: Although the no-project alternative requires minimal initial investment, the cumulative life-cycle costs (20–30 years) would be higher due to increasing emergency maintenance expenditures, higher fuel consumption by vehicles (due to poor road conditions), economic losses from traffic delays, and reduced competitiveness of freight transport. Cost-benefit analysis indicates an unfavorable BCR (Benefit-Cost Ratio) for the “do-nothing” scenario, with estimated losses in mobility, cross-border trade, and local economic development (in the Drochia, Rîșcani, Costești, and Sorooca areas).

Environmental and Social Aspects: In the short term, avoiding construction would prevent temporary impacts

such as dust, noise, traffic deviations, and land expropriation. However, in the long term, it would lead to higher CO₂ emissions and pollutants due to increased fuel consumption and congested traffic, as well as a higher risk of road accidents. It would also perpetuate inequalities in access to services (public transport, emergency medical services) in rural communities adjacent to the road sections.

Conclusion:

The no-construction alternative does not meet the project's objectives of improving road safety, facilitating regional trade, and promoting European integration (transport corridors toward Romania and Ukraine). In comparison, the selected alternative—complete rehabilitation—provides the best balance between costs, benefits, and sustainable impacts and is classified as the technically, economically, and environmentally optimal solution.

2.4.2. Lot 1 (R14 – Drochia, 29km) , Lot 2 (Drochia – Riscani, 27.4km), Lot 3 (Riscani – Costesti, 30km)

The three lots cover the main section of R7 over a total length of 86.4 km. The project foresees the reconstruction of the existing road, with the roadway embankment located within the current footprint, except for rectified sections.

In the analysis of alternatives, the following were evaluated: complete reconstruction along the existing alignment (selected option), partial repairs, new alignment options, and the no-construction (“do-nothing”) alternative. Complete reconstruction was chosen as the optimal solution due to its favorable cost-benefit ratio, extended service life, minimal environmental impact, and avoidance of major expropriations associated with new alignments.

Common technical aspects for Lots 1, 2, and 3 include:

- Reconstruction of the road structure through milling, foundation strengthening, and application of a multilayer pavement designed for heavy traffic;
- Maintaining a carriageway width of 7–9 m, with consolidated shoulders of 1.5–2 m;
- Improved road safety through reflective markings, vertical signage, protective barriers, illuminated pedestrian crossings, and secure bus stops;
- Rehabilitation of culverts and drainage systems to prevent erosion and flooding;
- Ensuring permanent accessibility to properties and lateral roads.

2.4.3. Lot 4 (Drochia bypass)

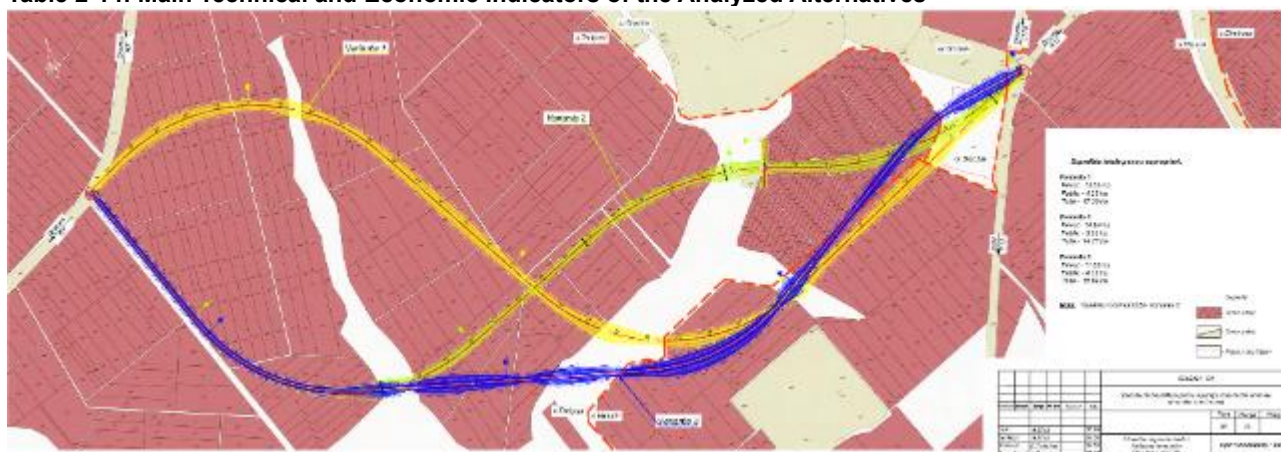
According to the traffic study conducted in July 2024, the analyzed road falls into technical category III. Investigations regarding the existing road structure, embankment, and traffic are presented in detail in the Road Structure Examination Report.

For the section with new construction, three route options were analyzed, all having the same starting point (PC 0+00, corresponding to km 41+450 of road R12) and the same end point. All options are located on extralimital land of the city of Drochia and the villages of Țarigrad and Miciurin, Drochia District.

The comparative analysis was carried out based on the main technical and economic indicators, also relevant from an environmental impact perspective, summarized in the Table 2-14.

Indicator	U.M.	Option 1	Option 2	Option 3
Route length	m	3 580	3 508	3 578
Number of culverts	pcs	4	4	5
Total length of culverts	m	165	165	184
Roadway area	m ²	29 729	29 493	29 422
Land area required	ha	17,30	14,27	15,64

Intersections with overhead power lines	pcs	2	2	2

Table 2-14: Main Technical and Economic Indicators of the Analyzed Alternatives**Figure 2-13: Alternatives analysed for the Drochia bypass project**

Source: Feasibility study for the repair/construction of the bypass road of the Drochia town.

The comparison of the options indicates that Option 3 provides the best technical and environmental performance. It features the lowest longitudinal gradient, the minimal risk of damage, and a favorable balance between cut and fill volumes, allowing the embankment to be constructed without the need for a borrow pit. This aspect reduces the impact on soil, landscape, and natural resources, while also optimizing construction costs. In conclusion, Option 3 was selected as the preferred alternative for implementation, as it ensures a high level of road safety, durability, and minimal environmental impact.

2.4.4. Lot 6 (Soroca – Ukrainian border)

Within the feasibility study “Construction of the cross-border road bridge over the Dniester River at the Ukrainian-Moldovan state border in the area of Yampil–Cosăuți”, carried out by SRL “International Design Institute” (TOB «МПІ») (Ukraine) in 2021, multiple alternatives were analyzed through the preparation of a technical-economic justification for the connection between the Ukrainian and Moldovan state borders in the Yampil–Cosăuți area.

Alternative 1

The road alignment is located in the territory of the Yampil commune, Mogilev-Podilskyi district, Vinnytsia region (Ukraine), continuing into the territory of the Republic of Moldova. The total road length is 7.183 km, and it is situated in rural areas. The route includes a cross-border road bridge over the Dniester River, with a length of 1.309 km. The road length up to the bridge is 1.427 km in Ukraine and 4.447 km in Moldova.

The main disadvantage of this alternative is the crossing of the Cosăuți landscape reserve in Moldova over a length of approximately 2.3 km, which may generate significant impacts on the natural environment and requires strict biodiversity protection measures. Overall, this alternative ensures the necessary cross-border road connectivity, but from an environmental protection perspective, it presents major constraints due to the intersection of a protected natural area.



Figure 2-14: Alternative 1 in the feasibility study, 2021

Source: Feasibility study, 2021 (UA)

Alternative 2

The road falls under technical category II, with a total length of 6.043 km. The highway alignment crosses the city of Yampil for 1.30 km, while the remaining 4.743 km is located in rural areas.

The road length up to the overpass on Ukrainian territory is 1.517 km, the length of the cross-border bridge over the Dniester River is 1.555 km, and the access road to the bridge on the territory of the Republic of Moldova is 2.971 km.

The main disadvantage of this alternative is the crossing of private lands, requiring the purchase or withdrawal from use of approximately 29.20 ha, as well as the crossing of Yampil city over 1.30 km, which may generate significant social and environmental impacts (expropriations, noise, disruption of the community).

In conclusion, this alternative ensures cross-border road connectivity and appropriate technical parameters, but presents social and land-use constraints, which are relevant for the assessment of impacts on the environment and local communities.

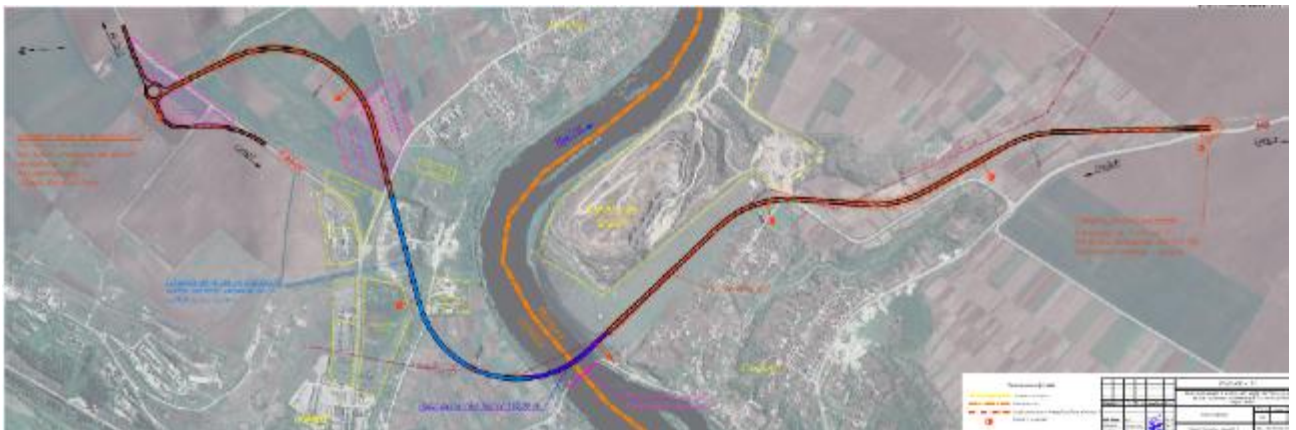


Figure 2-15: Alternative 2 in the feasibility study, 2021

Source: Feasibility study, 2021 (UA)

Alternative 3

The starting point of the design section for Alternative 3 (recommended in the Feasibility Study) is located at km 0+000, at the junction with the national road T-02-02 Mogilev-Podilskyi – Yampil – Bershada – Uman, at km 43+670, where a single-level roundabout intersection is planned.

The road falls under technical category II, with a total length of 6.043 km. The road length up to the overpass on Ukrainian territory is 1.517 km, the length of the cross-border road bridge over the Dniester River is 1.555 km, and the access road to the bridge on the territory of the Republic of Moldova is 2.971 km.



Figure 2-16: Alternative 3 in the feasibility study, 2021

Source: Feasibility study, 2021 (UA)

The alternative selected in 2023 for the highway on the Republic of Moldova side, as a continuation of the bridge over the Dniester River

In 2024, the Feasibility Study “Construction of the access road from the bridge over the Dniester River, in the Cosăuți area, Soroca district, to the national road network” identified as the optimal alternative a route that completely avoids interference with the Cosăuți Landscape Reserve, thus minimizing the impact on protected natural areas.

The alignment of the newly designed road begins at km 2+540.0, at the connection point with the bridge over the Dniester River designed on the Ukrainian side, and ends at PC 102+00.0, at the intersection of the national road R14 (R6 – Codrul Nou – Soroca – Unguri – Ukraine border) and the republican road R14.1 (R14 – Cosăuți – Ukraine border).



Figure 2-17: Alternative in the feasibility study, 2023

Source: Feasibility study, 2023 (MD)

This alternative will be analyzed within the framework of the present study. For this alternative, Environmental Agreement No. 18/963/2024, dated 04.10.2024, was issued by the Environmental Agency, and it is currently at the stage of obtaining the urbanism certificate for the design.

3. Legal Requirements

3.1. Policy, legal and administrative context of the ESA

3.1.1. National strategies

The Project is aligned with Moldova's national development policy framework, which promotes environmental sustainability, infrastructure modernization, and EU integration objectives. It directly supports the implementation of several key strategic documents, including:

- National Development Strategy "European Moldova 2030" (GD No. 315/2022);
- National Mobility Strategy 2025–2030 (GD No. 589/2024);
- Environmental Strategy 2024–2030 (GD No. 409/2024);
- National Road Safety Programme 2025–2030 (GD No. 326/2025);
- National Regional Development Strategy 2022–2028 (GD No. 40/2022).

Other relevant national and sectoral strategies are presented in Annex 4. Together, these strategic documents anchor the R7 corridor works within Moldova's EU alignment and TEN-T connectivity agenda, while defining the design principles and ESA compliance requirements that the Project must fulfil.

3.1.2. Regional and Local (District's) Development Strategies and Urban Planning Plans

The R7 Corridor rehabilitation is consistent with the regional and local development frameworks in the administrative districts traversed by the project— Rîșcani, Drochia, Soroca. Each of these territorial units has adopted strategies that prioritise improved road connectivity, safer transport, and access to markets and public services.

The main regional strategies in the South Development Region are the following:

- Sectoral Programme (PRS) in the field of water supply and sanitation (WSS);
- Integrated solid waste management strategy in the North Development Region;
- Regional Sectoral Programme (PRS) in the field of regional and local roads (DRL) in the North Development Region;
- Regional Sectoral Program for the Development of Business Support Infrastructures in the North Development Region;
- Regional sectoral program on increasing the tourist attractiveness of the North Development Region.
 - **Soroca District:** Sustainable socio-economic and spatial development strategy of the Soroca District 2025-2030;
 - **Drochia district:** Sustainable socio-economic and spatial development strategy of the Drochia District 2021-2030.
 - **Rîșcani district:**
Youth Sector Development Strategy in Rîșcani District for the years 2022-2026;
Sustainable socio-economic development strategy of the Rîșcani District 2021-2025 ;
Urban revitalization program of the city Rîșcani 2023-2027
 - **Cross-Border, Cosăuți-Yampol, Costești-Stîncă**
Cross-Border Cooperation Programmes (CBC Romania–Moldova–Ukraine 2021–2027) – with a focus on connectivity, environment, and sustainable mobility, including potential projects for Costesti-Stîncă, Cosăuți-Yampol.

Most of these strategies integrate aspects related to ecological status of natural resources, water and sanitation, cultural heritage, social development, industry competitiveness, infrastructure and transport networks, as well as climate resilience, green transition, and EU integration objectives.

Overall, the Project supports implementation of these regional and local priorities by improving accessibility, reducing travel times, and facilitating regional economic integration, while remaining consistent with approved spatial-planning and land-use frameworks.

Overall, the Project contributes directly to the achievement of the goals defined in the most relevant national, regional, and local development strategies. By rehabilitating the R7 corridor, the Project supports the Regional Development Strategy of the North Region and related sectoral programmes on road infrastructure, energy efficiency, and environmental protection through improved accessibility and safer transport. It aligns with the promoting sustainable mobility, reduction of vehicle emissions, and better integration with the public transport network.

At the same time, the Project strengthens the objectives of the Cross-Border Cooperation Programme Romania–Moldova–Ukraine 2021–2027, fostering connectivity, trade, and cross-border mobility. It contributes to the Integrated Development Strategy of Soroca, Drochia and Rîșcani, by enhancing access to markets, social services, and employment opportunities, thus reducing regional disparities.

The Project therefore represents a key investment supporting the implementation of Moldova's National Development Strategy "European Moldova 2030", advancing sustainable transport infrastructure, regional cohesion, and the country's gradual integration with the EU TEN-T Core Network.

3.2. Applicable IFI Environmental and Social Assessment procedures

The R7 Road Corridor rehabilitation is financed with the support of the European Bank for Reconstruction and Development (EBRD) and co-financed by other international partners. Consequently, the Project is subject to international environmental and social assessment procedures that complement national legislation.

EBRD Environmental and Social Policy (2019)

Under the EBRD Environmental and Social Policy (ESP 2019), the Project has been categorised as Category B, requiring an Environmental and Social Assessment (ESA) due to its potential for diverse and site-specific impacts. The assessment follows the EBRD's Performance Requirements (PRs), which set out the standards that clients must meet:

PR	Title	Relevance to the Project
PR 1	Assessment and Management of Environmental and Social Impacts and Issues	The ESAA identifies, evaluates, and mitigates all potential impacts during design, construction, and operation.
PR 2	Labour and Working Conditions	Applies to contractors, ensuring fair employment, occupational health and safety, and workers' grievance mechanisms.
PR 3	Resource Efficiency and Pollution Prevention and Control	Addresses emissions, waste, water, energy use, and raw-material efficiency during construction and operation.
PR 4	Health, Safety, and Security	Covers protection of the workforce and surrounding communities.
PR 5	Land Acquisition, Involuntary Resettlement, and Economic Displacement	Relevant for any temporary or permanent land take or access restrictions.
PR 6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	Ensures avoidance of sensitive habitats and species.
PR 8	Cultural Heritage	Requires chance-find procedures and consultation with competent authorities.
PR 10	Information Disclosure and Stakeholder	Implemented through the Project's Stakeholder Engagement

	Engagement	Plan (SEP) and Grievance Redress Mechanism (GRM).

Table 3-1: Overview PRs

Compliance with these PRs will be ensured through the Environmental and Social Management Plan (ESMP) and continuous monitoring during construction and operation.

If other International Financial Institutions participate (e.g. the European Investment Bank, the European Union, or the World Bank), their procedures will also apply, notably:

- EIB Environmental and Social Standards (2023);
- EU EIA Directive 2011/92/EU as amended by 2014/52/EU;
- World Bank ESF (2018) – Environmental and Social Standards 1-10.

These frameworks are largely consistent with EBRD Performance Requirements, and equivalence will be maintained through a single, harmonized ESA package and coordinated disclosure process.

The NRA acts as the Implementing Agency and will ensure that the Project, contractors, and supervision consultants comply with all applicable IFI requirements and national laws.

All documentation, including the ESA (full report), Non-Technical Summary (NTS), Land Acquisition and Resettlement Framework (LARF), ESR Compliance Document (Environmental and Social Requirements Compliance Statement) and Environmental and Social Action Plan (ESAP), will be disclosed upon in accordance with EBRD PR 10 and Moldovan EIA regulations.

Where Moldovan legislation differs from EU substantive environmental standards, the Project is required to comply with the more stringent standard, including but not limited to:

- EIA Directive (2019 update);
- Industrial Emissions Directive;
- Birds and Habitats Directives.

As part of project preparation and implementation, the following assessments for Environmental and Social Assessments are required:

- Environmental and Social Impact Assessment (ESA): detailed evaluation of potential project impacts on air, water, soil, biodiversity, land use, cultural heritage, and communities, with corresponding management plans.
- Land Acquisition and Resettlement Framework (LARF): defines the principles, procedures, and institutional arrangements to be applied when a project may require land acquisition, restrictions on land use, or involuntary resettlement. It is prepared when the exact impacts and affected parcels are not yet fully known at the ESA stage—common for early design phases in road rehabilitation projects.
- ESR Compliance Document (Environmental and Social Requirements Compliance Statement): aim to summarize how the proposed project complies with the Environmental and Social Requirements of the financing institution (e.g., EBRD) and relevant national legislation. It provides a concise, evidence-based mapping of the project's commitments, demonstrating that the design, construction, and operation meet the applicable Performance Requirements (PRs), sector guidelines, and Moldovan regulatory standards.
- Environmental and Social Action Plan (ESAP)- a binding implementation plan that outlines specific actions the project sponsor must undertake to achieve full compliance with the financier's Environmental and Social Policy (e.g., EBRD PRs) and national requirements. It translates the findings of the ESA, LARF/LARP, stakeholder engagement, and due diligence into clear, time-bound, and measurable actions.
- Road Safety Audit (RSA):
 - Required by the EBRD as the Project involves road infrastructure with potential safety-related design

characteristics.

- Ensures that a comprehensive, independent and systematic technical road safety review is carried out for all tranches of road sections.
- Aims to integrate technically and economically feasible, cost-effective road safety components into the design, to prevent and mitigate road safety risks for all categories of road users.

3.3. National and international regulatory framework, standards and guidelines, treaties applicable

3.3.1. National legislation on environment/biodiversity

For the purposes of the R7 Road Corridor Project, the most relevant legal requirements at the national level relate to:

- Environmental protection and Environmental Impact Assessment (EIA) procedures;
- Access to information and public participation, ensuring transparency and stakeholder engagement;
- Social, health, and safety regulations, covering both workers and the general public;
- Land acquisition and expropriation procedures, including compensation mechanisms;
- Construction permitting, including approvals required for design, construction, and operation.

The overarching legal basis for environmental governance is provided in the Law No. 1515/1993 on environmental protection, which establishes principles, institutional responsibilities, and the development of subordinate normative acts in the field of environmental protection.

Law No. 86/2014 on Environmental Impact Assessment transposes Directive 2011/92/EU of the European Parliament (13 December 2011) on assessing the effects of certain public and private projects on the environment. This law applies to all public and private projects, or specific categories of planned activities, that may have an adverse impact on the environment and human health.

Under this law, projects with significant impact on the environment must include an Environmental Impact Assessment (EIA) study, which identifies, describes, and assesses the direct and indirect effects of planned activities on population, fauna, flora, soil, subsoil, water, air, climate, landscape, material assets, and cultural heritage. The EIA procedure also requires mandatory public consultation and disclosure of relevant project information.

For the road sector, Annex 1 of Law No. 86/2014 lists projects requiring a mandatory EIA:

- Point 7(b): Construction of roads and expressways (“express road” as defined in the European Agreement on Main International Traffic Arteries, 15 November 1975).
- Point 7(c): Construction of roads with four or more lanes, or realignment/widening of existing roads with two or fewer lanes into four or more lanes, for sections of at least 10 km.

Annex 2 specifies projects for which the need for an EIA must be determined by the Environmental Agency, including public consultation. For the road sector:

- Point 10(e): Construction of main roads, ports, and port installations (not listed in Annex 1).

The Tranche 1 road sections were reviewed and consulted with the Environmental Agency of the Republic of Moldova. Based on the official decisions, a full national EIA was not required for Lots 1-4,6 only EIA as part of design of works. For Lot 1-3 an Environment Permit is required to be updated.

Lot	Section / Description	EIA Status / Permit

Lot 1	R7 R14 Drochia-Costești-Border with Romania, 29 km, km 0+000 – 29+000 – rehabilitation of the existing road	It requires obtaining an updated Environmental Permit at this stage.
Lot 2	R7 R14 Drochia-Costești-Border with Romania (Drochia-Rîșcani), 30.5km, km 29+000 – 59+500 – rehabilitation of the existing road	Environment Notice 18-12/880 from 01.12.2020 Environment Agency North. It requires obtaining an updated Environmental Permit at this stage.
Lot 3	R7 R14 Drochia-Costești-Border with Romania, (Rîșcani-Costești) - 30 km) km 59+500 – 89+571 – rehabilitation of the existing road	It requires obtaining an updated Environmental Permit at this stage.
Lot 4	R7 R14 Drochia-Costești-Romanian Border Drochia Ring Road, 7.3 km - 4.2 km rehabilitation of the existing road R12, and 3.1 km - new construction	Environmental Permit No. 18/1025/2024 issued 21.10.2024.
Lot 5	R7 R14 Drochia-Costești-Romanian border, connection road to the new bridge over the Prut River at the Romanian border, 5 km - new construction	No data available
Lot 6	R14.3 Soroca-Ukrainian Border connection road with the new bridge over the Dniester River at the border with Ukraine, 7.4 km) area of the localities of Cosăuți – Yampil - new construction	Environmental Permit No. 18/963/2024 issued 04.10.2024.

Table 3-2: Overview of the EIA Status of the different lots

Each Environmental Permit is valid for four years and may be extended once (for one year) if environmental conditions remain unchanged. Compliance with permit conditions is monitored by the Environmental Protection Inspectorate, and violations may result in administrative or criminal liability.

The national legal framework provides a comprehensive and harmonized system for environmental protection, consistent with the EU acquis. Through compliance with these acts—particularly Law No. 86/2014 on Environmental Impact Assessment, Law No. 1515/1993 on Environmental Protection, and sector-specific laws on water, waste, and biodiversity—the Project ensures the prevention, mitigation, and monitoring of environmental impacts in line with Moldovan and international obligations.

Other relevant legislative acts include:

- Forest Code no. 69/2024;
- Land Code no. 22/2024;
- Law No. 11/2017 on strategic environmental assessment;
- Law No. 98/2022 on atmospheric air quality;
- Law No. 227/2022 on industrial emissions;
- Law on water No. 272/2011;
- Law No. 239/2007 on vegetal kingdom;
- Law No. 1538/1998 on the fund of natural areas protected by the state.

Additional environmental and biodiversity-related legislation relevant to the Project is listed in **Annex 2**.

3.3.2. Specific legal acts on transport, urbanism, construction, and public administration

The Project is regulated by a comprehensive set of national laws covering transport, road infrastructure, urban planning, construction, land acquisition, and public administration. These legal acts define institutional responsibilities, procedural requirements, and technical standards necessary for the planning, approval, and implementation of national road infrastructure projects, including the R7 Corridor.

The key legislative instruments include:

- Road Transport Code No. 150/2014 – regulates the organization, licensing, and safety of road transport operations.
- Law on Road Traffic Safety No. 131/2007 – establishes measures to improve traffic safety, enforcement, and driver conduct.

- Law on Roads No. 509/1995 – defines the classification, ownership, management, and maintenance of public roads.
- Urban Planning and Construction Code No. 424/2023 – establishes procedures for spatial planning, urban zoning, building permits, and technical documentation for infrastructure projects.
- Law No. 488/1999 on Expropriation for Public Utility – regulates expropriation procedures, compensation, and valuation of land and property required for public infrastructure.
- Administrative Code No. 116/2018 – sets administrative procedures, competencies of public authorities, and principles of good governance.

These laws ensure that the Project complies with national standards for road safety, urban development, land acquisition, and public administration, supporting efficient and transparent implementation.

A more detailed list of relevant legislative acts, including additional sector-specific regulations, is presented in **Annex 4**.

Compliance with these instruments enables the Project to proceed lawfully within Moldova's integrated system of spatial planning, road management, and public-administration oversight, while maintaining alignment with EU and international lender requirements.

3.3.3. Specific legal acts on social aspect, health, and safety

The Project is subject to a comprehensive framework of national legislation covering labour relations, workers' rights, occupational safety and health (OSH), public health, insurance, and access to environmental information. These legal instruments establish the rights and responsibilities of employers and employees, set minimum safety standards, and regulate workplace and construction site conditions.

Among the most important legislative acts are:

- Labour Code of the Republic of Moldova, No. 154/2003 – defines employment relationships, workers' rights, conditions of work, and grievance procedures.
- Law on Mediation, No. 137/2015 – establishes mechanisms for resolving civil and employment disputes through mediation.
- Law on Security and Health at Work, No. 186/2008 – sets the responsibilities of employers and employees to ensure safe working conditions and compliance with OSH standards, in line with EU Directives (89/391/EEC).
- GD No. 906/2020 – minimum health and safety requirements for the use of personal protective equipment (PPE) by workers.
- GD No. 80/2012 – minimum health and safety requirements for temporary or mobile construction sites.
- Law No. 756/1999 on Insurance against Accidents at Work and Occupational Diseases – provides social insurance coverage and compensation mechanisms for work-related accidents.
- Law on State Supervision of Public Health, No. 10/2009 – establishes sanitary and hygiene standards for workplaces and construction sites.
- GD No. 1467/2016 – Regulation on Public Access to Environmental Information – guarantees access to environmental data and procedures for public information requests.

Additional sector-specific regulations on occupational safety, health, insurance, and public health are listed in Annex 4.

This legislation listed establishes Moldova's comprehensive framework for protecting workers, communities, and public health in all economic sectors, including large-scale infrastructure projects. It ensures lawful employment

practices, safe working conditions, social insurance coverage, and the right of citizens to information and participation in environmental decision-making.

By implementing the Project in compliance with these laws, as well as with EBRD Performance Requirements 2 and 4 and relevant EU occupational safety directives, the National Road Administration (NRA) and contractors will guarantee that all activities are carried out under safe, fair, and transparent social and health-protection standards.

3.3.4. Technical normative acts regarding the environment and construction

Implementation of the R7 Road Corridor Project shall comply with the technical regulations and construction norms applicable in the Republic of Moldova. These documents establish the requirements for design, environmental protection, safety, and supervision of construction activities. The most relevant technical normative acts are presented in the following table:

Normative Act ³	Name
NCM A.07.02-2012 (and subsequent amendments)	Procedure for the elaboration, approval, and framework content of project documentation for constructions; main requirements and provisions for construction.
NCM A.07.03-2002	Regulation on the monitoring of construction objectives by the project author.
NCM A.07.06:2016	Composition and content of the "Environmental Protection" section in project documentation.
NCM A.08.02:2014	Occupational safety and health in construction.
NCM D.02.01:2015	Public road design
NCM B.01.05:2019	Systematization and planning of urban and rural localities.
CP D.01.04-2007	Determination of the main hydrological characteristics for calculation
CP D.01.05-2012	Determination of hydrological characteristics for the conditions of the Republic of Moldova
CP D.01.06-2012	Determination of permissible limits of harmful substances in surface flows (runoff) for the conditions of the Republic of Moldova
CP D.02.30:2023	Regulations regarding environmental protection in the design, construction, modernization, rehabilitation and maintenance of roads

Table 3-3: Technical regulations in environmental protection and construction

Compliance with these normative acts is the responsibility of the designers and project verifiers during the design phase, while the National Inspectorate for Technical Supervision serves as the central authority overseeing their implementation.

3.3.5. EU Directives

The Republic of Moldova, as a signatory to the **EU–Moldova Association Agreement (2014)** and the **Energy Community Treaty**, is progressively harmonising its environmental, occupational health, and labour legislation with the EU *acquis communautaire*.

Key EU Directives and related policy instruments applicable to this Study, and considered during the preparation of the Environmental and Social Assessment (ESA) for the R7 Road Corridor Project, include:

- Directive 2009/147/EC (Birds Directive) – establishes measures for the protection, management, and control of wild bird species and their habitats.
- Directive 92/43/EEC (Habitats Directive) – sets up the Natura 2000 network and defines obligations for impact assessment of projects potentially affecting protected habitats and species.
- Directive 2011/92/EU as amended by Directive 2014/52/EU (EIA Directive) – provides the procedural basis for environmental impact assessment, public consultation, and decision-making.
- Directive 2008/98/EC (Waste Framework Directive) – establishes the waste hierarchy and principles for

³ NCM - Normative in constructions from Moldova; CP - Practical code

prevention, reuse, recycling, and recovery, including construction and demolition waste.

- Directive 2008/50/EC (Air Quality Directive) – sets limit values for air pollutants and measures for maintaining and improving air quality, relevant to construction emissions and traffic exhaust.
- Council Directive 92/57/EEC (Construction Sites Directive) – sets minimum safety and health requirements at temporary or mobile construction sites.
- Council Directive 89/391/EEC (OSH Framework Directive) – defines general principles of prevention and risk management for worker safety.
- Council Directive 89/656/EEC (PPE Directive) – establishes minimum requirements for the use of personal protective equipment at the workplace.

These directives provide the reference framework for the Project's environmental protection, waste management, occupational safety, and biodiversity conservation measures.

Where Moldovan legislation and EU directives differ, the more stringent provisions will be applied in accordance with EBRD Performance Requirement 1 and the principles of the EU–Moldova Association Agreement.

A more comprehensive list of relevant EU directives and related policy instruments is provided in **Annex 2**.

3.3.6. International treaties related to the environment

The Republic of Moldova is a Party to numerous multilateral environmental agreements that provide the international legal framework for environmental protection, sustainable development, and transboundary cooperation. These treaties form part of the legal context for the R7 Road Corridor Project and guide the principles of impact assessment, pollution prevention, biodiversity protection, and public participation applied in this ESA.

Key international conventions include:

- Aarhus Convention (1998) – access to environmental information, public participation, and access to justice in environmental matters.
- Espoo Convention (1991) – environmental impact assessment in a transboundary context.
- Convention on Biological Diversity (CBD, 1992) – conservation and sustainable use of biological diversity.
- Convention on International Trade in Endangered Species (CITES, 1973) – protection of endangered flora and fauna.
- Ramsar Convention (1971) – protection of wetlands of international importance.
- UN Framework Convention on Climate Change (UNFCCC, 1992), Kyoto Protocol (1997), and Paris Agreement (2015) – climate-change mitigation and adaptation.
- Basel, Rotterdam, Stockholm, and Minamata Conventions – control of hazardous chemicals, waste, and pollutants.

These instruments underpin Moldova's environmental and climate commitments and are reflected in national legislation and institutional practice. The ESA integrates their principles—particularly concerning transboundary assessment, access to information, biodiversity conservation, and climate resilience—into the Project's design and environmental-management framework.

A more comprehensive list of international treaties and agreements relevant to the Project is provided in Annex 2.

3.4. Approach to benchmarking

The benchmarking approach for the Moldova TENT-T Road Network Rehabilitation Project involves a structured comparison of the Project's design, environmental and social management measures, and road safety features against international best practices, relevant IFI standards, and similar road infrastructure projects. The objective is to ensure that the Project achieves optimal environmental, social, and technical outcomes while complying with applicable regulations.

Detailed benchmarking results, including comparative matrices and references to international standards, are presented in the Annex – Benchmarking Matrix and International Good Practice References. This annex provides the evidence base for the analysis summarised in this chapter.

Comparison with International Standards:

- The Project will be benchmarked against EBRD Performance Requirements (PRs 1–10), EU environmental directives (EIA Directive, Industrial Emissions, Birds and Habitats), and IFI good practice guidelines on road safety, environmental management, and social safeguards.
- Where Moldovan legislation is less stringent, the Project will adhere to the more rigorous international standards.

Analysis of Similar Projects:

- Road rehabilitation and upgrading projects in Moldova and neighbouring countries (e.g., Romania, Ukraine) are reviewed to identify best practices in environmental management, traffic safety, social mitigation, and stakeholder engagement.

Environmental and Social Management Benchmarking:

- Evaluation of planned mitigation measures, monitoring plans, and public consultation strategies against established international examples.
- Assessment of land acquisition, resettlement procedures, and labour practices to align with EBRD PRs 2 and 5.

Road Safety Audit Benchmarking:

- Design elements of all lots will be compared with international road safety standards to identify risks and ensure cost-effective, feasible safety measures.

4. Baseline Conditions

Baseline environmental and social conditions were established through a combination of desk review, field reconnaissance, and analysis of secondary data provided by the Environmental Agency, National Bureau of Statistics, State Hydrometeorological Service, and other competent authorities.

In line with the Technical Due Diligence (TDD) process, baseline information will be updated once verified traffic forecasts, final design drawings, and drainage details become available to ensure consistency between environmental data and engineering design.

4.1. Setting area of influence

In the context of this ESA, the area of influence of the R7 Road, Tranche 1, is defined on the basis of the different components of the project, namely:

- the areas where the planned activities of the project will take place (project area, associated infrastructure

and immediate surroundings); and

- more or less extensive areas that may be subject to direct and indirect impacts on the natural and human environment.

The area of influence varies according to project activities and environmental and social components.

Component	Construction Phase	Operation phase
Air quality	500 m from the access road and the construction site.	Approximately 5 km from the air emission point (localities during the road and Emerald cites areas)
Noise & Vibration	0,5 km from the construction site	About 0,5km from noise sources (localities during the road and Emerald cites areas)
Biodiversity	Direct: 1 km in the immediate vicinity of Emerald sites areas and 500 m around the others project site. Indirect: in the air quality zone of influence (5 km).	Direct: 1 km in the immediate vicinity of Emerald cites areas and 500 m around the others project site. Indirect: in the air quality zone of influence (5 km).
Surface Water	Water body protection area – 500m	Water body protection area – 500m
Ground water	Aquifer beneath the project area.	Aquifer beneath the project area.
Cultural Heritage	Physical footprint of project and construction areas, villages of Costești commune, Petrușeni, Gălășeni, Șaptebani, Hiliuți, Pîrjota, Rîșcani city, Nicoreni, Zgurița, Chetrosu, Țarigrad, Miciurin, Drochia city, Șolcani, Cosăuți.	Physical footprint of project and construction areas, villages of Costești commune, Petrușeni, Gălășeni, Șaptebani, Hiliuți, Pîrjota, Rîșcani city, Nicoreni, Zgurița, Chetrosu, Țarigrad, Miciurin, Drochia city, Șolcani, Cosăuți.
Social	Residential areas – 2,0km Economic activities outside residential areas – 0,5km Residential Areas connected with R7 road with local road – 500m	Residential areas – 2,0km Economic activities outside residential areas – 0,5km Residential Areas connected with R7 road with local road – 500m

Table 4-1: Area of influence of the Project

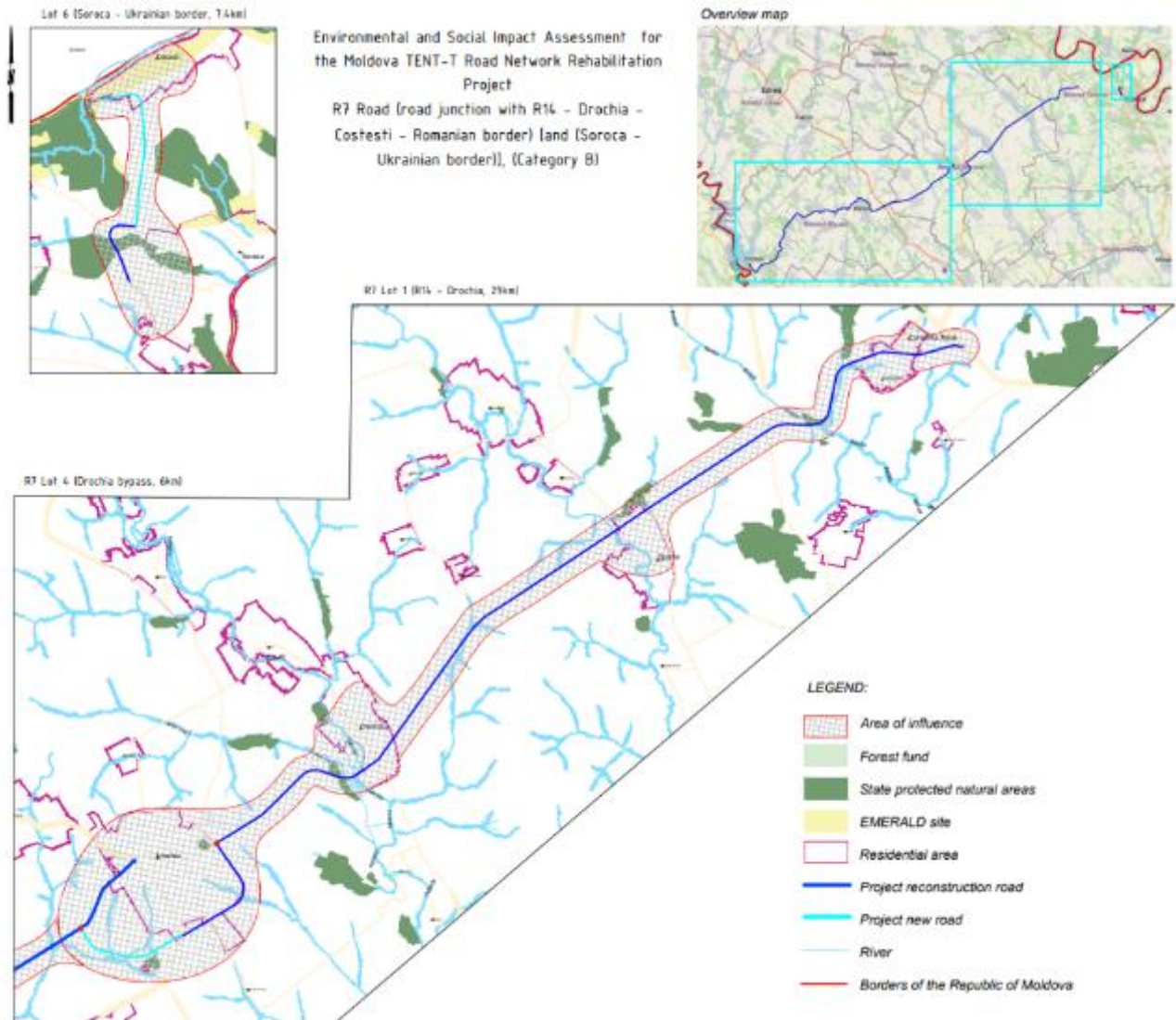


Figure 4-1: Project sites and area of influence, Lot 1, 4 and 6

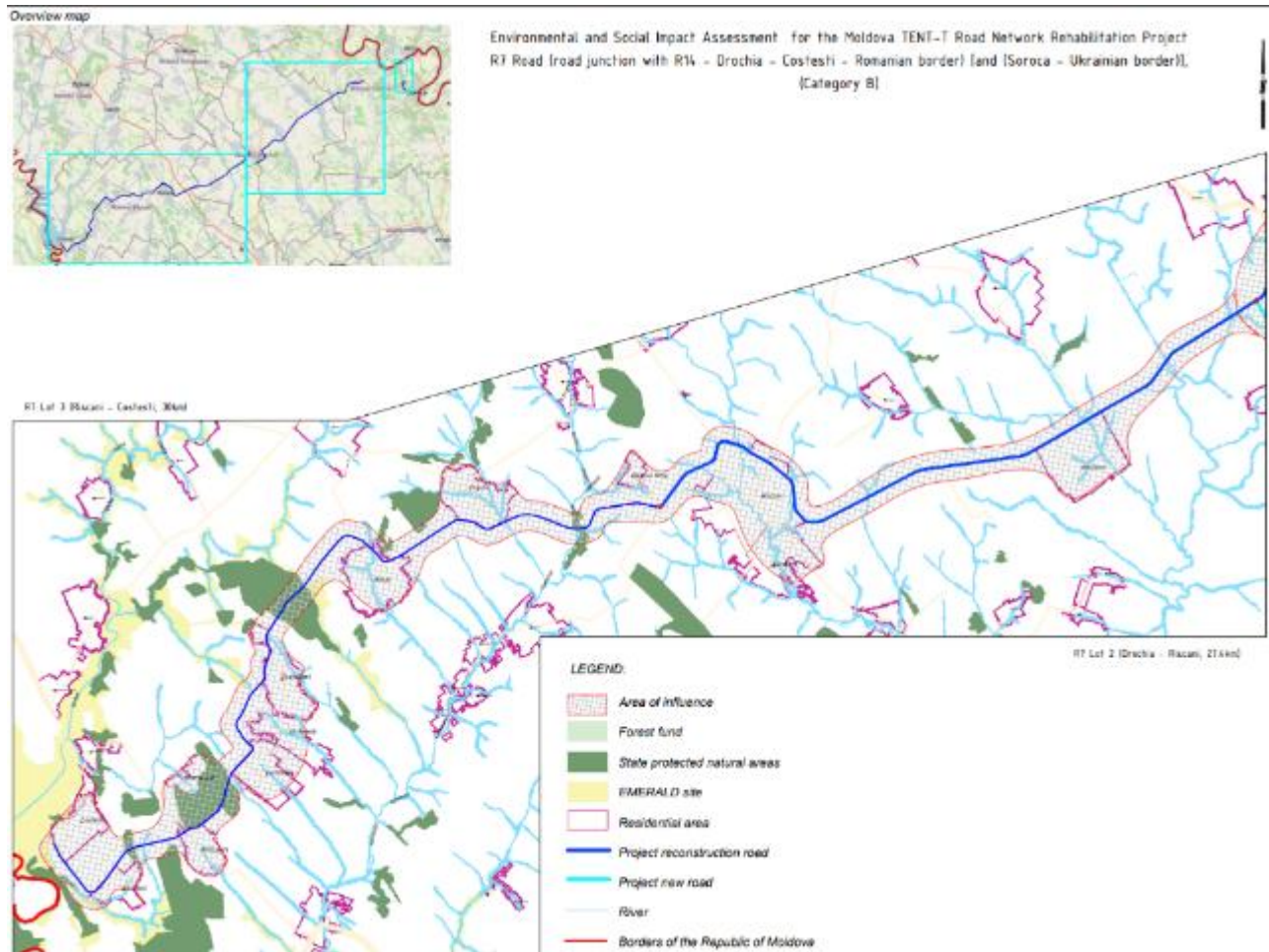


Figure 4-2: Project sites and area of influence, Lot 2 and 3
Methodology for Data Collection

- Review of project documentation and baseline data collection secondary to define scope, activities, and environmental/social context of the proposed Project.
- Field visits (September-October 2025) to verify conditions along all lots, identify potentially affected areas, and record environmental, biological, and socio-economic sensitivities;
- Analysis of national and regional datasets, thematic maps, and institutional reports to characterise soil, geology, hydrology, air quality, biodiversity, and socio-economic features.
- Stakeholder engagement and social screening (socio-economic baseline survey) – March 2026 to validate findings and ensure inclusion of community concerns.

The assessment of **soil and land surface conditions** relevant to the project was based on a combination of national databases, thematic maps, and institutional data sources. The following key sources and datasets was used:

- Soil Information System – “Soil Registry of the Republic of Moldova” (SI “RSRM”): Created under Government Decision No. 1001/2014 and managed by the National Agency for Land Improvement (ANIF). Provides comprehensive soil classification and cadastral data. Link: SI RSRM - Legis
- IPOT Portal – General Soil Description and Mapping: Offers interactive maps with detailed descriptions of soil types across the Republic of Moldova. Link: IPOT Soil Maps
- Geospatial Data Portal of Moldova: Includes thematic layers: cadastral maps, land use, elevation, geology, soil types, ecological network core zones, archaeological sites, topography, public infrastructure, etc. Link:

GeoData Moldova

- Regional, District, and Local Development Strategies (incl. Urban General Plans - PUGs): These documents provide contextual data on planned land use, territorial development priorities, and zoning regulations. A list of these strategies is provided in the “Legal and Institutional Framework Analysis” Report.
- Environmental Monitoring and Laboratory Data: Collected and maintained by the Environmental Agency of Moldova, including information on soil quality, contamination, and physical-chemical characteristics.
- Land Acquisition and Expropriation Procedures: For lands subject to expropriation, cadastral numbers and soil fertility classification (*bonitatea solului*) are established exclusively by IPOT. The procedure is coordinated by central government bodies (Ministry of Infrastructure and Regional Development – MIDR, and the National Road Administration – AND) through inclusion of affected land parcels in a Government Decision (GD). According to legislation, road sectors must be declared of public utility prior to expropriation.
- CORINE Land Cover (CLC) Dataset: A digital database describing land cover and land use in Moldova, developed in accordance with standardized CORINE methodology to ensure EU-wide data harmonization. CLC classification includes 44 land cover classes, grouped in a 3-level hierarchy. In Moldova, 23 of these classes are present.
- Soil Erosion Database Thematic dataset covering erosion levels on agricultural land, categorized as follows: Non-eroded soils, Slightly eroded soils, Moderately eroded soils, Severely eroded soils, Combinations of erosion levels (e.g., slightly and moderately eroded).

The **geological and hydrogeological baseline** for the assessment was developed using multiple official sources and datasets, including national geoscientific databases and regional/local planning documents. The main data sources include:

- Geological Data from the State Subsurface Information Fund. Managed by the Agency for Geology and Mineral Resources (AGRM), this fund includes geological, hydrogeological, and mineral resource data. Link: AGRM.
- Geological sections of Quaternary deposits. Link: AGRM portal
- Land Stability and Landslide Risk. Historical analysis of landslide distributions in Moldova from 1966–2008, based on geological and geomorphological monitoring. This is critical for assessing terrain stability, especially in areas where road infrastructure is planned on or near slopes.

The analysis of **surface and groundwater resources** for the Project are relied on multiple national databases, regulatory plans, and monitoring networks. These sources provide key information on the hydrological, hydrographic, and water quality characteristics of Moldova's river basins and sub-basins.

- River Basin and Watercourse Cadastre. Interactive online platform managed by the Agency for Water Resources Management (Apele Moldovei), offering GIS-based layers of hydrographic basins and river networks in Moldova. Link: River Basin Cadastre Map
- Water Quality Monitoring Data. Laboratory and monitoring data collected by the Environmental Agency, under the coordination of Apele Moldovei. Link: Agency website
- Hydrological Monitoring Network (NMHS). Operated by the State Hydrometeorological Service (SHS), the National Hydrological Monitoring Network (RNMH) currently consists of 56 hydrological posts and 2 hydrological stations. Link: Hydrological Monitoring Overview (PDF), Interactive Hydrology Network Map
- River Basin Management Plans (RBMPs). Approved legal documents outlining the hydrological planning and management framework for Moldova's main hydrographic districts:

- Nistru River Basin Management Plan – Cycle II (2025–2030), approved by GD No. 70/2025;
- Danube–Prut and Black Sea District Management Plan – Cycle II (2023–2028), approved by GD No. 444/2022.
- Public Health and Drinking Water Quality Data. Data from accredited laboratories under the National Agency for Public Health (NAPH) and its regional Public Health Centres, for water intended for human consumption. Link: ANSP website. Additional testing of groundwater from wells and springs is conducted by the State Enterprise “Hydrogeological Expedition of Moldova”. Link: EHGeoM laboratory services;
- Legal Framework on Hydrographic Districts. Government Decision No. 775/2013, based on Law No. 272/2011 (Water Law), officially defines the boundaries of Moldova's two main hydrographic districts: Prut and Nistru. Within these, four main river basins are distinguished: Danube, Black Sea, Prut, and Nistru, and subdivided into 39 hydrographic sub-basins. Link: Map of Hydrographic Sub-basins

The assessment of **air quality and climate**-related risks for the project are rely on national datasets, monitoring reports, and policy documents aligned with Moldova’s commitments to climate adaptation and environmental protection.

- National Climate Adaptation Program. Moldova’s National Adaptation Program to Climate Change until 2030, approved by Government Decision No. 624/2023, outlines national objectives, strategic directions, and sector-specific adaptation measures.
- Air Quality Bulletins and Maps – Environmental Agency. The Environmental Agency publishes daily air quality bulletins and maps, reporting the levels of key pollutants. Link: Daily Air Quality Bulletins and Maps
- State Hydrometeorological Service (SHS) – Climate Data. SHS maintains a comprehensive database of long-term climate characterizations, trends, and forecasts. These are used to evaluate climate variability, extreme weather patterns, and future projections relevant to infrastructure resilience. Link: Climatic Characterizations – SHS;
- Real-time Air Quality Monitoring – Chişinău and Other Urban Areas. The Air Quality Index (AQI) visual map provides real-time data on air pollution in Chişinău and surrounding urban areas. It can help assess population exposure in sensitive zones. Link: Chişinău AQI Real-Time Map
- Laboratory Data from the Environmental Agency’s Air Quality Laboratory. The Air Quality Laboratory of the Environmental Agency conducts continuous monitoring and periodic assessments of pollutant concentrations across the country. Link: Environmental Status Reports – Air Quality
- Regional and Local Planning Documents. Regional development strategies, district and municipal development plans (including General Urban Plans – PUGs) may contain air pollution sources, local climate adaptation strategies, or sensitive receptors. These are listed in the Legal and Institutional Framework Analysis Report.

The assessment of **biodiversity and natural habitats** within the project area are based on multiple national and international data sources, including official cadastres, databases on protected areas, and geospatial information related to ecological networks and forest resources.

- Cadastre of State-Protected Natural Areas. The Cadastre of State-Protected Natural Areas (ANPS) is the official GIS-based platform that provides spatial data on all designated protected areas in Moldova, including national parks, nature reserves, natural monuments, and Ramsar sites. Link: Protected Areas Cadastre Map
- Protected Areas Database – State Natural Protected Areas Fund (FANPS). The COC database (Catalog of

Objects and Complexes) includes detailed descriptions, zoning, management objectives, and legal status of protected areas listed in the Fund of State-Protected Natural Areas (FANPS). Link: Download database (PDF/Google Drive)

- Emerald Network Sites (Bern Convention). Moldova is part of the Emerald Network, a pan-European ecological network established under the Bern Convention. The network includes designated sites important for the conservation of endangered species and habitats. Project screening will include verification of proximity to Emerald sites and assessment of potential direct or indirect impacts. Link: <https://emerald.eea.europa.eu/>;
- Natura 2000 network. Although the Natura 2000 network does not directly apply within Moldova, it is highly relevant due to the transboundary nature of ecosystems and proximity of the M3 and R7 road corridors to Natura 2000 sites in Romania. These include Sites of Community Importance (SCI) and Special Protection Areas (SPA) designated under the EU Habitats and Birds Directives. Cross-border ecological effects will be considered in the ESA, especially regarding habitat connectivity, species migration corridors, and potential disturbance to avifauna and aquatic habitats along the Prut River and other border zones. Link: <https://natura2000.eea.europa.eu/>;
- Forest Fund (Fondul Forestier). Data regarding the national Forest Fund will be obtained through the Agency for Forestry “Moldsilva” and geospatial portals. The fund includes both public and private forested lands and afforestation zones. Forest classifications, protection roles (e.g. protective belts, erosion control), and management status will be considered in impact assessment and compensation planning if relevant. Link: Forest Fund Cadastre.

The **socio-economic baseline** assessment was developed using a combination of national statistics, cadastral information, local planning documents, primary data collection as per Category B requirements to characterize the human environment within the project’s area of influence. This included an analysis of demographic trends, land use, economic activities, public infrastructure, vulnerable groups, and social services.

- National Statistics Database. Socio-economic reference conditions will be established using detailed data from the National Bureau of Statistics of the Republic of Moldova (NBS). The NBS provides datasets on population dynamics, employment, education, health, poverty levels, household income, and other key development indicators. Link: NBS Statistical Domains
- Regional, District, and Local Development Strategies. Regional and local development strategies provide valuable information on current socio-economic conditions, development priorities, and planned investments in infrastructure, public services, and environmental protection. These strategies will support the identification of potentially affected communities and socio-economic vulnerabilities.
- Cadastral and Land Ownership Data. Public and private land ownership, land use types, and land tenure status will be assessed using the national Real Estate Registry (eCadastru) managed by the Agency for Public Services. Link: Cadastral Property Registry;
- Urban and Spatial Planning Documents (PUGs). General Urban Plans (PUGs) and related territorial development documents provide insights into local zoning, permitted land uses, infrastructure layout, public service distribution, and designated protected zones (e.g., green belts, floodplains). These documents will be referenced in the Legal and Institutional Framework Analysis Report and used to align the project design with spatial development policies.
- Social Screening and Stakeholder Engagement. The ESA process includes public consultations and

stakeholder mapping to ensure local communities, landowners, businesses, and other relevant parties are informed and consulted. Particular attention will be given to identifying potential impacts on vulnerable groups, such as low-income households, elderly persons, women-headed households, and communities with limited access to public services.

4.2. Air emissions

Air-quality challenges in the Republic of Moldova are concentrated mainly in urban areas and along heavily trafficked corridors. Chişinău, the capital, remains the country's most urbanised and economically active centre and therefore the area with the highest air-pollution levels.

According to data from the National Bureau of Statistics of the Republic of Moldova, the total number of registered vehicles has increased steadily. This doubling of the vehicle fleet reflects economic development, the massive import of vehicles (often second-hand), and increased mobility.

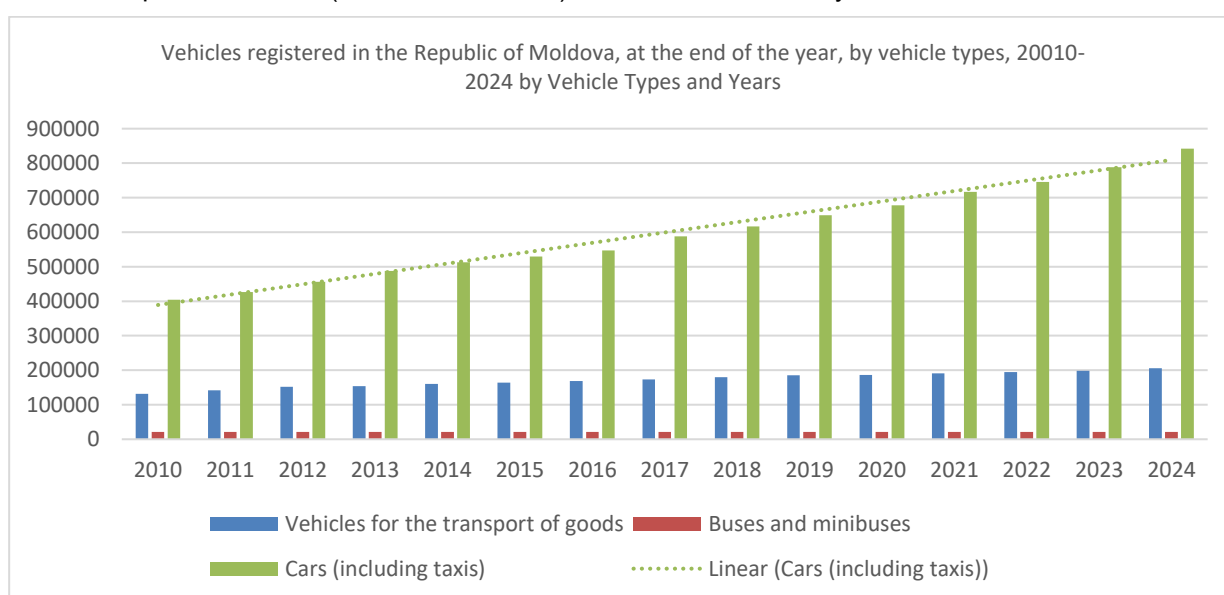


Figure 4-3: Vehicles registered in the Republic of Moldova, at the end of the year, by vehicle types, 2010-2024 by Vehicle Types and Years

Source: © 2025. National Bureau of Statistics

Over the same period (2010–2024), total pollutant emissions from road transport have remained relatively stable, ranging between 150,000 and 200,000 tons per year, without a clear upward trend (with fluctuations, including decreases during periods such as the pandemic). This suggests an improvement in emissions efficiency per vehicle—likely due to the partial renewal of the fleet with more modern models (higher Euro standards), the use of cleaner fuels, and other technological factors.

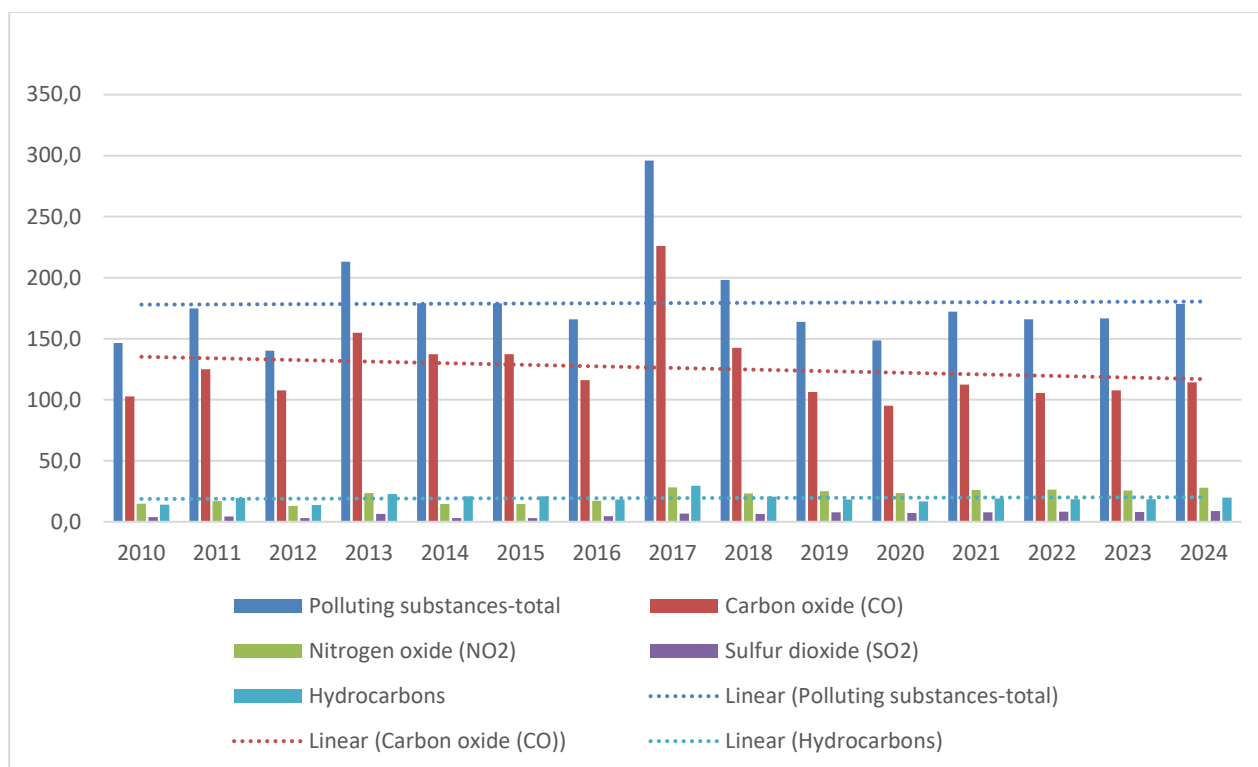


Figure 4-4: Polluting substances emitted in atmospheric air by road transport, thousands tons

Source: © 2025. National Bureau of Statistics

However, the increase in road traffic (correlated with a higher number of vehicles and economic growth) may amplify local emissions of critical pollutants such as NO₂ (nitrogen oxides) and CO (carbon monoxide), which directly affect human health through respiratory and cardiovascular issues. In the rural areas along the R7 road, the impact is expected to be lower than in densely populated urban centers (Chişinău, Bălţi), due to lower traffic density and the absence of intense industrial sources.

The modernization of R7 may attract additional traffic (including transit), increasing the local risk of pollution from dust, NO₂, and fine particulate matter. The Project Road passes near several settlements, with sensitive receptors located in close proximity to the road in these areas. No air quality measurements were conducted during the Project design stage to determine baseline conditions in human settlements, near the closest residential buildings, or to identify potential mitigation measures.

The nearest air quality monitoring station is located in the municipality of Bălţi, approximately 27 km from the R7 road. According to the 2024 Yearbook, 8,710 air samples were collected over the course of the year from two permanent observation posts to assess the state of atmospheric pollution in Bălţi. Laboratory analyses were carried out for six parameters: suspended solids, sulfur dioxide, soluble sulfates, nitrogen dioxide, phenol, and formaldehyde.

In 2024, the atmospheric air in Bălţi showed significant exceedances of the maximum permissible concentrations (MPC) for several pollutants:

- Nitrogen dioxide (NO₂): exceeded the MPC by more than 45 times, indicating severe pollution primarily associated with heavy traffic and industrial emissions.
- Suspended solids (dust): annual average of 1.03 mg/m³, nearly 7 times above the MPC of 0.15 mg/m³.
- Formaldehyde: exceeded the MPC of 0.003 mg/m³ by more than 430 times.
- Phenol: annual average of 0.7 mg/m³, approximately 233 times above the MPC of 0.003 mg/m³.

Sulfur dioxide and soluble sulfates remained within acceptable limits.

Pollutant	Number of Samples	Annual average concentration expressed as a fraction/multiple of the Maximum Permissible Concentration	
		Maximum Permissible Concentration, mg/mc	Average value
Suspended solids	1786	0.15	1.03
Sulfur dioxide (SO ₂)	1684	0.05	0
Soluble sulfates (SO ₄ ²⁻)	905	0.10	0.10
Nitrogen dioxide (NO ₂)	1786	0.04	1.80
Phenol (C ₆ H ₅ OH)	1270	0.003	0.70
Formaldehyde (CH ₂ O)	1270	0.003	1.30

Table 4-2: Monitored Pollutants – Annual Average Concentrations Compared to Maximum Permissible Concentrations

Although the data come from a major urban-industrial center such as Bălți, they may overestimate the pollution levels along the R7 road, where there are no intense industrial sources and traffic is lower. Nevertheless, pollutants such as nitrogen dioxide and particulate matter, linked to traffic and regional dispersion, raise moderate concerns for the health of the local population.

Baseline Air Quality Monitoring Results

The baseline air quality assessment was carried out by the environmental specialists of GEOSTUD S.R.L., through its Environmental Studies Department and Environmental Laboratory.

Field investigations were conducted in May 2026, with ambient air sampling specifically undertaken on 26–27 May 2026. The objective of the survey was to establish baseline environmental conditions prior to the commencement of the rehabilitation and upgrading works of the R7 road corridor. These measurements provide a reference framework for assessing potential impacts associated with construction activities, including emissions of dust, nitrogen dioxide (NO₂), sulphur dioxide (SO₂), PM_{2.5} and PM₁₀ particulate matter, and for verifying compliance with the air quality standards established under Law No. 98/2022 on Ambient Air Quality. Laboratory analysis results confirmed that all monitored parameters recorded during the baseline survey were below the applicable regulatory limit values.

Sample No.	Sampling Location	GPS Coordinates	Project Lot
Air 2	Șolcani village	48°10'36.58"N, 28°06'40.98"E	Lot 1 (Drochia)
Air 3	Zgurița village	48°07'58.07"N, 28°00'42.22"E	Lot 1 (Drochia)
Air 4	Chetrosu village	48°03'56.54"N, 27°54'16.89"E	Lot 1 (Drochia)
Air 5	Drochia town	48°02'16.91"N, 27°50'11.96"E	Lot 1 / Lot 4
Air 6	Nicoreni village	47°58'36.16"N, 27°41'50.13"E	Lot 2 (Rîșcani)
Air 7	R7–M5 Intersection	47°57'34.63"N, 27°36'45.88"E	Lot 2 (Rîșcani)
Air 8	Rîșcani town	47°58'03.59"N, 27°32'51.62"E	Lot 2 / Lot 3
Air 9	Șapte Bani village (forest boundary)	47°55'21.94"N, 27°20'52.59"E	Lot 3 (Rîșcani)

Table 4-3: Air Sampling Locations

Notes

- All sampling activities were carried out by trained personnel in accordance with the laboratory's internal procedures (Procedure Code PT-18), using calibrated equipment, including a MultiRAE portable multi-gas analyser and a CEL-712 particulate matter analyser.
- The detailed analytical results are presented in Test Reports No. 3087–3090 and No. 3142–3145, issued on 4 June 2026.

The laboratory analyses demonstrated that all monitored air quality parameters, including sulphur dioxide (SO₂), nitrogen dioxide (NO₂), nitrogen monoxide (NO), and particulate matter (PM₁₀ and PM_{2.5}), complied with the applicable national ambient air quality standards established under Law No. 98/2022 on Ambient Air Quality.

Sample No.	Parameter	Measured Value	Applicable Limit Value (Law No. 98/2022)	Compliance Status
Air 2	SO ₂	< 100 µg/m ³	350 µg/m ³	Compliant

Sample No.	Parameter	Measured Value	Applicable Limit Value (Law No. 98/2022)	Compliance Status
	NO ₂	< 100 µg/m ³	200 µg/m ³	Compliant
	PM ₁₀	< 1 µg/m ³	50 µg/m ³	Compliant
	PM _{2.5}	< 1 µg/m ³	25 µg/m ³	Compliant
Air 3	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 4	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 5	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 6	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 7	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 8	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant
Air 9	SO ₂ , NO ₂ , PM	Similar to Air 2	Within applicable limits	Compliant

Table 4-4: Summary of Monitoring Results

Note: The symbol “<” indicates concentrations below the analytical method detection limit. Nitrogen monoxide (NO) concentrations were below 500 µg/m³ at all monitoring locations.

The monitoring results indicate the absence of significant atmospheric pollution within the project area at the time of the baseline survey. All measured pollutant concentrations were substantially below the applicable regulatory thresholds, confirming good ambient air quality conditions along the proposed road corridor.

Particulate matter concentrations (PM₁₀ and PM_{2.5}) were particularly low, with measured values below 1 µg/m³ at all sampled locations. These levels are significantly lower than the health-based limit values established by national legislation and indicate minimal influence from existing anthropogenic emission sources.

The baseline dataset provides a robust reference against which future construction-related impacts can be assessed. In particular, it will support the evaluation of potential increases in dust emissions from earthworks, material transport, and construction traffic, as well as emissions from construction machinery. The results will also facilitate the verification of the effectiveness of mitigation measures, including regular water spraying of unpaved surfaces and haul roads, vehicle maintenance programmes, and dust suppression practices implemented during the construction phase.

4.3. Noise and vibration

Road traffic is a major source of environmental noise and ground vibration. Noise arises from tyre-road contact, aerodynamic effects, and engine operation; its intensity fluctuates with traffic volume, speed, and driving behaviour. Vibration results primarily from dynamic wheel–pavement interaction and construction activities.

Sensitive receptors include residents and public institutions located near the road alignment. Long-term exposure may affect health and comfort, while vibration may cause structural fatigue or minor damage to nearby buildings.

Section	Lot	Length (m)	Locality	Existing Soundproofing
1	Lot 6	1450	Cosăuți village (Soroca)	No
2	Lot 6	830	Soroca town	No
3	Lot 1	1450	Cușernița Nouă village (Soroca)	No
4	Lot 1	1400	Solcani village (Soroca)	No
5	Lot 1	860	Zgurița village (Drochia)	No

6	Lot 1	1560	Chetrosu village (Drochia)	No
7	Lot 4	440	Drochia town	No
8	Lot 2	1600	Nicoreni village (Rîșcani)	No
9	Lot 2	1150	Rîșcani town	No
10	Lot 3	300	Pîrjota village (Rîșcani)	No
11	Lot 3	350	Hiliuți village (Rîșcani)	No
12	Lot 3	1600	Șapte Bani village (Rîșcani)	No
13	Lot 3	490	Gălășeni village (Rîșcani)	No
14	Lot 3	800	Petrușeni village (Rîșcani)	No

Table 4-5: Residential area near the Project road, 100m

The baseline noise environment was established through a monitoring campaign undertaken by the GEOSTUD S.R.L. Environmental Laboratory in May 2026. Noise measurements were performed using Class 1 integrating sound level meters, with five individual measurements of 12–15 minutes each conducted at strategically selected locations along the R7 road corridor.

No.	Project Lot	Locality / Sensitive Receptor	GPS Coordinates	Measured Noise Level (Leq) [dB(A)]	Applicable Limit Value (NCM E.04.02:2014)
1	Lot 1	Șolcani village (residential property)	48°10'36.8"N, 28°06'41.5"E	49.84	55 dB(A)
2	Lot 1	Zgurița village (residential property)	48°07'43.3"N, 28°00'12.4"E	49.74	55 dB(A)
3	Lot 1	Chetrosu village (residential property)	48°03'56.54"N, 27°54'16.89"E	51.55	55 dB(A)
4	Lot 4	Drochia town (residential property)	48°02'16.91"N, 27°50'11.96"E	49.00	55 dB(A)
5	Lot 2	Nicoreni village (residential property)	47°58'36.16"N, 27°41'50.13"E	50.70	55 dB(A)
6	Lot 2	Râmăzan village (R7–M5 intersection)	47°57'34.63"N, 27°36'45.88"E	49.12	55 dB(A)
7	Lot 2 / 3	Rîșcani town (near the College)	47°58'03.59"N, 27°32'51.62"E	49.97	55 dB(A)
8	Lot 3	Șapte Bani village (forest boundary)	47°55'21.94"N, 27°20'52.59"E	49.12	55 dB(A)

Table 4-6: Sensitive Receptors and Baseline Noise Levels

Note: The in-situ measurements confirmed that existing daytime noise levels at all monitored locations remain below the regulatory limit of 55 dB(A) applicable to residential areas and other sensitive receptors.

The monitoring results indicate that the existing acoustic environment within the project area is compliant with the national noise protection standards. Measured equivalent continuous sound pressure levels (Leq) ranged between 49.00 and 51.55 dB(A), remaining consistently below the applicable daytime threshold value.

The survey established a robust baseline against which potential construction-related noise impacts can be assessed and monitored. Although no previous noise-related complaints have been reported within the project area, the monitoring campaign confirmed that background noise levels are primarily influenced by existing traffic along the R7 corridor. Secondary noise sources include local anthropogenic activities, agricultural operations, and natural sounds associated with surrounding vegetation.

No instrumental baseline vibration measurements were undertaken as part of the environmental monitoring programme. To compensate for the absence of quantitative vibration data, the Project предусматривает pre-construction visual inspections and photographic documentation of all buildings located in close proximity to the road corridor (approximately 10–25 m from the carriageway). This process will establish the pre-existing structural condition of potentially affected properties and facilitate the identification of any construction-related damage, such as cracking, settlement, or façade deterioration.

Several sections of the Project corridor have been identified as potentially sensitive to vibration impacts during construction activities, particularly those involving heavy earthmoving and compaction equipment. These include

the hilly section near Hiliuți and residential areas where buildings are situated less than 15 m from the road centreline, notably in Zgurița, Chetrosu, and Nicoreni villages. These locations will require enhanced monitoring and the implementation of appropriate mitigation measures during the construction phase.

At the current stage of environmental assessment and project development, detailed predictive noise modelling has not been undertaken, and the installation of permanent noise barriers has not been proposed. This approach is justified by the baseline environmental conditions, the nature of the Project, and the concerns raised during stakeholder engagement activities.

Firstly, baseline noise monitoring conducted by the accredited GEOSTUD S.R.L. Environmental Laboratory in May 2026 demonstrated that ambient noise levels at all monitored sensitive receptors remained below the applicable daytime limit value of 55 dB(A) established by NCM E.04.02:2014 for residential areas. Measured equivalent noise levels (Leq) ranged from 49.00 to 51.55 dB(A), indicating compliance with national standards and confirming the absence of significant noise pollution along the Project corridor under existing conditions.

Secondly, the Project involves the rehabilitation and upgrading of an existing road rather than the construction of a new transport corridor. Local communities have historically been exposed to traffic-related noise associated with the R7 road, and the proposed works are not expected to result in substantial changes to the road alignment or operational characteristics that would significantly increase long-term noise levels. On the contrary, the rehabilitation of the pavement is expected to improve driving conditions and reduce noise associated with uneven road surfaces, potholes, braking, acceleration, and vehicle vibration. Improved road conditions generally contribute to smoother traffic flow and a more stable acoustic environment.

The findings of the stakeholder engagement process further support this approach. During public consultations undertaken in March–April 2026, local residents from settlements along the Project corridor, including Șolcani, Zgurița, Chetrosu, and Nicoreni, did not request the installation of permanent noise barriers. Community concerns were primarily focused on dust generation, traffic safety, vibration impacts, and the poor condition of the existing road infrastructure. In addition, local authorities confirmed that there is no known history of significant complaints related to traffic noise along the R7 corridor.

Given the compliant baseline conditions, the absence of significant community concerns regarding noise, and the anticipated benefits associated with road rehabilitation, detailed acoustic modelling and the design of permanent noise barriers are not considered proportionate or technically justified at this stage. In accordance with international practice, such measures are generally required where baseline conditions indicate elevated noise levels, where significant exceedances of applicable standards are predicted, or where major increases in traffic volumes are expected.

Instead of permanent noise barriers, the Project will implement a range of alternative mitigation measures aimed at minimising noise and vibration impacts. These measures include:

- speed management within settlements;
- maintenance and enhancement of existing roadside vegetation and shelterbelts where feasible;
- maintaining good pavement conditions to promote smooth traffic flow;
- implementation of construction-phase noise and vibration control measures.

During the construction phase, the Contractor will maintain regular communication with local communities and other sensitive receptors located near active work areas. Community meetings and stakeholder consultations will be organised throughout the construction period to identify and address any concerns related to construction noise. Where monitoring results, community feedback, or site-specific conditions indicate elevated temporary

impacts, the need for additional mitigation measures will be assessed, including the installation of temporary noise barriers, acoustic screens, or other appropriate protective measures in sensitive locations.

Furthermore, post-construction monitoring will be undertaken as part of the Project's environmental management programme to verify actual operational noise levels. Should monitoring results indicate exceedances of applicable standards or should traffic growth result in higher-than-anticipated noise impacts, the Project will reassess the need for additional mitigation measures, including the potential installation of permanent noise barriers, in accordance with national regulatory requirements and international good practice.

This justification demonstrates that the decision not to undertake detailed noise modelling and not to propose permanent noise barriers is based on measured baseline conditions, stakeholder feedback, the nature of the rehabilitation works, and the commitment to adaptive management through construction-phase consultations and post-construction monitoring.

4.4. Climatic factors and climate change

The Republic of Moldova is among the most climate-vulnerable countries in Europe, facing a transition toward a warmer and drier climate that increasingly threatens socio-economic and environmental stability. Average air temperature is projected to rise of 2–3°C by 2050, with the southern regions expected to experience the strongest warming.

These changes increase the frequency and intensity of droughts, flash floods, and extreme weather events, generating estimated annual economic losses of about 2.1 % of GDP. Climate change exerts additional pressure on critical sectors - agriculture, water management, transport, and public health - highlighting the need to integrate climate risks into planning, strengthen early-warning systems, and institutionalise climate-budget tagging across ministries. In 2024 the Government adopted the National Strategy for Disaster Risk Reduction 2024–2030, developed with UNDP support, to reduce human and economic losses, strengthen community resilience, and protect the environment.

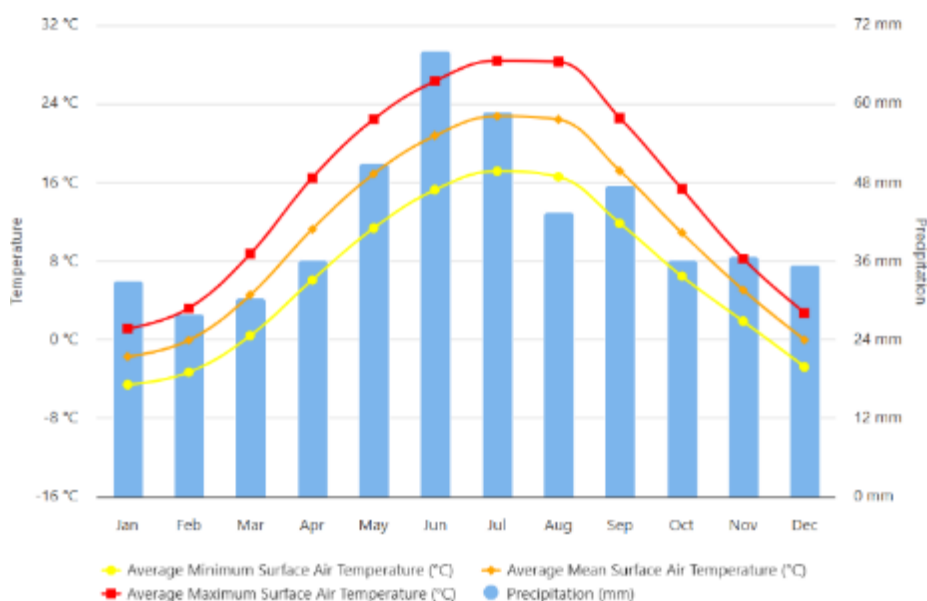


Figure 4-5: Average air temperature and Precipitation

Seasonal variations in air quality correlate with temperature and precipitation patterns. The annual amount of precipitation is 440 mm on average. The thickness of the snow layer reaches 31cm with 5% insurance. The

prevailing winds are from the north and northwest directions. The maximum wind speeds rarely exceed the limit of 17 m/s, but can also reach 23 m/s.

Lower air temperatures and frequent inversions during winter months (January–February) contribute to short-term pollutant accumulation, while higher temperatures and increased precipitation in spring–summer (April–August) enhance atmospheric dispersion and result in generally better air quality.

The transport sector remains one of the most climate-sensitive areas of Moldova's economy. Analyses of existing infrastructure show that ageing assets and outdated materials amplify climate vulnerability and limit operational resilience. An important step in modernising the sector was the adoption of the Technical Regulation on the Minimum Requirements for the Marketing of Construction Products (GD No. 913/2016), which introduced mandatory compliance with European EN standards as of 1 January 2021. The Ministry of Economy and Infrastructure subsequently approved a list of harmonised standards (8 February 2021), replacing obsolete national norms and ensuring that all new road-construction materials and designs meet EU performance and durability criteria. All new investments in road design and construction must therefore align with these standards, ensuring compatibility with European requirements and enhancing the long-term resilience and quality of works⁴.

Climatic hazards	Risks and vulnerabilities
High summer temperatures	• Pavement deformation and shortened asphalt life • Reduced life cycle of asphalt road surfaces • Damage to infrastructure and equipment • Thermal expansion of bridge joints and paved surfaces • Damage to bridge materials • Damage and breakdown of old vehicles • Increased frequency of road accidents
Extreme precipitation/flooding	• Damage to infrastructure (washing of pavement, road; instability of embankments) • Damage to energy networks (affecting trolleybus transport) • Disruption of transport system operations • Flooding of underground passages • Overloaded drainage systems • Flooding and collapse of bridges • Gradual degradation of transport infrastructure • Disintegration of road, sidewalk and bicycle lane surfaces
Extreme winds	• Infrastructure damage (e.g. roadside trees/vegetation blocking roads)

Table 4-7: Climatic Hazards, Risks, and Vulnerabilities
Engineering and Technical Measures

- Climate-resilient design using modified asphalt and concrete mixes to withstand high summer temperatures and freeze–thaw cycles.
- Upgraded drainage systems (larger culverts, lined ditches, and stormwater-collection systems points) to handle higher rainfall volumes.
- Slope stabilisation and erosion control through bioengineering and vegetative cover.
- Thermal-movement-tolerant bridge joints and bearings; Flood protection for critical assets (elevated approaches, improved embankment protection);
- Use of durable road markings and safety barriers resistant to temperature extremes.

Environmental and Landscape Measures

- Reforestation and vegetative belts along the road to mitigate wind, dust, and erosion;
- Rehabilitation of natural drainage channels to maintain hydrological balance;
- Use of recycled or low-carbon materials in line with EU Green Deal principles.

Institutional and Operational Measures

⁴ https://www.legis.md/cautare/getResults?doc_id=140163&lang=ro

- Integration of climate-resilience criteria into all future NRA road-project planning and design;
- Routine monitoring of pavement, drainage, and slope stability after major weather events;
- Capacity-building programmes for NRA engineers and contractors on climate adaptation and risk management;

Cooperation with the State Hydrometeorological Service for early warning and rapid response to floods, landslides, and heatwaves.

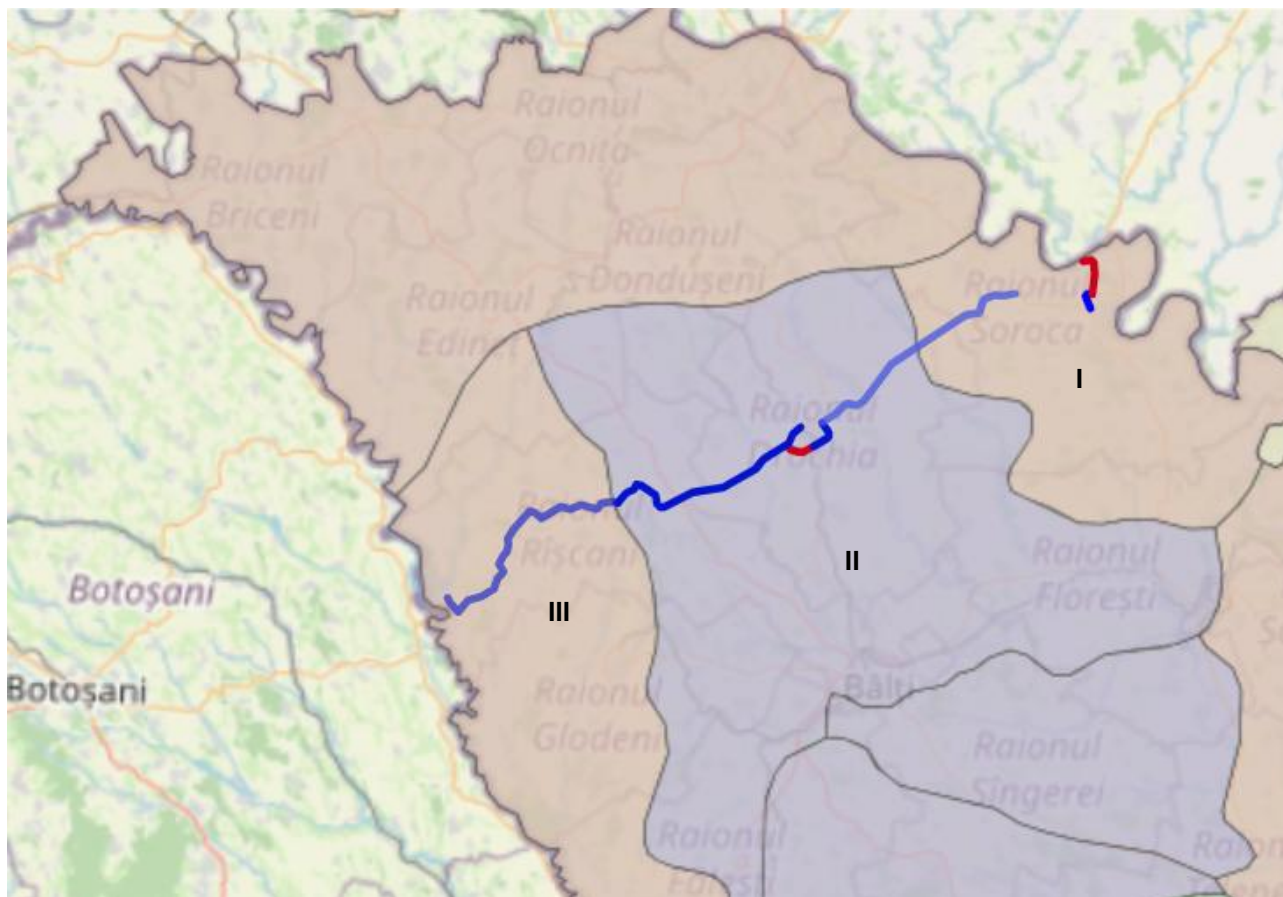
Alignment with Strategic Frameworks. The Project supports the objectives of:

- The National Strategy for Adaptation to Climate Change by 2030 (Government Decision No. 581/2023);
- The EU–Moldova Association Agreement, promoting sustainable transport and infrastructure resilience;
- The EBRD's Green Economy Transition (GET) approach, encouraging climate-proof infrastructure and low-carbon growth⁵.

4.5. Geomorphology and geology

According to pedogeographic zoning, Tranche 1 of the project lies within three distinct regions:

1. Region of leached chernozems, typical chernozems, and grey forest-steppe soils of the Soroca Hills (Lot 6 and Lot 1);
2. Region of typical chernozems of the steppe of the Bălți Plain (Lot 1, Lot 2, and Lot 4);
3. Region of typical and leached chernozems of the forest-steppe of the Middle Prut Hills (Lot 3, Lot 5).



Legend:

⁵ <https://www.ebrd.com/home/who-we-are/ebd-values/ebd-environmental-social-sustainability/EBRD-green/Green-Economy-Transition-Paris-alignment.html>

 Existing Road
 New Road

Figure 4-6: Pedogeographic Regionalization in the Project Area

Lot 1 – The terrain along the route is gently undulating, typical of hilly plain areas with predominantly agricultural use. Maximum slope: +10.7%, –8.6%. Average slope: +3.3%, –2.8%. Maximum elevation: 232 m (Șolcani village). Minimum elevation: 116 m (Chetrosu village). Along the alignment, low-lying areas correspond to small valley crossings and minor watercourses.

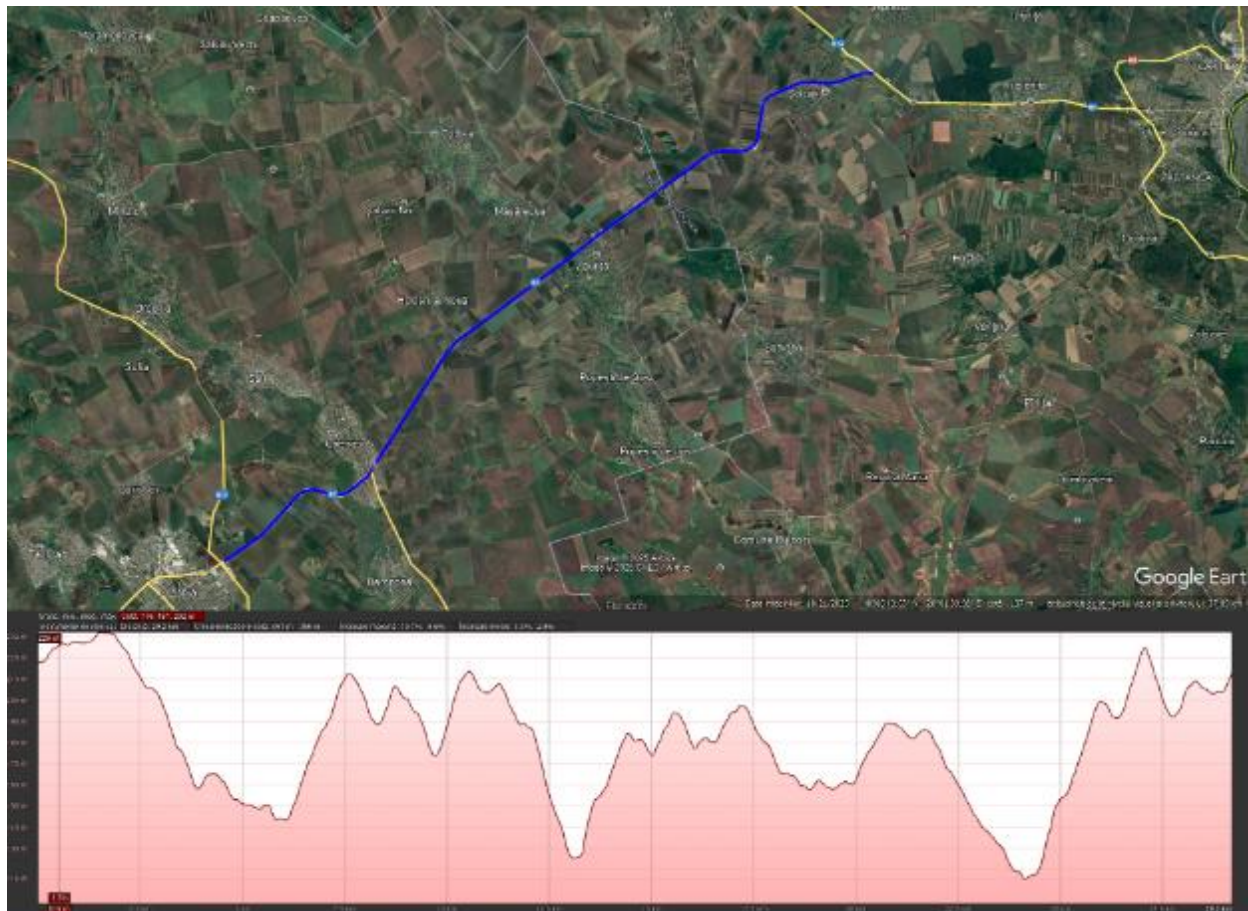


Figure 4-7: Elevation profile Lot 1

Lot 2 – The route crosses a gently to moderately undulating hilly terrain, with predominantly agricultural use and crossings of several settlements. Maximum slope: +10.6%, –9.4%. Average slope: +3.3%, –3.4%. Maximum elevation: 233 m (Drochia town). Minimum elevations: 118 m (Răut River floodplain) and 123 m (Tîrnoveni River, a tributary of the Răut).

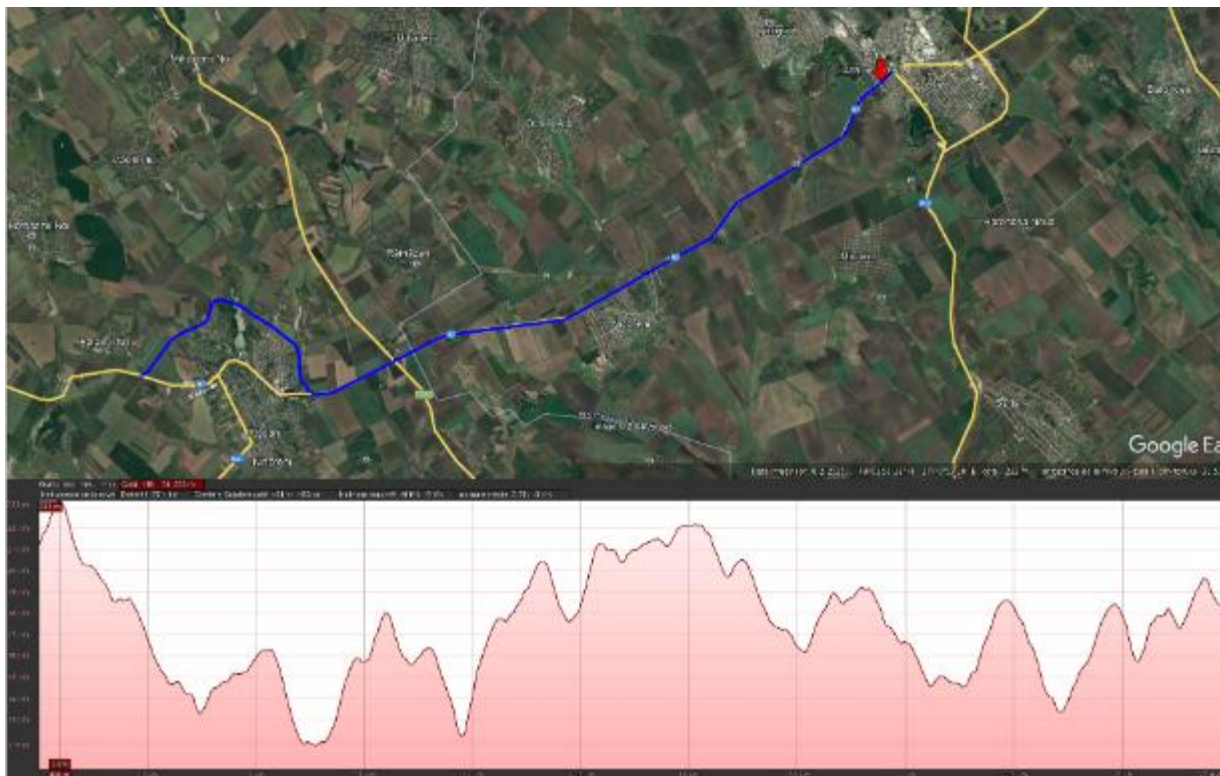


Figure 4-8: Elevation profile Lot 2

Lot 3 – The analyzed section traverses moderately undulating hills, characterized by alternating broad interfluvies and relatively deep valleys. The longitudinal profile shows significant elevation changes, with continuous ascents and descents along the entire route. Maximum slope: +12.5%, –13.8%. Average slope: +3.2%, –4.0%. Maximum elevation: 260 m (Lucăceni forest). Minimum elevation: 96 m (border area with Romania, Prut River).

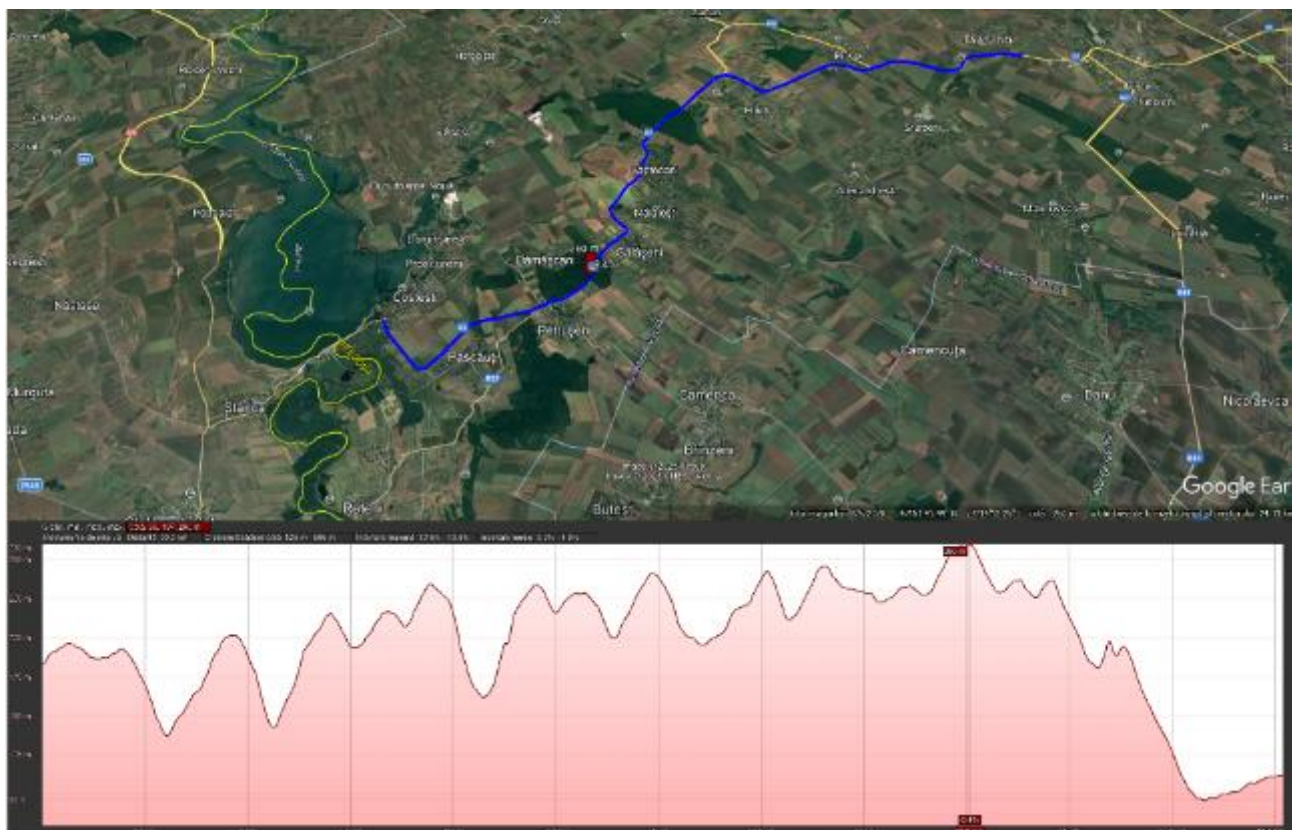


Figure 4-9: Elevation profile Lot 3

Lot 4 – The new bypass around Drochia town crosses typical steppe agricultural land, relatively flat with slight elevation variations. It starts at a higher altitude (max. ~199 m), then gradually descends to lower elevations (~150–160 m). Maximum slope: +7.5%, –11.4%. Average slope: +2.7%, –4.0%. The altimetric profile indicates gently rolling terrain, with smooth ascents and descents, suitable for a modern bypass with high-speed traffic and minimal vehicle effort. The road avoids densely built-up areas and mainly crosses agricultural land, minimizing impacts on the natural terrain. The geomorphology facilitates construction: low-relief contrast, stable soils, and gentle slopes reduce earthwork costs and allow for straight alignments or wide curves.



Figure 4-10: Elevation profile Lot 4

Lot 6 – The new access road to the Nistru River bridge (Cosăuți – Yampil). The Soroca–Cosăuți area is located in northeastern Moldova, at the edge of the Northern Moldovan Plateau and the Lower Nistru Plain, in the wide Nistru River valley. The route starts at a low elevation (~100–110 m), near the river level and the future bridge, rises steeply along the river terrace, and then stabilizes on a gently undulating plateau (~170–180 m). Maximum slope: +10.7%, –2.9%. Average slope: +2.4%, –1.0%. The altimetric profile shows a continuous and smooth climb after the initial slope, with no major descents – optimized for heavy traffic and high speeds while avoiding the floodplain of the Nistru River.

The slopes along the R7 road are generally low to moderate, favorable for road infrastructure construction, although locally, near valley areas, sections with steeper inclinations may occur. From a geomorphological perspective, the terrain does not present major constraints; however, standard measures for drainage, slope stabilization, and stormwater management are necessary, particularly in the low-lying sections.



Figure 4-11: Elevation profile, Lot 6

2D geoelectric resistivity tomography surveys were conducted in 2023 by S.C. Fad Smart Technology S.R.L. (Romania) along the alignment of the future access road to the new Nistru River bridge (Lot 6). These surveys highlighted the geological structure along the proposed road axis and the locations of future civil works. They also identified and delineated zones with local discontinuities, mapped the bedrock, and marked areas where aquifers are present.

It was recommended that, during the design phase, the heterogeneous stratigraphy along the future road alignment be taken into account. The design should include civil works to collect and discharge runoff from slopes, as well as drainage systems in areas where local geology favors aquifer concentration.

Furthermore, the installation of monitoring systems was recommended due to the steep slopes and geological conditions that promote accumulation of stormwater in certain zones. For proactive monitoring, the use of automated monitoring systems is advised. These systems can provide real-time alerts in the event of slope instability, helping central and local authorities intervene to mitigate damages and evacuate people at risk. Automated monitoring can also supply real-time information on slope responses to climatic factors, allowing correlation of observed movements with precipitation in the monitored area or seismic events.

4.6. Soil

The soils along the R7 project corridor vary according to pedogeographic zoning and local topography. The project area encompasses several soil types typical of the forest-steppe and steppe regions of northern and central Moldova:

Leached chernozems, typical chernozems, and grey forest-steppe soils – Found in the Soroca Hills (Lot 1 and Lot 6). These soils are fertile, well-drained, and suitable for agricultural use. They exhibit moderate permeability and are generally stable for road construction, although local reinforcement may be required in low-lying areas. Typical chernozems of the Bălți Plain (Lot 1, Lot 2, and Lot 4) – These soils are highly productive, with a relatively flat relief and deep humus-rich horizons. They provide good bearing capacity for pavement structures but may require attention to drainage in areas prone to temporary water accumulation.

Leached and typical chernozems of the Middle Prut Hills (Lot 3 and Lot 5) – These soils are moderately fertile with gently rolling to hilly relief. They may present local variations in compaction and stability due to slope processes, requiring standard slope stabilization measures for embankments.

Overall, the soil conditions along the R7 corridor are favorable for road construction. Standard engineering measures—including proper drainage systems, embankment reinforcement, and slope stabilization—will ensure long-term stability of the road infrastructure while minimizing environmental impacts on surrounding agricultural land.

The table below presents the land use and pedological characteristics of the areas crossed by each project lot, including the administrative territorial units (ATUs), district affiliation, total land area administered by each locality, and the area subject to pedological surveys. It also provides the weighted average soil fertility score for each locality, as well as a summary of the estimated land impacts associated with the project, including the extent and type of land potentially affected during the construction and operation phases.

The information supports the assessment of land acquisition requirements, agricultural land take, and potential socio-economic impacts associated with project implementation.

The data used for soil quality and land characteristics is based on the “Qualitative characteristics of agricultural land for the completion of the National Land Cadastre of the Republic of Moldova at the level of administrative-territorial units, districts, municipalities and the republic (situation as of 1 January 2024)”, published by the Agency for Geodesy, Cartography and Cadastre / Agency for Land Relations and Cadastre of the Republic of Moldova.

Lot	ATU crossed by the Lot	District	Total land administered by the locality (ha)	Land subject to pedological surveys in the locality (ha)	Weighted average soil fertility score (points)	Land impacts
Lot 1	Șaptelici	Soroca	1527	1199	64	Total 7 ha, including 77 lands: Public land: 5,16ha (including 18 lands); Private land: 1.84 ha (including 59 lands).
	Șolcani	Soroca	1974	1541	68	
	Băxani	Soroca	2591	2043	72	
	Zgurița	Drochia	3278	2582	77	
	Chetrosu	Drochia	5961	5096	76	
Lot 2	Drochia	Drochia	1192	147	88	Total 2,56 ha, including 126 lands Private land: 81 lands of which 20 agricultural land; 54 uncategorized; 7 land intended for construction and development)
	Țarigrad	Drochia	4065	3305	70	
	Nicoreni	Drochia	5242	4552	77	
	Nihoreni	Rîșcani	4310	3304	70	
	Rîșcani	Rîșcani	5216	4042	76	

						Public land: 12 lands of which 3 water-fund lands; 9 uncategorized) 33 Indefinite ownership land (of which 33 uncategorized land use)
Lot 3	Rîșcani	Rîșcani	5216	4042	76	Total: 3,62 ha, including 58 lands: Private land: 53 lands (of which 37 agricultural, 4 land intended for construction and development and 12 gardens) Public land: 5 lands (of which 1 agricultural; 2 water-fund land; 1 forest-fund land; 1 land intended for transport, electronic communications networks and mining)
	Sturzeni	Rîșcani	2424	1928	78	
	Pîrjota	Rîșcani	2797	2066	72	
	Hiliuți	Rîșcani	3271	2648	60	
	Șaptebani	Rîșcani	3195	2077	67	
	Gălășeni	Rîșcani	3396	2812	69	
	Petrușeni	Rîșcani	1940	1140	70	
	Costești	Rîșcani	7500	3528	72	
Lot 4	Drochia	Drochia	1192	147	88	Total 19.71 ha, including in total 67 private lands (66 agricultural lands; 1 land intended for construction and development); 16 public lands (12 uncategorized; 3 water-fund land; 1 land intended for construction and development): New sector road: Private land: 13,39 ha Public land: 6,17 ha Rehabilitation: Sector road Private land: 0,15 ha For the construction of the bypass, public land will be affected as well. Currently, this land is used for grazing by the local community. Local authorities confirmed that there is alternative public land that could be used for grazing.
	Miciurin	Drochia	2153	1828	83	
	Țarigrad	Drochia	4065	3305	70	
Lot 5	There is no detailed design available. There is no exact data regarding the expropriations					
Lot 6	Cosăuți	Soroca	5428	3035	77	Total: 41,73 ha, including in total 281 lands: Private lands (236 lands; 34,67 ha) Public lands (45 lands; 7,06 ha) of which 3 forest fund land; 4 water fund land, 1 agricultural; 2 lands intended for transport, electronic communications networks and mining; 2 gardens and 33 uncategorized).

Table 4-8: Land Use Characteristics, Pedological Parameters and Potential Land Impacts by Project Lot

Source: National Land Cadastre of the Republic of Moldova, (situation as of 1 January 2024)

The analysis indicates that the project traverses predominantly agricultural and semi-rural areas with moderate to high soil fertility values across most administrative units. Land impacts vary by lot, with the majority of affected areas consisting of agricultural private land, alongside smaller proportions of public, forest, water fund, and infrastructure-related land.

Overall, the R7 corridor will be largely reconstructed along the existing road alignment, with limited deviations required only in specific sections where technical or safety constraints necessitate realignment. As a result, land acquisition and physical footprint impacts are generally constrained to the existing right-of-way, with localized

exceptions.

The most significant land-related impacts are expected in the Cosăuți area (Lot 6), due to the development of the new cross-border connection infrastructure, and in the Drochia bypass section (Lot 4), where both rehabilitation and new construction sections require additional land outside the existing corridor.

Careful management of land acquisition and compensation procedures will therefore be essential, particularly in these two areas, to ensure that impacts on agricultural land and community-used land are adequately addressed and mitigated.

Baseline Soil Quality Assessment

The baseline soil quality assessment was undertaken to establish existing contamination levels in areas adjacent to the R7 road corridor prior to the commencement of rehabilitation and upgrading works. The assessment provides a reference against which any future impacts associated with construction activities can be evaluated, particularly potential contamination resulting from accidental spills of fuels, lubricants, or other hazardous substances.

The field investigation was carried out by specialists from GEOSTUD S.R.L., and soil samples were collected in accordance with established sampling, handling, and preservation procedures (Procedure Code PT-18). Laboratory analyses included key physico-chemical parameters (pH and moisture content), heavy metals (Cadmium, Copper, Nickel, Lead, Zinc, and Mercury), and petroleum hydrocarbons.

The sampling locations were strategically selected to assess soil quality in areas considered particularly vulnerable to potential construction-related impacts.

Sample No.	Sampling Location	GPS Coordinates	Project Lot
Soil 1	Drochia Town (Bypass Section)	48°00'34.63"N; 27°48'34.57"E	Lot 2
Soil 2	Drochia Town (Bypass Section)	48°00'58.30"N; 27°46'51.23"E	Lot 2
Soil 3	Șapte Bani Village (near Șapte Bani Forest Nature Reserve)	47°55'03.91"N; 27°20'36.32"E	Lot 3

Table 4-9: Soil sampling locations

The two sampling locations in Drochia were selected because this section of the Project includes a new road alignment (bypass section) situated outside the urban area on agricultural land. This area is expected to be subject to substantial earthworks, excavation activities, and temporary construction-related disturbance. Establishing baseline soil conditions in this sector is therefore essential for evaluating any future impacts associated with construction activities and for verifying the effectiveness of pollution prevention measures.

The sampling location in Șapte Bani was selected due to its proximity to a State Protected Natural Area (SPNA), namely the Șapte Bani Forest Nature Reserve. Given the ecological sensitivity of this forest ecosystem and its location adjacent to the R7 corridor, the establishment of a robust baseline dataset was considered necessary to support environmental protection measures and to facilitate future monitoring of potential impacts on protected habitats and surrounding soils.

The analytical results were compared against the Maximum Admissible Concentrations (MACs) established by the State Hydrometeorological Service for the protection of the environment and public health.

Parameter	Unit	Soil 1	Soil 2	Soil 3	MAC / Guideline Value	Compliance Status
pH	pH units	7.9	7.8	7.9	6.5–9.5	Compliant
Cadmium (Cd)	mg/kg dry matter	0.99	0.94	0.97	1.0	Compliant
Copper (Cu)	mg/kg dry matter	26.52	27.64	27.00	132.0	Compliant
Nickel (Ni)	mg/kg dry matter	41.92	37.83	37.55	80.0	Compliant
Lead (Pb)	mg/kg dry matter	20.91	19.44	21.69	32.0	Compliant
Zinc (Zn)	mg/kg dry matter	78.76	77.02	73.75	220.0	Compliant

Mercury (Hg)	mg/kg dry matter	0.52	0.22	0.22	1.0	Compliant
Petroleum Hydrocarbons	mg/kg dry matter	44	35	38	100	Compliant
Moisture Content	%	8.53	9.57	8.48	Not regulated	–

Table 4-10: Laboratory soil analysis results

The laboratory results presented in Test Reports No. 3186–3188 indicate that all analysed parameters comply with the applicable environmental quality standards.

No evidence of soil contamination was identified at any of the investigated locations. Concentrations of all monitored heavy metals and petroleum hydrocarbons were below the applicable maximum admissible concentrations, confirming the absence of significant historical pollution within the surveyed areas.

The measured soil pH values ranged from 7.8 to 7.9, indicating slightly alkaline conditions characteristic of the fertile chernozem soils that dominate northern Moldova. These results confirm that soil quality within both the proposed bypass area and the vicinity of the Șapte Bani Forest Nature Reserve remains in good environmental condition.

The baseline assessment demonstrates that no remediation or soil decontamination measures are required prior to construction. The collected data provide a robust environmental baseline against which any future impacts associated with earthworks, construction traffic, accidental spills, or material storage can be evaluated.

Nevertheless, the Environmental and Social Management Plan (ESMP) requires the implementation of strict soil protection and pollution prevention measures throughout the construction phase. These include designated refuelling and maintenance areas, spill prevention and response kits, controlled storage of fuels and lubricants, sediment control systems, and regular inspections to prevent accidental contamination of agricultural land and environmentally sensitive areas, including those located near protected natural habitats.

4.7. Water

R7 Road crosses regions with diverse hydrographic characteristics, intersecting or running near several minor watercourses and lakes. It is located within two main hydrographic basins: the Nistru (Dniester) River Basin and the Prut River Basin.

The sub-basins⁶ crossed by Road R7 include:

Nistru (Dniester) River Basin:

- Naslavcea–Vasilcău Sub-basin – Lot 6;
- Răut Sub-basin – Lots 1, 2 and 4 (Căinari river, Cubolta river, Răut river, Copăceanca river)

Prut River Basin:

- Camenca Sub-basin – Lot 3 (Camenca river);
- Ciuhur Sub-basin – Lots 3 and 5;

⁶ Source: https://environment.md/dist/kcfinder/upload/images/ro_743_harta-sub-bazinelor-hidrografice.jpg

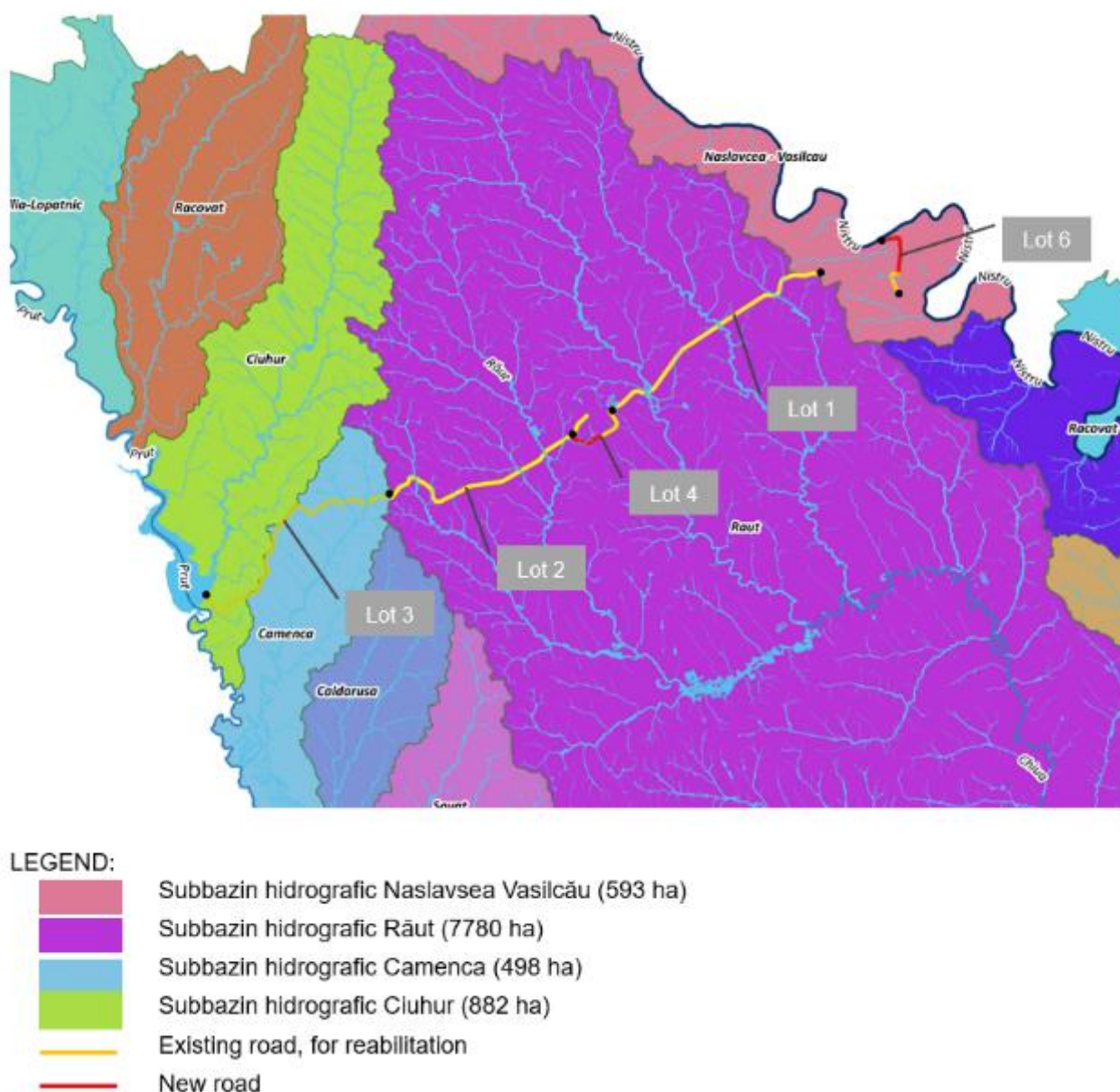


Figure 4-12: Hydrographic sub-basins in the Project area

These sub-basins are characterized by small tributaries with seasonal flow variations, some of which may pose risks of surface water accumulation or local erosion, especially during periods of heavy rainfall. As such, the design and construction of the road must incorporate adequate drainage systems to manage runoff and protect both the road infrastructure and surrounding water bodies.

Additionally, given the proximity to significant watercourses such as the Prut and Nistru rivers, special attention is required to prevent any potential impact on water quality and to ensure compliance with national and regional water protection regulations.

River	River length (km)	Area of the basin (km ²)	Average annual flow rate (m ³ /s)	Location in the project
Nistru	677.7 (Moldova)	19.232,79	272	In the area of connecting the road network with the bridge over the Dniester River (Lot 6)
Temporary Bulata	-	-	-	KM 5+869 m (Lot 1)
Căinari	100	835	1,25	KM 13+055 m (Lot 1)
Cubolta	97	943	1,57	KM 24 +145 m (Lot 1)
Raut	286	7760	9,2	KM 38 +410 m (Lot 2)

Copăceanca	43	350	-	KM 55 +670 m (Lot 2)
Prut	695 (Moldova)	7780	78-94	Lot 5 (There is no information about the location of the lot 5)
Camenca	93	1230	2.63	KM 62+550 m (Lot 3)
Ciuhur	90	724	1.93	-

Table 4-11: Characteristics of the main rivers in the Project area

Source: Danube, Prut and Black Sea River Basin Management Plan, Republic of Moldova" for the second planning cycle (2022-2027). Nistru River Basin Management Plan, Republic of Moldova" for the second planning cycle (2024-2029)





Copăceanca River, Malinovca Lake (Rîșcani town)



Răut River (Nicoeni and Țarigrad villages)





Figure 4-13: Images of the most important watercourses in the Project area

Lot 1 (R14 – Drochia). Watercourses are mainly supplied by atmospheric precipitation, with limited groundwater input restricted to the upper reaches. During dry periods, runoff is absent or negligible, indicating an unstable hydrological regime with low annual discharge. In the warm season, hydrological conditions are dominated by summer flash floods caused by short-duration, high-intensity rainfall. Several water retention dams are present along the watercourses. The largest reservoir is located on the Cainar River near Zgurița village, at km 130+55 of the R7 road. The dam was designed by the “Acvaproiect” Institute in 1982 and is 450 m long. The reservoirs serve irrigation, fish farming, and flood attenuation purposes.

The upper hydrostatic level of the aquifer was encountered in boreholes at depths greater than 3.00 m below the road carriageway level (CC). It is estimated that the groundwater (under normal hydrological and hydrogeological conditions) will not come into contact with the future road foundations.

Chainage	Existing structure	Proposed structure
PC 0+51	No existing drainage structure.	A new pipe culvert, D = 1.0 m, L = 16.0 m, shall be constructed.
PC 26+73	Existing pipe culvert, D = 1.0 m.	The existing culvert shall be removed and replaced with a new pipe culvert, D = 1.0 m, L = 18.5 m.
PC 33+92	Existing culvert, D = 1.2 m.	The existing culvert shall be removed and replaced with a new pipe culvert, D = 1.5 m, L = 43.3 m.
PC 38+96	Existing bridge over an intermittent watercourse, frame structure with 4 units of 2.5 × 2.0 m.	Due to road realignment and based on design flood calculations, a new twin-cell box culvert (2 × 2.0 × 2.0 m), L = 22.4 m, shall be constructed.
PC 47+40	No existing drainage structure.	A new pipe culvert, D = 1.2 m, L = 18.0 m, shall be constructed.
PC 51+44	Existing pipe culvert, D = 1.0 m, in poor structural condition.	Replacement with a new pipe culvert, D = 1.2 m, L = 16.0 m.
PC 58+69	Existing stone bridge with two 5.0 m spans crossing the Bulata River.	The bridge is planned for demolition. A new three-cell box culvert (3 × 2.5 × 2.0 m), L = 20.4 m, shall be constructed upstream.
PC 59+00	Existing pipe culvert, D = 1.0 m (km 59+92).	A new box culvert, 2.0 × 2.0 m, L = 16.3 m, shall be constructed at PC 59+00.
PC 82+70	Existing box culvert, 2.0 × 2.0 m.	The culvert shall be reconfigured and the downstream channel shall be cleaned over 20 m to a depth of 0.5 m; total works length L = 33.56 m.
PC 96+45	Existing culvert, 3.0 × 2.7 m, with deteriorated joints.	The existing culvert shall be removed and replaced with a new box culvert, 2.0 × 2.0 m, L = 31.54 m. The

		outlet channel shall be cleaned over 100 m (depth 0.5 m, width 3.0 m).
PC 117+75	Existing pipe culvert, D = 1.0 m (entrance to Zgurița village).	Replacement with a new pipe culvert, D = 1.2 m, L = 25.67 m.
PC 130+55	Crossing of the Cainari River. The road alignment passes over an existing dam. The dam and spillway structures are in good condition.	No intervention required.
PC 136+86	Existing pipe culvert, D = 1.0 m (exit from Zgurița village).	Construction of a new pipe culvert, D = 1.2 m, with forced slope and drop chambers. The channel shall be concrete-lined and an energy dissipator shall be provided at the outlet.
PC 150+12	Existing bridge over an intermittent watercourse, one 5.0 m span extended with frame elements on both sides.	The structure shall be replaced with a box culvert, 2.0 × 2.0 m, L = 17.3 m. The downstream bypass road shall be decommissioned.
PC 160+72	Existing bridge over an intermittent watercourse with two spans of 3.9 × 2.0 m.	Replacement with a box culvert, 2.0 × 2.0 m, L = 18.3 m.
PC 165+68	Existing pipe culvert, D = 1.2 m, with insufficient hydraulic capacity for the design discharge.	Replacement with twin pipe culverts, 2 × D = 1.2 m, L = 16.0 m.
PC 175+50	No existing drainage structure.	Construction of a new pipe culvert, D = 1.0 m, L = 24.85 m.
PC 182+05	Existing pipe culvert, D = 2.0 m, with damaged headwalls and exposed joints.	Replacement with a box culvert, 2.0 × 2.0 m, L = 18.3 m. The outlet channel shall be cleaned over 20 m.
PC 188+60	Existing bridge crossing a temporary watercourse, two spans of 3.9 m.	Replacement with a twin-cell box culvert, 2 × 2.5 × 2.0 m, L = 16.3 m, including adjustment of the road longitudinal profile.
PC 194+47	Existing bridge crossing a temporary watercourse, one 4.0 m span with frame extensions; structure silted and downstream elements damaged.	Replacement with a box culvert, 2.0 × 2.0 m, L = 18.31 m.
PC 199+20	Existing four-segment box culvert, 2.5 × 2.0 m, in poor condition.	Replacement with a box culvert, 2.0 × 2.0 m, L = 23.4 m.
PC 213+89	Existing pipe culvert, D = 1.0 m, extended upstream and downstream with D = 2.5 m sections; 50% silted, headwalls damaged.	Replacement with a new pipe culvert, D = 1.0 m, L = 18.5 m, installed at higher invert levels.
PC 241+45	Crossing of the Cubolta River near Chetrosu village. Floodplain subject to inundation during flood events (0.5–2.8 m). Existing bridge with four 11.0 m spans, total length 44.0 m.	Replacement of the existing bridge with a new structure, 4.0 × 15.0 m, L = 45.5 m, due to structural ageing and road geometry modification.
PC 248+52	Existing culvert, D = 0.8 m, with drop chamber.	The culvert shall be removed. A catch drain shall be provided along the left side of the cut slope.
PC 251+62	Existing pipe culvert, D = 1.0 m, with drop chamber; downstream headwall damaged.	Replacement with a new pipe culvert, D = 1.2 m, L = 23.17 m.
PC 263+63	Existing bridge over a temporary watercourse, one 5.96 m span; concrete slabs damaged.	Replacement with a box culvert, 2.0 × 2.0 m, L = 16.3 m.
PC 277+37	Existing bridge over a temporary watercourse, one 3.7 m span; concrete slabs damaged.	Replacement with a box culvert, 2.0 × 2.0 m, L = 17.3 m.
PC 288+98	Existing bridge over a temporary watercourse, one 6.0 m span; concrete slabs damaged.	Replacement with a three-cell box culvert (3 × 1.6 × 1.2 m), L = 15.1 m.

Table 4-12: Existing and Proposed Drainage Structures, R7 Lot 1

Lot 2 (Drochia – Riscani). Watercourses in the project area are predominantly fed by direct precipitation, with limited groundwater contribution confined to upper catchment springs. During dry periods and drought years, no visible flow is observed at culvert inlets, indicating intermittent flow conditions. In the warm season, hydrology is characterized by summer flash floods caused by short-duration, high-intensity rainfall. Several reservoirs are located along the watercourses; the most significant, crossed by the R7 road alignment (Lot 2), is situated at km 55+600 within the Copăceanca River floodplain, north of Râșcani town.

Borehole investigations revealed the upper groundwater table at depths exceeding 3.00 m below the road carriageway level (CC). Under typical hydrological and hydrogeological conditions, the groundwater is not expected to interact with or affect the future foundations of the road.

Chainage	Existing structure	Proposed structure
PC 320+52	Railway crossing. Multi-level box culverts 0.8 × 0.8 m and 1.0 × 1.0 m. Runoff is conveyed into a trapezoidal concrete channel, 185 m long, discharging into a 0.3 × 0.8 m box culvert beneath the railway.	Installation of surface water inlets with metal grates along both sides of the road. Collected runoff shall be conveyed into a collector with diameters ranging from 400 to 800 mm beneath the road axis. The collector outlet shall be located at the downstream end of the culvert. The existing structure shall be replaced with a 1.0 × 1.0 m box culvert. The existing channel shall be cleaned and repaired over 185 m. The railway culvert shall be replaced with two new 0.3 × 0.8 m box culverts spaced at 3.0 m. The concrete channel shall be extended a further 200 m downstream towards the railway bridge.
PC 330+84	Existing pipe culvert D = 1.0 m, extended with additional rings; drop chamber at outlet in poor condition.	Replacement with a new pipe culvert D = 1.2 m, without drop chamber.
PC 338+50	No drainage structure present.	Construction of a new pipe culvert D = 1.2 m.
PC 350+86	Existing pipe culvert D = 1.0 m with double slope; rings displaced; outlet channel silted.	Replacement with a box culvert 2.0 × 2.0 m.
PC 358+25	Existing twin-cell box culvert 2 × (2.5 × 2.0 m); upstream headwall missing; 60% silted.	Replacement with a single-cell box culvert 2.0 × 2.0 m, installed at higher invert levels.
PC 365+48	Existing pipe culvert D = 1.0 m; headwalls ruined; hydraulic capacity insufficient.	Replacement with twin pipe culverts 2 × D = 1.2 m.
PC 384+26	Bridge 52.6 m long with three spans (12.0 m + 16.58 m + 12.0 m). Hydraulic capacity adequate for design discharge.	The bridge shall undergo major rehabilitation.
PC 395+95	Existing pipe culvert D = 1.0 m; headwalls ruined; insufficient hydraulic capacity.	Replacement with a box culvert 2.0 × 2.0 m.
PC 407+04	Existing pipe culvert D = 1.0 m; headwalls ruined; flood flows overtop the carriageway.	Replacement with a new pipe culvert D = 1.5 m.
PC 418+80	Single-span stone arch bridge, span length 8.0 m; hydraulic capacity adequate.	The bridge shall undergo major rehabilitation.
PC 428+85	Existing pipe culvert D = 1.0 m; headwalls ruined; insufficient capacity for stormwater flows.	Replacement with a new pipe culvert D = 1.2 m.
PC 443+01	Extended structure composed of four frame sections 2.5 × 2.0 m; headwalls ruined.	Replacement with a new pipe culvert D = 1.5 m.
PC 455+43	Existing pipe culvert D = 1.0 m; headwalls ruined; insufficient hydraulic capacity.	Replacement with a new pipe culvert D = 1.2 m.
PC 465+45	Existing pipe culvert D = 0.75 m; headwalls ruined; insufficient hydraulic capacity.	Replacement with a new pipe culvert D = 1.2 m.
PC 472+00	No culvert present; runoff overtops the carriageway.	Construction of a new pipe culvert D = 1.0 m.
PC 479+74	Bridge with rectangular section 2.9 × 1.3 m; poor structural condition.	Replacement with a new box culvert 2.0 × 2.0 m.
PC 492+58	Existing pipe culvert D = 2.0 m with drop chamber at the intersection with M5 road; headwalls ruined; culvert structurally sound.	The culvert may be extended with frame elements 2.0 × 2.0 m.
PC 497+05	Existing twin-cell box culvert 2 × (2.0 × 2.0 m); joints deteriorated; 20% silted.	Replacement with a twin-cell box culvert 2 × (2.0 × 2.0 m) with raised elements.
PC 506+40	Existing pipe culvert D = 0.5 m, extended with 1.0 m elements; insufficient hydraulic capacity.	Replacement with twin pipe culverts 2 × D = 1.0 m.
PC 520+25	Existing pipe culvert D = 1.5 m with conical inlet; 15% joint deterioration; located at the entrance to Rîșcani town.	Culvert extension with additional D = 1.5 m elements and installation of protective grilles.
PC 526+86	Existing pipe culvert D = 1.5 m; vegetation growth at inlet.	Repair and vegetation removal; downstream headwall strengthening; cleaning of approach channel over 20 m to a depth of 0.5 m.
PC 530+99	Existing pipe culvert D = 1.0 m with conical inlet; joints deteriorated by 30%.	Repair of headwalls and downstream extension with new elements.
PC 534+89	Existing twin-cell box culvert 2 × (2.0 × 2.0 m); joints dilated by 20%.	Repair and extension of headwalls.
PC 537+15	Existing pipe culvert D = 1.0 m; headwalls ruined; joints deteriorated by 30%; rings displaced; insufficient hydraulic capacity.	Replacement with a new pipe culvert D = 1.2 m.
PC 553+27	Existing twin pipe culvert 2 × D = 1.5 m with conical inlet.	Repair and strengthening; cleaning of outlet channel over 50 m to a depth of 0.6 m.
PC 556+79	Bridge over the Copăceanca River, scheme 3 ×	Bridge rehabilitation works.

	11.36 m; structure in good condition but requires repair.	
PC 562+60	Existing pipe culvert D = 1.5 m with conical inlet; downstream headwall destroyed; unstable terrain with landslide activity.	Replacement with a box culvert 2.0 × 2.0 m; tree removal.
PC 574+14	Existing twin pipe culvert 2 × D = 1.5 m with conical inlet; downstream headwall ruined; outlet channel silted.	Replacement of the downstream headwall and upstream extension with new elements.
PC 583+79	Existing pipe culvert D = 1.5 m with conical inlet; headwalls ruined; exposed joints; cracked rings.	Replacement with a new pipe culvert D = 1.5 m.

Table 4-13: Existing and Proposed Drainage Structures, R7 Lot 2

Lot 3 (Riscani – Costesti). Watercourses are predominantly fed by atmospheric precipitation and exhibit an unstable hydrological regime, characterized by low runoff and low annual discharge. During the warm season, flow conditions are dominated by summer flash floods caused by short-duration, high-intensity rainfall events. Water retention dams have been constructed within the floodplains of the watercourses, with the most significant reservoirs located along the Camenca River floodplain.

Within the investigated depth along the route, groundwater has sporadic distribution, mainly identified in the areas of culverts and bridges. The thickness of the fill layer with excessive moisture and low density was recorded, as well as soils with high moisture content in the embankment foundation on certain culvert sections.

Chainage	Existing structure	Proposed structure
PC 624+95	Bridge crossing over the Camenca River. Bridge with three spans of 11.36 m. Bridge piers are inundated by the retention level of a reservoir.	The bridge piers shall be protected against freeze–thaw effects.
PC 650+46	Existing twin-cell box culvert 2 × (2.0 × 2.0 m). A reservoir dam is located 0.74 km downstream of the road alignment. Sediment deposition has occurred in the reservoir backwater area, resulting in approximately 50% siltation of the culvert section.	Downstream channel cleaning is not feasible due to the presence of the reservoir. The box culvert 2 × (2.0 × 2.0 m) shall be replaced, provided that the culvert invert is set at a higher elevation. The road embankment in this section shall be reconstructed.
PC 651+66	Existing pipe culvert D = 1.0 m.	The culvert structure shall be repaired.
PC 654+40	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	The culvert structure shall be repaired.
PC 655+60	No culvert currently present; water accumulates and stagnates until evaporation.	Construction of a new pipe culvert D = 1.0 m.
PC 669+38	Existing pipe culvert D = 1.5 m; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 682+35	Existing pipe culvert D = 1.5 m with conical inlet; hydraulic capacity insufficient. Torrential flows have caused soil erosion, forming a scour pit.	Replacement of the existing culvert with a box culvert 2.0 × 2.0 m.
PC 699+97	Existing pipe culvert D = 1.5 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 702+27	Existing twin pipe culvert 2 × D = 1.5 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 719+18	Existing pipe culvert D = 1.0 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 733+72	Existing pipe culvert D = 1.0 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 754+59	Arch bridge; hydraulic capacity adequate.	The bridge shall be widened on the left side and replaced with a new twin-cell box culvert 2 × (2.0 × 2.0 m).
PC 798+12	Existing pipe culvert D = 1.0 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 808+75	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 826+56	Existing pipe culvert D = 1.5 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 833+85	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	The drainage structure shall be repaired and extended upstream.
PC 843+86	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 850+15	Existing twin pipe culvert 2 × D = 1.5 m with conical inlet; hydraulic capacity insufficient.	Replacement with a box culvert 2.0 × 2.0 m with raised elements.

PC 866+98	Existing pipe culvert D = 1.5 m with conical inlet; hydraulic capacity adequate.	The drainage structure shall be repaired.
PC 874+90	Existing pipe culvert D = 1.0 m; hydraulic capacity insufficient.	Installation of an additional adjacent pipe culvert D = 1.0 m with common headwalls.
PC 880+65	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	Installation of an additional adjacent pipe culvert D = 1.0 m with common headwalls.
PC 885+23	Existing pipe culvert D = 1.0 m; hydraulic capacity adequate.	The drainage structure shall be repaired. At PC 887+34, a twin-cell culvert 2 × (1.6 × 1.0 m) shall be provided.
PC 889+18	Existing pipe culvert D = 1.0 m; hydraulic capacity insufficient.	Installation of an additional adjacent pipe culvert D = 1.0 m with common headwalls.

Table 4-14: Existing and Proposed Drainage Structures, R7 Lot 3

Lot 4 (Drochia Bypass). Existing road section. The existing section includes four culverts and a railway underpass at PC 407+65. Three culverts are circular with a diameter of 1.0 m, and one is a rectangular box culvert with a span of 2.0 × 2.0 m. The structural condition of the culverts is satisfactory. Maintenance works are planned, including headwall repairs, sediment removal, and restoration of embankment reinforcements.

Lot 4 (Drochia Bypass). New road section. Five culverts are planned along the new alignment:

- PC 1+50: Circular pipe culvert, diameter 1.2 m;
- PC 10+25: Rectangular box culvert, 2.0 × 2.0 m;
- PC 18+00: Rectangular box culvert, 6.0 × 4.5 m, also designed to accommodate agricultural machinery;
- PC 23+92: Rectangular box culvert, 2.0 × 2.5 m;
- PC 35+66: Circular pipe culvert, diameter 1.0 m.

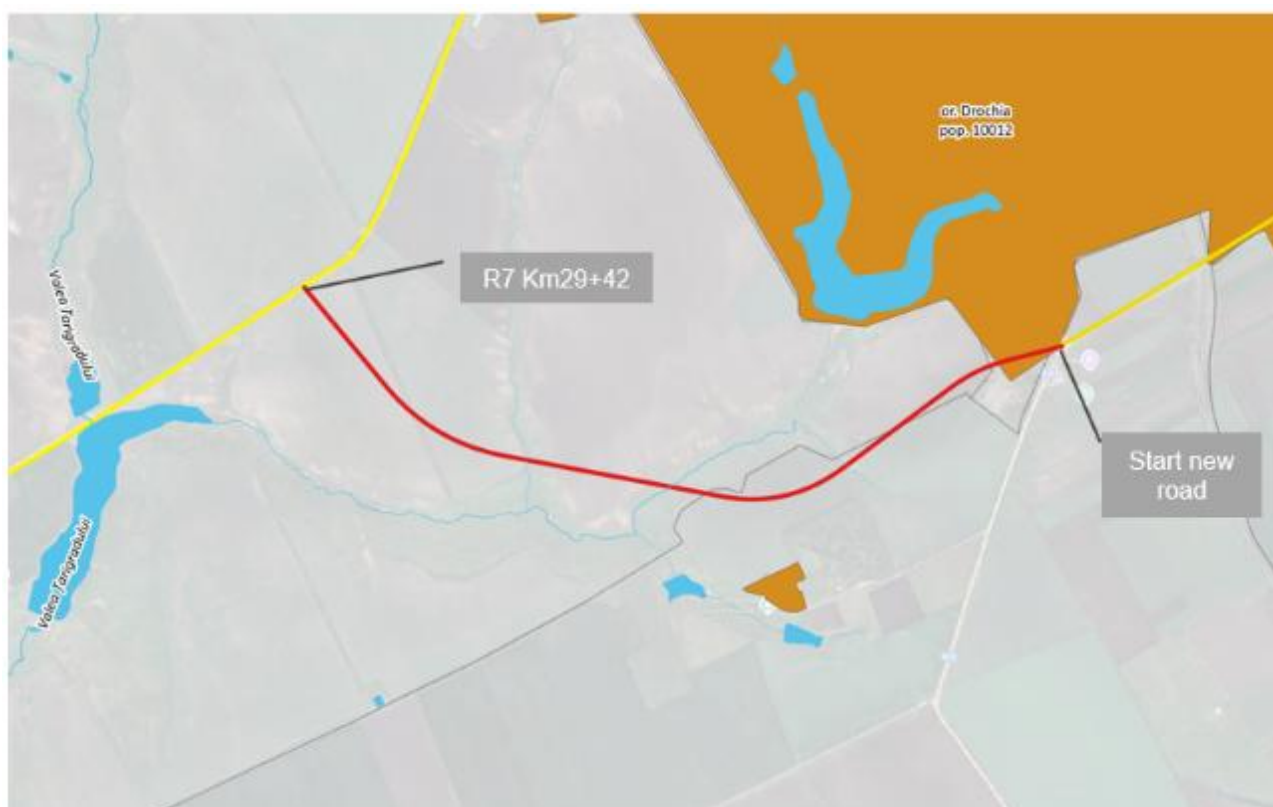


Figure 4-14: Location of the new Drochia bypass road

Lot 5 (Connection with new bridge over River Prut at the Romanian border). This project involves constructing a new ~5 km road segment linking the R7 route (Costești area) directly to the new bridge over the Prut at the Romania border. Although exact alignment details are limited, the segment lies in close proximity to the River Prut – the main waterway in western Moldova – and crosses ecologically sensitive areas.

Construction will partially occur within the Prut's water protection zone, strictly regulated under Moldovan law to

prevent pollution, erosion, and degradation of aquatic ecosystems.

According to Law No. 440/1995 on Water Protection Zones and Strips for Rivers and Water Bodies (as amended, including by Law No. 272/2011):

The water protection zone for the Prut River is at least 1,000 meters wide, encompassing the river floodplain, first terraces, steep slopes, and adjacent ravines.

The riparian protection strip (a stricter sub-zone within it) has a minimum width of 100 meters (depending on terrain), where economic activities are severely restricted, including bans on new constructions, storage, discharges, or interventions affecting water or soil quality.

Lot 6 (Soroca – Ukrainian border). The road section connects Cășăuți to Yampol (Ukraine) and runs from the upstream end of the proposed Nistru bridge to the R14 roundabout north of Soroca. The bridge crosses the Nistru perpendicularly from the left to the right bank, with the downstream end at PC 25+39.89. At PC 28+00, the road crosses a deep ravine (7–8 m), where a 60 m long bridge is planned. At PC 34+40, a smaller ravine will be crossed by a 1.2 m diameter pipe culvert with forced slope.

In the floodplain of the watercourse at chainage PC 89+30, at distances of 100 m and 1600 m from the road alignment, there are located dams of some impoundment lakes (small reservoirs). Currently, the water is low/withdrawn, but during heavy torrential rains, water spreads over the dry bed of the lakes. Thus, flash floods may occur every spring in the regulated river sector with free-flow dams.

In the bridge area at chainage PC 28+00 (Cosăuți village), the deep torrent reaches the central street. The floodplain is now occupied by houses and gardens, with water directed through a canal (depth 1–2.5 m, width 3–8 m) to the street, then flowing along the roadway (70 m) to the culvert. Recommendations:

Construct a drop chamber (4 m long, 3 m wide, 2 m deep) at the canal-street junction.

Install a Ø1.2 m tubular collector (68.5 m long, 39.4% slope) along the street, discharging into the existing Ø1.5 m culvert.

The culvert is in satisfactory condition but heavily silted and filled with household waste (~50% obstructed). Cleaning is required for the culvert, drop chambers, and downstream channel (depth $h=1$ m) over a 20 m section toward the River Nistru.

Along the existing road and within the right-of-way of the designed road, no groundwater was identified. On the slope (bank) of the River Nistru, groundwater outflows were observed – a descending spring in the upper part of the ravine, at chainage PC 27+80.

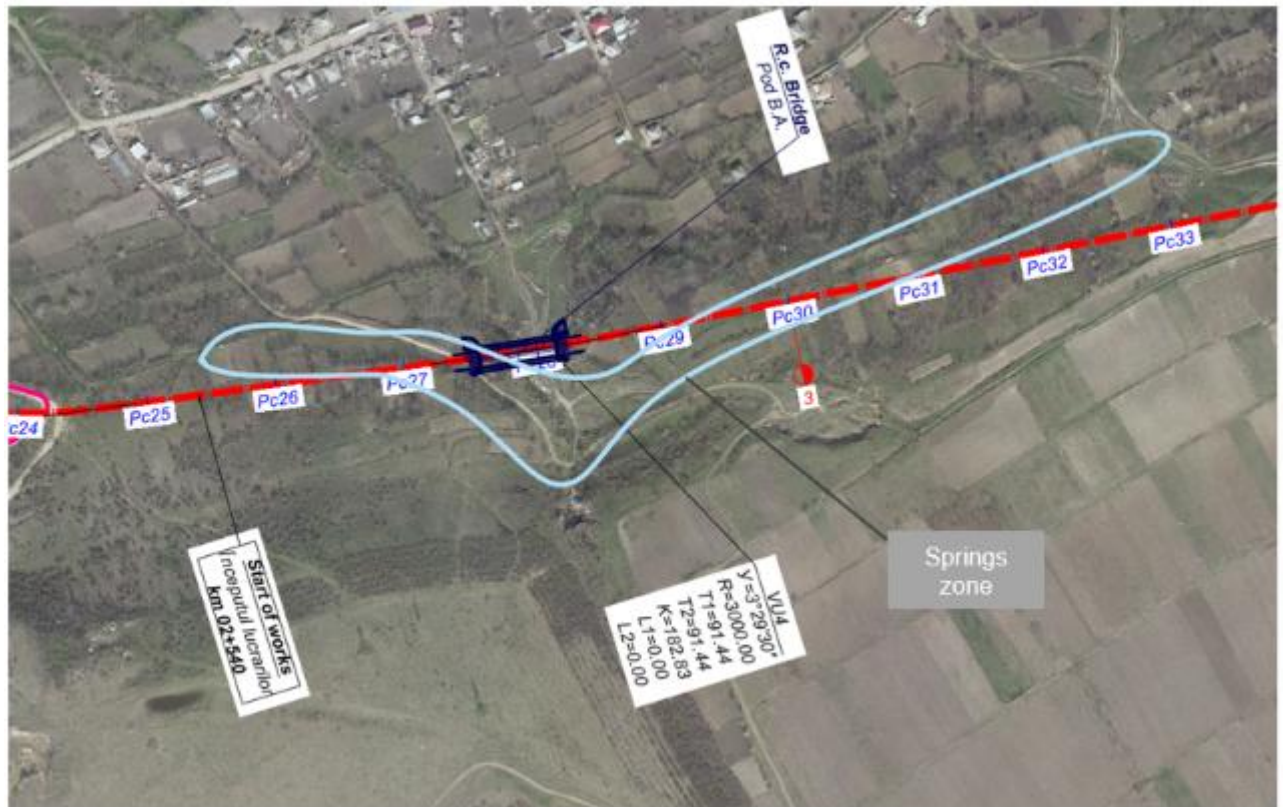


Figure 4-15: Springs area in Cosăuți village

On the road section located within the Nistru River protection zone, two stormwater collection and treatment systems have been designed for the following sectors:

- PC 26+60 – PC 28+29.0: Total flow rate $Q_{tot} = 83.5$ l/s; flow directed to treatment = 10.0 l/s.
- PC 28+39.0 – PC 37+44.0: Total flow rate $Q_{tot} = 248.6$ l/s; flow directed to treatment = 30.0 l/s.

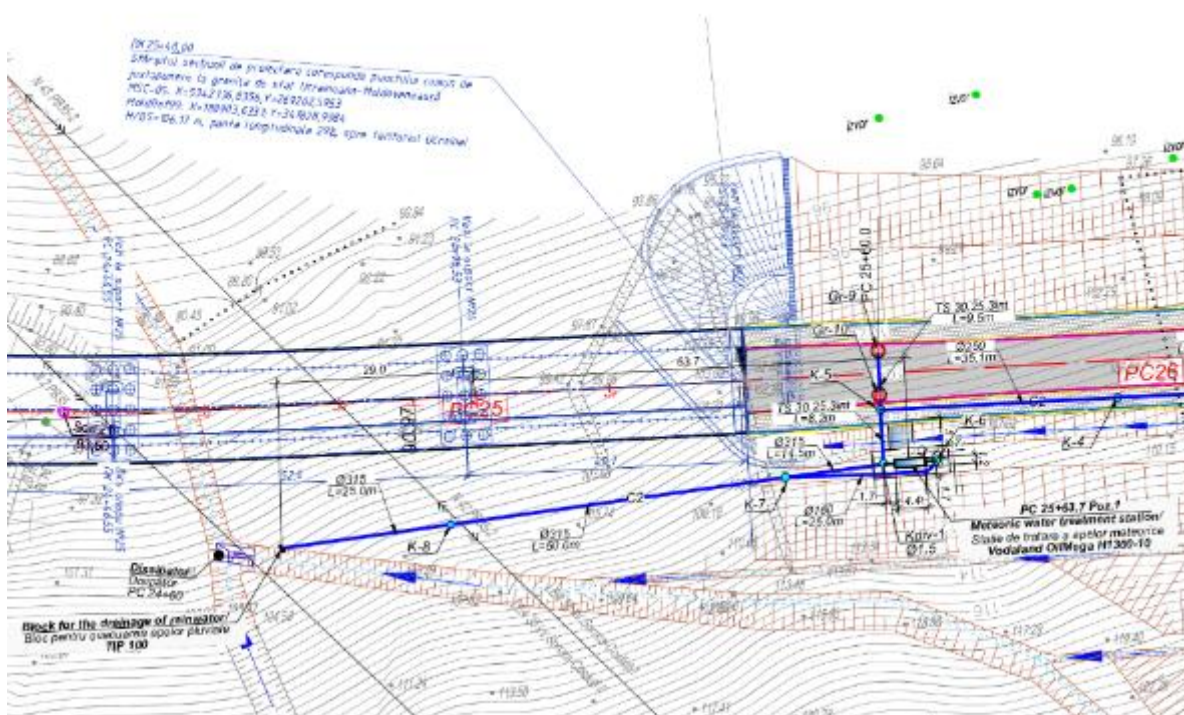


Figure 4-16: Rainwater drainage. PC 24+0.0 - PC 28+0.0 plan.

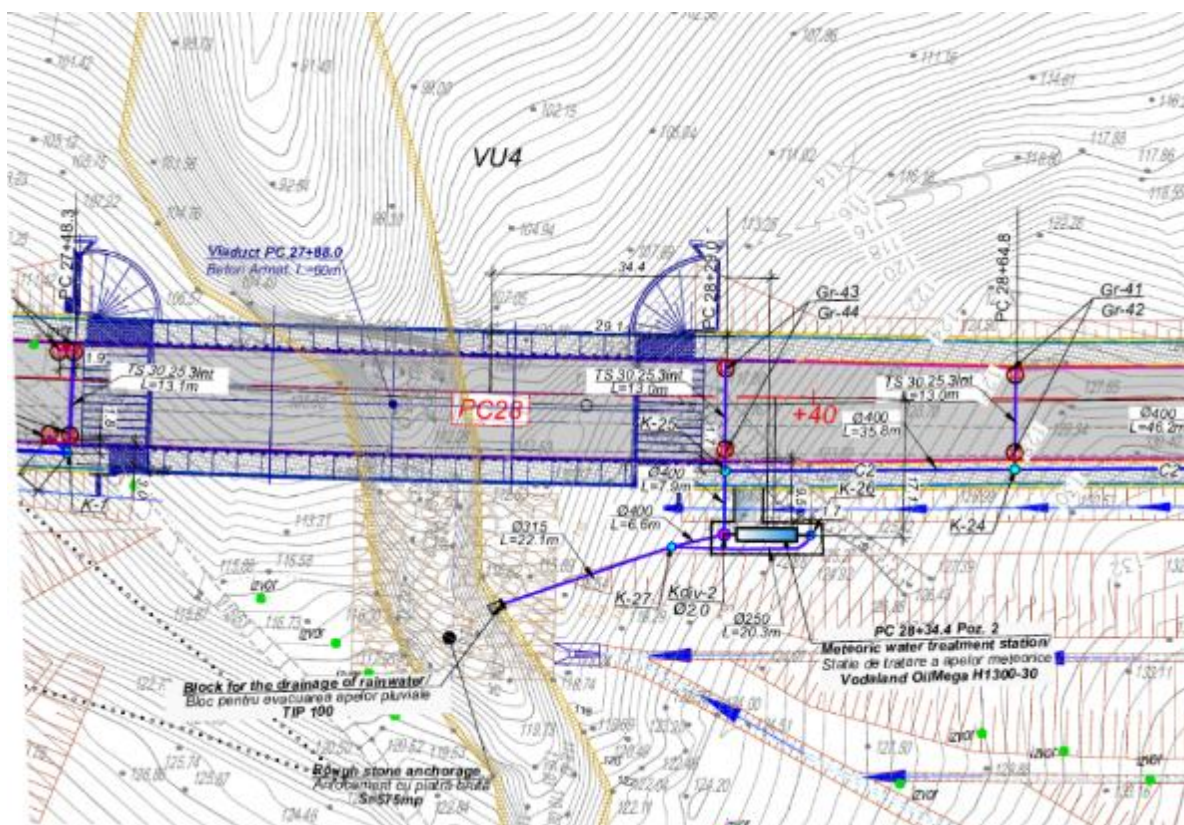


Figure 4-17: Rainwater drainage. PC 28+0.0 - PC 30+31.0

The annual accumulation of sludge in the treatment stations (at 96% moisture content), calculated according to formula (7.44) from NCM G.03.02:2015, is as follows:

- For sector PC 26+60 – PC 28+29.0: 18.85 m³/year
- For sector PC 28+39.0 – PC 37+44.0: 129.45 m³/year

The annual quantity of retained petroleum products in the stations is:

- For sector PC 26+60 – PC 28+29.0: 0.03 m³/year
- For sector PC 28+39.0 – PC 37+44.0: 0.20 m³/year

Water Quality in the Project Area

For this project, several test reports were commissioned and prepared by “Laboratorul Investigatii de Mediu” S.R.L. in June 2026. The documents detail the results of laboratory analyses conducted on drinking water samples from wells and surface water samples from various locations, including Șolcani, Țarigrad, and Rîșcani.

No.	Water Body Type	Lot	Location	District	Sampling Type	Point	Coordinates
1	Groundwater	1	Șolcani village	Soroca	Dug well		48°10'34.30"N, 28°07'27.50"E
2	Groundwater	1	Șolcani village	Soroca	Dug well / spring		48°09'46.27"N, 28°05'20.19"E
3	Groundwater	1	Zgurița village	Drochia	Dug well		48°07'41.55"N, 28°00'05.93"E
4	Groundwater	2	Țarigrad village	Drochia	Dug well		48°00'29.61"N, 27°45'42.77"E
5	Groundwater	2	Nicoreni village	Drochia	Dug well		47°58'27.20"N, 27°41'26.98"E
6	Groundwater	2	Rîșcani town	Rîșcani	Spring		47°58'13.20"N, 27°33'10.80"E
7	Groundwater	3	Pârjota village	Rîșcani	Dug well		47°56'48.49"N, 27°26'31.62"E
8	Groundwater	3	Șapte Bani village	Rîșcani	Dug well		47°54'27.60"N, 27°20'27.60"E
9	Surface Water	1	Căinari River, Zgurița village	Drochia	River sampling point		48°07'33.44"N,

						27°59'55.38"E
10	Surface Water	2	Pond, Țarigrad village	Drochia	Pond sampling point	48°00'11.52"N, 27°46'09.19"E*
11	Surface Water	2	Copăceanca River, Rîșcani town	Rîșcani	River sampling point	47°58'16.70"N, 27°32'56.58"E
12	Surface Water	3	Camenca River, Rîșcani town	Rîșcani	River sampling point	47°56'43.96"N, 27°28'37.67"E

Table 4-15: Overview of water quality samples

Note: All sampling locations are situated along the R7 Corridor within the framework of the R7 Road Rehabilitation Project.

The analyses assess key physicochemical and microbiological parameters, including turbidity, pH level, nitrate concentration, and the presence of bacteria such as *Escherichia coli*. The results are compared against the applicable legal limits, highlighting critical exceedances in the case of bacteriological indicators for drinking water sources. Surface water samples are also classified according to quality standards, ranging from Class I to Class V depending on the level of pollution identified. All sampling and testing procedures comply with official methodologies under MOLDAC accreditation.

The investigations covered two main categories of water: drinking water (from dug wells and springs) and surface water (rivers and ponds).

Drinking Water (8 investigated locations)

The results indicate major water quality issues, particularly of a microbiological and chemical nature:

- Severe microbiological contamination: In almost all locations (Șolcani, Zgurița, Țarigrad, Nicoreni, Pârjota, Șapte Bani), significant exceedances of the permissible limits were recorded for *Escherichia coli*, coliform bacteria, and intestinal enterococci. In many cases, values exceeded $>8.0 \times 10^2$ CFU/100 ml, while the legal limit is 0.
- Nitrate pollution: Four out of the eight samples exceeded the limit of 50 mg/l for nitrates:
 - Țarigrad: 68.0 mg/l
 - Nicoreni: 193.1 mg/l (almost 4 times the limit)
 - Pârjota: 271.0 mg/l (more than 5 times the limit)
 - Șapte Bani: 52.2 mg/l
- Other parameters: In Țarigrad, turbidity was 8.33 NTU, exceeding the limit of 5 NTU. The water in all locations is characterized as hard, with values ranging between 28.8 and 56.0 German degrees.

Surface Water (4 investigated locations)

The quality of surface water is generally degraded, often being classified in the lower quality classes (IV and V):

- Căinari River (Zgurița village): Classified as Class V (the lowest quality) due to biochemical oxygen demand (BOD₅).
- Pond (Țarigrad village): Classified as Class IV due to sulphates and total hardness.
- Copăceanca River (Rîșcani town): Classified as Class V due to dissolved oxygen levels, chemical and biochemical oxygen demand (COD-Cr, BOD₅), and sulphates.
- Camenca River (Rîșcani town): Shows the poorest quality, being classified as Class V for most indicators, including total dissolved solids (TDS), dissolved oxygen, COD-Cr, BOD₅, sulphates, and hardness.

The quality of water resources in the R7 road corridor area is poor and presents significant risks.

1. Health risks: Water from the analyzed wells and springs is, in most locations, unsuitable for human consumption without thorough prior treatment. The presence of faecal bacteria (*E. coli*, enterococci) indicates direct and recent contamination, while extremely high nitrate levels (particularly in Nicoreni and Pârjota) represent a major toxic risk, especially for infants and children.

2. Environmental status: The rivers in the region (especially Copăceanca and Camenca) are heavily polluted, likely due to untreated wastewater discharges or agricultural runoff, as indicated by oxygen deficits and high organic and chemical loading (Classes IV and V).
3. Project impact: These results highlight the need for strict environmental protection measures during road rehabilitation works in order not to further worsen the already critical condition of local water resources.

4.8. Biological and ecological resources

The purpose of the ESA is to analyse the interconnected impact of the Emerald Sites, natural protected areas (NPA), sensitive habitats and targets flora and fauna, in accordance with the Bank's E&S Policy, ESP of BERD (2019): **EBRD Performance Requirement 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources.**

Key targets for preliminary Biodiversity Assessment (BA) are follows:

- Comparative analysis of the requirements set in international treaties to which the RM is part and the EU legislation related to protection of birds' species and their habitats. The requirements envisaged in the texts of international treaties (CBD, BERNA, CMS, AEWA etc), resolutions, notifications and decisions shall be reviewed.
- Analysis of national and specific reports (for species), developed and submitted by the RM to international treaties to which the RM is a party (CBD, CMS, AEWA) referring to protection of flora/fauna species and their habitats and establishing the potential impact on such species at the R7 Road.
- Evaluation of areas of potential risk, crossed by the Road R7 rehabilitation corridor and adjacent areas (Emerald sites, natural protected areas (NPA), forest,) and establishing the major impact induced for them at the construction stage.
- Analysis of data regarding the impact of the R7 Road rehabilitation/construction stages, if it leads to significant degradation of natural habitats from the viewpoint of support capacities for key species' populations at the construction/operational stages.

The target groups selected for gap analysis for BA are:

- Emerald Sites with NPA;
- Habitats of flora and fauna
- Migratory species
- Natural ecosystems (forestry, aquatic, palustric).

Thus, in the intervention area, the following sensitive zones and areas of special interest have been established for assessment:

Emerald Sites:	Lot 1: – there are no Emerald sites Lot 2: Emerald Site "Lunca Baraboi" (Meadow Baraboi) (Site Code: MD0000023) – on distance of 6,5 km Lot 3: Emerald Site "Prutul de Mijloc" (Middle Prut) (Site Code MD00000011 Lot 4: – there are no Emerald sites Lot 5: Estimated -Emerald Site "Prutul de Mijloc" (Middle Prut) (Site Code MD00000011) – in the area of Costesti village Lot 6: Emerald Site "Stancile Nistrene" (Site Code: MD0000014)
Natural protected areas (NPAs)	Lot 1: <i>Nature reserves</i> : Leached chernozem characteristic of the steppe Balți; <i>Monuments of nature</i> (the gorges): Rîpa Zgurița (Ravine Zgurița), Aflorimentul Chetrosu (Outcrop Chetrosu) Lot 2: there are no NPAs (at a distance of up to 5 km)

	Lot 3: <i>Nature reserves</i>: "Stîncă", "Lucăceni", "Săptebani" (part of the Emerald site "Prutul de Mijloc" (Site Code MD00000011), Monuments of nature (the gorges): Defileul Duruitoarea, Defileul Varatic, Deciduous trees – 2 ex. Lot 4: – there are no NPAs (at a distance of up to 5 km) Lot 5: It's not information regarding Road Lot 6: <i>Landscape reserves</i>: Cosăuți, <i>Monuments of nature</i>: Dniester Thresholds, Sandstone and granite outcrop Cosauti (part of the Emerald Site Stancile Nistrene (Site Code: MD00000014)
Natural Ecosystems	<i>Forest Ecosystems</i> : in the area of Lot 3 – forest bodies (Saptebani and Lucaceni) managed by the State Enterprise "Glodeni" (Rascani District).
	<i>Aquatic Ecosystems</i> : Prut, Nistru Rivers and other mediu and small rivers form valuable floodplains and wetlands; natural lakes and ponds, the area's importance as a stopover site for migratory birds.
	<i>Agricultural Ecosystems</i> : the multiannual agricultural plantations (wheat, corn, barley, sunflower, alfalfa, rapeseed, etc.), the vineyards and orchards are encountered along the road.

Table 4-16: Overview of sensitive zones and areas of special interest

4.8.1. Emerald Sites and habitats

The National Ecological Network of Moldova, as part of the Pan-European Ecological Network Natura 2000, was established with the support of the Council of Europe and the EU project on the creation of the Emerald Network.⁷ It constitutes a total area of 127,871 ha (11,113 km²), or 7.5% of the country's territory. In 2023, the Emerald Network in the RM was approved at national level by amending Law no. 84/2007 on the ecological network, which designated 38 - Total number of sites in the Emerald Network – 52, habitats – 34, species – 144. The total area of Emerald sites covers – 8% of the country's territory. The list of 34 habitats in Moldova of European importance was identified within the Emerald Network project, based on the EUNIS Habitats Handbook. The database and GIS mapping were developed.⁸ [bookmark119](#)

The object of the Law no. 84/2007 is the creation of a legal framework for the establishment and development of the national ecological network, as an integral part of the pan-European ecological network and local ecological networks, for the establishment of a management and protection regime for the national ecological network and local ecological networks, such as and the powers and obligations of public administration authorities in this field.

According to the Law, the following activities are prohibited in core areas and ecological corridors and within the perimeter of the core area:

- ploughing of the land, except for its use for forestry purposes;
- the construction of buildings and installations, infrastructure or temporary objectives, except for those necessary for the operation and protection of the area;
- the use of chemical substances, except for exceptional natural or man-made situations;
- exploitation of deposits of useful mineral substances; and
- other activities that lead to the damage or degradation of the elements of nature.
- In the perimeter of the ecological corridors, the following are prohibited:
 - construction of buildings, infrastructure, communication routes and other activities that prevent or limit the natural migration of animals; and
 - the assignment of mining perimeters for the exploitation of deposits of useful mineral substances, if they occupy more than half of the width of the ecological corridor

Lot 3 and estimated in the Lot 5

⁷ <https://www.coe.int/ro/web/Bern-convention/emerald-network>

⁸ <http://cdr.eionet.europa.eu/md>

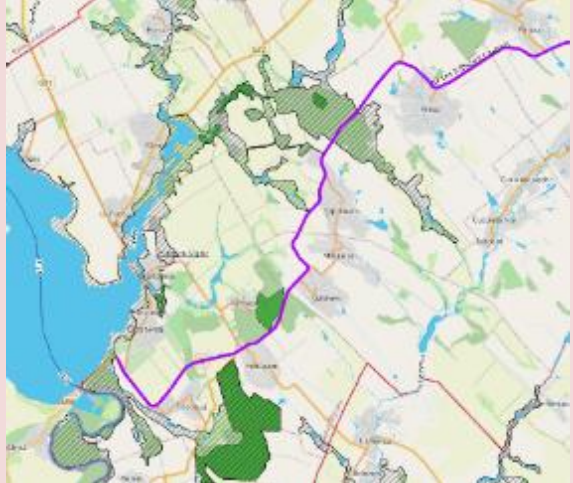
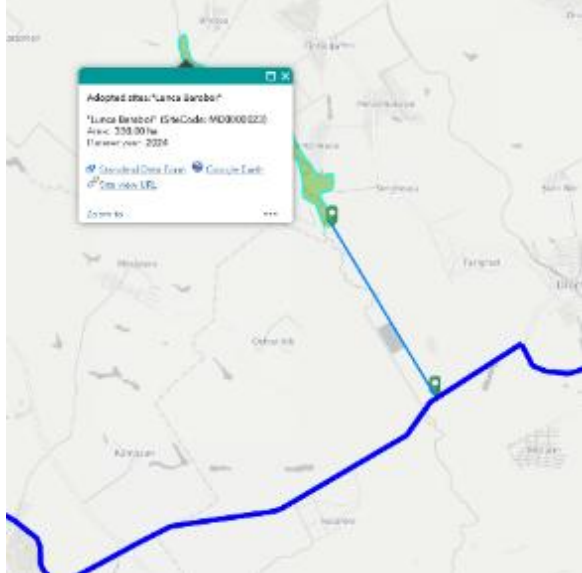
Emerald Site “Prutul de Mijloc” (Middle Prut) (Site Code MD00000011)	In the Lot 5 - the road intersects the Emerald Site at the border with Romania, but the location of the road has not yet been established. In the Lot 3 - the road intersects the Emerald Site in the forest area (part of the natural protected area - Forest Nature Reserve „Șaptebani”, located near Șaptebani village	
Lot 6 Stancile Nistrene (Dnester Skull) (Site Code: MD0000014)	The road intersects the Emerald Site at the border with Ukraine, near bridge that will be built	
Lot 2 Emerald Site “Lunca Baraboi” (Meadow Baraboi) (Site Code: MD0000023)	In this area the road is at a distance of 6.5 km to the Emerald site and does not intersect this site	

Table 4-17: Road crosses the territory of four sites of the Emerald Network

Below is the description of these sites, habitats and target species in them, listed in EU Resolution 6.

Emerald Site „Prutul de Mijloc”

Emerald Site “Prutul de Mijloc” (Middle Prut) (Site Code MD00000011) intersects the road in **Lot 3** - forest area (part of the natural protected area - Forest Nature Reserve „Șaptebani”, located near Șaptebani village and **Lot 5** intersects the Emerald Site at the border with Romania, in the area of the bridge that will be built

Site code	Site name	Site center location (decimal degrees), longitude/ latitude	Surface (ha)	Number of bird species	Other species (units)	Habitat (units)	Biogeo- graphics
MD00000011	Prutul de Mijloc (Middle Prut)	27.3029/ 47.7406	32630,0	31	24	3	CON

Table 4-18: Description of the Emerald Site “Prutul de Mijloc” (Middle Prut) MD00000011

The *habitat* types of European interest for which the Emerald Site "Prutul de Mijloc" MD00000011 has been declared are the following: D5.2 - Beds of large sedges normally without free-standing water (Resolution 4 habitat type (Bern Convention), Annex I habitat types (EU Habitats Directive), E6.2 - Continental inland salt steppes (Resolution 4 habitat type (Bern Convention), Annex I habitat types (EU Habitats Directive) and G1.1- *Riparian and gallery woodland* (Resolution 4 habitat type (Bern Convention). The Map of the Emerald Site "Prutul de Mijloc" (Code MD00000011) is included in the Annex 2.6: Maps of the Emerald Sites in the R7 Road area.

The area examined (Lot 5) is located in the zone of the most important artificial lake in the Prut Valley - Costești-Stânca that it has a surface of 14000 ha. The bank of the river and the lake is representative of the complex of rocks formed by tortone and subwire reefs, with the name of „Toltrele Prutului”. Only here have reefs been preserved for millions of years made up of the remains of various animal organisms and paleontological settlements. Here were identified some 45 vegetal associations

As a result of the examination of the zone, near the border area (the precise place for the construction of the road is not yet established), the type of habitat was identified: G1.1 - Riparian and gallery woodland, with dominant *Alnus*, *Betula*, *Populus* or *Salix* (Resolution 4 habitat type (Bern Convention). The woodland is presented by willows and poplars that occupy most of the along the Prut riverbed and in places in the gullies. In the stand dominates the white willow (*Salix alba*, *S. triandra*, *S. cinerea*, *S. viminalis*) which grows in a little mixture with *Salix fragilis* and *Populus alba* and *Populus nigra*. *Schivereckia podolica*, also *Alnus glutinosa* present on the rocks from Costești-Stânca Barrage has here, the western limit of the species area. The rest of the Prut Valley is covered with large areas of lawns and crops. The Prut Valley represents an important corridor for the migration of birds and certain species of fish. Many wetland habitats represent faunal concentration areas that also include invertebrates, amphibians and reptiles.

The ecosystem, being dominated by the Prut River, which constitutes the main hydrological axis and determines the structure of adjacent habitats. In recent years, prolonged droughts and a drop in water levels have led to partial degradation of the banks, with visible erosion processes and a decrease in the vegetation layer. This dynamics of the hydrological regime temporarily affects the quality of habitats and the availability of resources for fauna, but maintains the natural character of the meadow as a transforming system.

The avifauna is one of the most representative components of the area. In this sector are frequently observed *Alcedo atthis*, *Anser albifrons* and *A. anser*, *Ardea alba* and *A. cinerea*, *Ardeola ralloides*, *Egretta garzetta*, *Chlidonias hybrida*, *Cuculus canorus*, *Chroicocephalus ridibundus*, *Gallinula chloropus*, *Fulica atra*, *Larus michahellis*, *Nycticorax nycticorax*, *Streptopelia decaocto*, *Sturnus vulgaris*, *Hirundo rustica*, *Merops apiaster*, *Upupa epops*, *Oriolus oriolus*, *Lanius collurio*, *Pica pica*, etc. and cormorants (*Phalacrocorax carbo*) can be seen above the area. The most frequent species of amphibians are the Marsh Frog (*Pelophylax kl. esculentus*), common Water-frog (*Pelophylax lessonae*), Slow Worm (*Anguis fragilis*), Green Lizard (*Lacerta viridis*), the Sand Lizard (*Lacerta agilis*) and the Grass Snake (*Natrix natrix*) are common and present in preponderantly in the Middle Basin of the Prut River. Herpetofauna is represented by species

adapted to the aquatic environment and sunny microhabitats on the slopes: *Natrix tessellata*, *Natrix natrix*, *Delichophis caspius*, *Lacerta agilis* and *Lacerta viridis*. Due to the high noise (customs), in recent years the representatives of the Institute of Zoology have not monitored the presence of important species of mammals, only hedgehogs, foxes, rabbits and small rodents.

The area examined (Lot 3) is located in the zone of the forest area Șaptebani (Șaptebani nature Reserve). As a result of the examination of the zone, It has been established that these forest tip formed mainly by Oak - *Quercus robur* and *Quercus petraea*, and with the presence of other deciduous species: *Carpenus betulus*, *Tilya cordata*, *Cerasus avium* and others shrubs: *Crataegus*, *Ligustrum*, *Swida*, *Sambucus nigra*. The roadside sector is of medium degradation, due to the cumulative effects of the main factors associated with climate and anthropogenic changes, such as excessive droughts, have contributed in recent years to the defoliation of trees and generate large growth losses and can cause ecological imbalances in forest ecosystems, cumulating with the occurrence of the drying risk. With reference to the fauna in this area, they can most often be seen Wild Boar (*Sus scrofa*), Roe Deer (*Capreolus capreolus*), Fox (*Vulpes vulpes*), Rabbit (*Lepus europaeus*) and Rodents Spp. are common species in area of forest, bush lands and agricultural fields.

This Emerald site "Prutul de Mijloc", is affected by the invasive alien species *Solidago canadensis*, *Acer negundo*, *Aster novi-anglii* and *Impatiens glandulifera*.

Scientific investigations are permanent around the Emerald Site "Prutul de Mijloc", responsible for monitoring the species of flora and fauna is Institute of Zoology and of the Botanical Garden (Institute) which cooperates efficiently and directly with the representatives of the scientific institutions from Romania in the transborder context. The results of the investigations are included in the articles: "**Faunal and ecological peculiarities of micromammals in the northern area of the Republic of Moldova**" (Particularitățile faunistice și ecologice ale micromamiferelor în zona de nord a Republicii Moldova) (Autors: Dr. Burlacu V., Dr. Nistoreanu V., Larion A., Caterinciuc N.), and published in the journal "Collection of Scientific Articles", 2016. With reference to the risk assessment for biodiversity, recently it has been elaborated special study on the risk to bird species and their habitats, for the 400 kV OHL corridor: "**Biodiversity Study for the "Rascani"**" within the project: "Security of Water Supply and Sanitation in Moldova" (SWSSM), supported by World Bank (IDA), the Report includes the investigations in the Rascani district areas of the biodiversity assessment.

Group	Code	Scientific Name	Type	Size		Unit	Cat.
				Min	Max		
B	A229	<u>Alcedo atthis</u>	p	300	400	p	C
B	A089	<u>Aquila pomarina</u>	r	2	5	p	R
F	1130	<u>Aspius aspius</u>	p	0	0		C
F	1138	<u>Barbus meridionalis</u>	p	0	0		V
A	1188	<u>Bombina bombina</u>	p	0	0		R
A	1193	<u>Bombina variegata</u>	p	0	0		V
B	A215	<u>Bubo bubo</u>	p	0	5	p	R
B	A403	<u>Buteo rufinus</u>	p	6	10	p	R
M	1352	<u>Canis lupus</u>	w	10	15	i	R
B	A224	<u>Caprimulgus europaeus</u>	r	200	300	p	C
I	4014	<u>Carabus variolosus</u>	p	0	0		R
B	A197	<u>Chlidonias niger</u>	r	20	30	p	C
B	A030	<u>Ciconia nigra</u>	r	3	6	p	R
B	A231	<u>Coracias garrulus</u>	r	0	0		R
P	4091	<u>Crambe tataria</u>	p	0	0		V
B	A122	<u>Crex crex</u>	r	100	250	p	C

B	A038	<i>Cygnus cygnus</i>	w	50	60	i	R
B	A238	<i>Dendrocopos medius</i>	r	0	0		R
B	A236	<i>Dryocopus martius</i>	r	5	10	p	R
P	4067	<i>Echium russicum</i>	p	0	0		R
B	A026	<i>Egretta garzetta</i>	r	30	35	p	P
R	1279	<i>Elaphe quatuorlineata</i>	p	0	0		C
R	1220	<i>Emys orbicularis</i>	p	200	250	i	R
F	2484	<i>Eudontomyzon mariae</i>	p	0	0		V
B	A511	<i>Falco cherrug</i>	r	5	7	p	R
B	A103	<i>Falco peregrinus</i>	w	5	20	i	P
B	A002	<i>Gavia arctica</i>	w	15	25	i	R
B	A075	<i>Haliaeetus albicilla</i>	r	4	5	p	R
B	A092	<i>Hieraaetus pennatus</i>	r	15	20	p	R
B	A072	<i>Pernis apivorus</i>	r	1	10	p	R
B	A393	<i>Phalacrocorax pygmeus</i>	r	0	10	p	R
B	A151	<i>Philomachus pugnax</i>	r	350	450	i	C
B	A234	<i>Picus canus</i>	p	0	0		C
B	A034	<i>Platalea leucorodia</i>	r	10	20	p	R
B	A140	<i>Pluvialis apricaria</i>	w	200	400	i	C
M	1303	<i>Rhinolophus hipposideros</i>	p	0	0		R
F	5339	<i>Rhodeus amarus</i>	p	0	0		C
F	6143	<i>Romanogobio kesslerii</i>	p	0	0		R
F	1146	<i>Sabanejewia aurata</i>	p	0	0		R
P	2116	<i>Schivereckia podolica</i>	p	0	0		R
P	4087	<i>Serratula lycopifolia</i>	p	0	0		V
B	A193	<i>Sterna hirundo</i>	r	20	40	p	R
B	A220	<i>Strix uralensis</i>	c	0	0		R
B	A307	<i>Sylvia nisoria</i>	p	1000	2000	p	C
I	4064	<i>Theodoxus transversalis</i>	p	0	0		R
I	1032	<i>Unio crassus</i>	p	0	0		R
F	1160	<i>Zingel streber</i>	p	0	0		R
F	1159	<i>Zingel zingel</i>	p	0	0		R

Table 4-19: Species listed in Resolution 6 and sites (Prutul de Mijloc) evaluation for them

Specifications: - Group: A =Amphibians, B = Birds, F = Fish, I = Invertebrates, M = Mammals, P =Plants, R = Reptiles Type: p=permanent, r=reproducing, c=concentration, w=wintering (for plant and non-migratory species use permanent); Unit: i=Individuals, p=pairs or other units according to the standardised list of population units and codes, in accordance with Art. 12 and 17 reporting under the Birds and Habitats Directives; Abundance categories (Cat.): C=common, R= rare, V=very rare, P=present – to fill if data quality are deficient (DD) or in addition to population size information

After establishing the route of the road, which will connect the part of the Republic of Moldova with Romania (EU), according to the legal framework, the Ministry of Environment of RM will start the joint procedure for assessing the transboundary environmental impact for both parts of the Prut River, in this area. The list of the most recent and important scientific publications is included in the reference list.

Emerald Site „Stancile Nistrene” - Lot 5

Site code	Site name	Site center location, longitude/ latitude	Surface (ha)	Number of bird species	Other species (units)	Habitat (units)	Biogeographics
MD00000014	Stancile Nistrene	28.2497/ 48.1567	4458,0	15	17	3	CON

Table 4-20: The description of the Site Emerald Site „Stancile Nistrene” MD00000014

The **habitat** types of European interest for which the Emerald Site "Stanciile Nistrene" MD00000014 has been declared are the following: **D4.1** - Rich fens, including eutrophic tall-herb fens and calcareous flushes and soaks (Resolution 4 habitat type (Bern Convention) , Annex I habitat types (EU Habitats Directive) **D5.2** - Beds of large sedges normally without free-standing water (Resolution 4 habitat type (Bern Convention), Annex I habitat types

(EU Habitats Directive) and G1.A – Meso- eutrophic Quercus, Carpinus, Fraxinus, Acer, Tilia, Ulmus > G1.A4 - Ravine and slope woodland (Resolution 4 habitat type (Bern Convention). The Map of the Emerald Site "Stanciile Nistrene" (Code MD00000014) is included in the Annex 2.6: Maps of the Emerald Sites in the R7 Road area.

Rich fens are exceptionally endowed with spectacular, specialized, strictly restricted species. They are among the habitats that have undergone the most serious decline. They are essentially extinct in several regions and gravely endangered in much of Central and Western Europe

The fauna species existing in the studied area were monitored by the researchers of the Institute of Zoology and the results of the investigations are included in the articles: *"Faunal and ecological peculiarities of micromammals in the northern area of the Republic of Moldova"* (Particularitățile faunistice și ecologice ale micromamiferelor in zona de nord a Republicii Moldova) (Autors: Dr. Burlacu V., Dr. Nistoreanu V., Larion A., Caterinciuc N.), and published in the journal "Collection of Scientific Articles", 2016; *"Rare species recorded in the protected areas of the Soroca State Forestry"* (Specii rare înregistrate în ariile protejate din Gospodăria Silvică de Stat Soroca) (Autors: Dr. Ghendov V., Dr. Șabanov G., Dr. Izverscaia T.), and published in the Scientific journal of the Moldovas State University, 2007⁹.

Also within the project UNDP-GEF "Mainstreaming Biodiversity Conservation into Moldova's Territorial Planning Policies and Land-Use Practices", in which the habitats of rare and endangered species in Soroca district were evaluated and the results of the scientific investigations were published in the brochure: Habitats of rare plant and animal species in Soroca and Stefan Voda districts, Republic of Moldova (Autors: Ungureanu L., Titica Gh., Baban E. etc.), and published in the UNDP official site Chisinau, 2017.

With reference to the risk assessment for biodiversity, recently it has been elaborated special study: "Biodiversity Study for the "Soroca"¹⁰ within the project: "Security of Water Supply and Sanitation in Moldova" (SWSSM), supported by World Bank (IDA). the Report includes the investigations in the Soroca district areas of the biodiversity assessment.

Group	Code	Scientific Name	Type	Size		Unit	Cat. C/R/V/P
				Min	Max		
B	A089	Aquila pomarina	r	2	5	p	R
F	1130	Aspius aspius	p	0	0		C
F	1138	Barbus meridionalis	p	0	0		V
A	1188	Bombina bombina	p	0	0		C
B	A215	Bubo bubo	p	0	5	p	R
B	A224	Caprimulgus europaeus	r	200	300	p	C
I	1088	Cerambyx cerdo	p	0	0		R
B	A231	Coracias garrulus	r	5000	10000	p	C
P	4091	Crambe tataria	p	0	0		V
B	A238	Dendrocopos medius	r	0	0		R
B	A429	Dendrocopos syriacus	p	600	900	p	C
F	2484	Eudontomyzon mariae	p	0	0		V
B	A321	Ficedula albicollis	r	0	0		C
B	A001	Gavia stellata	w	0	0		R
B	A338	Lanius collurio	r	400	500	p	C
B	A339	Lanius minor	r	300	500	p	C
I	4036	Leptidea morsei	p	0	0		R
I	1083	Lucanus cervus	p	0	0		R
M	1355	Lutra lutra	p	0	0		R

⁹ https://ibn.idsi.md/sites/default/files/imag_file/93-98_20.pdf

¹⁰ <https://ondrl.gov.md/wp-content/uploads/2025/02/Studiul-de-evaluare-a-biodiversitatii-pentru-subproiectul-Extinderea-si-imbunatatirea-serviciilor-de-canalizare-in-municipiul-Soroca.pdf>

B	A073	Milvus migrans	r	0	0		C
F	1145	Misgurnus fossilis	p	0	0		R
M	1307	Myotis blythii	p	0	0		R
B	A077	Neophron percnopterus	c	0	2	i	V
B	A072	Pernis apivorus	r	1	10	p	R
M	1304	Rhinolophus ferrumequinum	p	14	20	i	R
M	1303	Rhinolophus hipposideros	p	0	0		R
F	5339	Rhodeus amarus	p	0	0		C
F	6143	Romanogobio kesslerii	p	0	0		R
F	1146	Sabanejewia aurata	p	0	0		R
P	2116	Schivereckia podolica	p	0	0		R
B	A193	Sterna hirundo	r	20	40	p	R
B	A307	Sylvia nisoria	w	0	0		C
F	1160	Zingel streber	p	0	0		R
F	1159	Zingel zingel	p	0	0		R

Table 4-21: Species listed in Resolution 6 and sites (Stancile nistrene) evaluation for them

Specifications: - Group: A =Amphibians, B = Birds, F = Fish, I = Invertebrates, M = Mammals, P =Plants, R = Reptiles Type: p=permanent, r=reproducing, c=concentration, w=wintering (for plant and non-migratory species use permanent); Unit: i=Individuals, p=pairs or other units according to the standardised list of population units and codes, in accordance with Art. 12 and 17 reporting under the Birds and Habitats Directives; Abundance categories (Cat.): C=common, R= rare, V=very rare, P=present – to fill if data quality are deficient (DD) or in addition to population size information

Emerald Site „Lunca Baraboi”

At a distance of about 6.42km from the area of the project is Emerald Site "Lunca Baraboi" (Meadow Baraboi) (SiteCode: MD0000023).

Site code	Site name	Site center location longitude/ latitude	Surface (ha)	Number of bird species	Other species (units)	Habitat (units)	Biogeographics
MD0000023	"Lunca Baraboi" (Meadow Baraboi)	27.6539/48.091	330,0	2	1		CON

Table 4-22: Description of the Emerald Site „Lunca Baraboi” (MD0000023)

For this Emerald site through the EU Resolution the type of habitat was not determined. Emerald Sites includes Protected area "Lunca Baraboi" belongs to the category of protected area with the multifunctional management, according to the law on protected areas - IUCN - IV natural reserve category, Meadow ecosystem. The "Lunca Baraboi" site is part of the Balti steppe field and Prutul de Mijloc (Middle Prut River) - aquatic ecosystem with the steppe meadow landscape.

Vegetative associations, described in this Site are: Ass. Agrostetum stoloniferae Ujvarosi 1941, Ass. Agrostetum tenuis Sapegiu 1986, Ass. Agrostetum giganteae M. Kosmodamianskaia 1967.

Group	Code	Scientific Name	Type	Size	Unit	Cat.
				Min	Max	C/R/V/P
A	1188	Bombina bombina	p	0	0	C
B	A338	Lanius collurio	r	5	10	p C
B	A339	Lanius minor		0	3	p C

Table 4-23: Species listed in Resolution 6 and sites („Lunca Baraboi” (MD0000023) evaluation for them

Specifications: - Group: A =Amphibians, B = Birds, F = Fish, I = Invertebrates, M = Mammals, P =Plants, R = Reptiles Type: p=permanent, r=reproducing, c=concentration, w=wintering (for plant and non-migratory species use permanent); Unit: i=Individuals, p=pairs or other units according to the standardised list of population units and codes, in accordance with Art. 12 and 17 reporting under the Birds and Habitats Directives; Abundance categories (Cat.): C=common, R= rare, V=very rare, P=present – to fill if data quality are deficient (DD) or in addition to population size information

General conclusion:

The state of the habitats in the Emerald Sites is well investigated, and the results of these investigations are included in several monographs, scientific articles carried out by scientific institutions of the Moldova's State

University: Institute of Zoology, Botanical Garden (Institute), Institute of Ecology and Geography, which is currently part of the State University of Moldova (USM) but also with the Institute in the Forestry Field -ICAS (subordinate "Moldsilva" Agency) and in the common investigations with Romania scientific institutions (in the area of the Emerald Site "Prutul de Mijloc"). For some NPAs, such as nature reserves (including NR "Saptebani" part of the Emerald Site "Prutul de Mijloc") the Management forestry plan is elaborated every ten years, which include information on investigations and monitoring, general ecological status of habitats (soil, aquatic resources), and other biodiversity assessment.

The habitats of the Emerald sites not along the R7 Road (Lots 1 and 4) will not be influenced with the risk of degradation or change of the areas of the target animal and plant species, considering that only the rehabilitation works of the road will be organized.

With reference to Lot 2 Emerald Site "Lunca Baraboi" (Meadow Baraboi) (Site Code: MD0000023) – from the reason that a fairly long distance from the road – 6,5 km, we consider that there will not be an influence on the with the risk of degradation or change of the areas of the target animal and plant species.

The most sensitive areas for the habitats of fauna species are considered Lots 5 and 6, which are located on the border of the country. In this area there are the Emerald Sites of neighboring states: Romania: Natura 2000 site cod ROSPA0058 "Lacul Stanca Costesti" (area 2192.8 ha) and Natura 2000 site cod ROSAC0234 "Stanca Stefanesti" (area 0.3 ha) and Ukraina: "Podilskyi Dnister" (SiteCode: UA0000245) with area: 1,712.00 ha.

After establishing the finally project of route of the road, which will connect the part of the Republic of Moldova with Romania (EU) and Ukraine, according to the legal framework of the Republic of Moldova (art.10 from the Law no. 86/2024), the Ministry of Environment of RM will start the joint procedure for assessing the obligatory transboundary environmental impact for both parts of the Prut River, in this area, including biodiversity assessment.

The detailed description of the species of flora and fauna is provided in the sections 4.7.3. and 4.7.4.

4.8.2. Natural Protected Areas (NPA)

The legal bases for the creation and functioning of the fund of natural areas protected by the state, the principles, the mechanism and its mode of conservation are established by Law no. 1538/1998 on the fund of natural areas protected by the state. The total area of the fund of natural areas protected by the state constitutes 210,695.87 ha (2106.96 km²) or 5.8% (2018)¹¹ of the total territory of the country. In the period 2006-2018, the total area of protected areas of all categories increased from 4.65% to 5.8% of the total territory of the country, by creating the most important NPAs: in 2013 – the "Orhei" National Park with an area of 33,792.09 ha, in 2018 - the "Prutul de Jos" Biosphere Reserve and in a. 2021 - "Lower Dniester " National Park.

In the R7 Road are located the following NPAs:

- 4 -Nature reserves: "Stîncă", "Pociumbeni", "Lucăceni", "Şaptebani";
- 2- Landscape reserves: "Cosăuţi", "Suta de Movile"
- 1- Resource reserve: Leached chernozem characteristic of the steppe Balţi
- 9 -Monuments of nature: Dniester Thresholds; Sandstone and granite outcrop, Ravine Zguriţa, Outcrop Chetrosu; the gorges: Defileul Duruitoarea, Văratice, Reciful Proscureni and Deciduous trees – 2 ex.

¹¹ https://www.legis.md/cautare/getResults?doc_id=144295&lang=ro

Name of protected area, according to Law no. 1538/1998	Area (ha)	Location	Distance to the Road	Estimated impact
MONUMENTS OF NATURE				
A) GEOLOGICAL AND PALEONTOLOGICAL				
Pragurile Nistrului (Dniester Thresholds)	8	Near the village of Cosăuți, Nistru riverbed	650 m	There is no potential negative impact
Aflorimentul de gresii și granit de la Cosăuți (Sandstone and granite outcrop Cosauti)	2	Cosăuți village, west slope of the abandoned quarry	650 m	There is no potential negative impact
The gorge - Defileul Duruitoarea	40	East of Duruitoarea village, Riscani district	2550 m	There is no potential negative impact
The gorge - Defileul Văratc	10	East of Varatic village, Riscani district	4100 m	There is no potential negative impact
The Reef - Reciful Proscureni	10	East of Duruitoarea village, Riscani district	2550 m	There is no potential negative impact
Rîpa Zgurița (Ravine Zgurița)	15	North of the village Zgurița	200 m	Law potential negative impact
Aflorimentul Chetrosu (Outcrop Chetrosu)	25	West of the village of Chetrosu, near the Drochia-Soroca Road	intersected	Law potential negative impact
C) BOTANICAL				
b) Deciduous trees				
Pedunculate oak	1	Soroca Forestry Office, Cosăuți, plot 7, subplot 16	800 m	There is no potential negative impact
Pedunculate oak	1	Soroca Forestry Office, Cosăuți, plot 8, subplot 12	800 m	There is no potential negative impact
NATURE RESERVES				
Stîncă	55	Rîșcani Forest Bypass, Glodeni Forestry Enterprise, parcel 4	3620 m	There is no potential negative impact
Lucăceni	49,6	Rîșcani Forest Bypass, Glodeni Forestry Enterprise, parcels 19, 20	intersected	Moderate potential negative impact
Șaptebani	17,0	Rîșcani and Saptebani Forest Bypasses, Glodeni Forestry Enterprise, parcels 7	900 m	Moderate potential negative impact
LANDSCAPE RESERVES (of geographical landscapes)				
Cosăuți	585	Cosăuți village, Soroca forestry Enterprise, Cosăuți Forest, plots 4-8	from 320 to 540 m	Moderate potential negative impact
"Suta de Movile"	1072, 0	Rîșcani Forest, Glodeni Forestry Enterprise (657ha), parcels 32, 65 and AE "Braniște" (415 ha)	205 m	Moderate potential negative impact
RESOURCE RESERVES				
Cernoziom levigat caracteristic stepei Bălților (Leached chernozem characteristic of the steppe Bălți)	6	North of the town of Drochia, within the boundaries of the former airfield	Nearly	Law potential negative impact

Table 4-24: Description of the most important national protected areas (NPA), included in the area of Road 7

4.8.2.1. Description of the natural protected areas (NPAs) on LOT 6 (Soroca district)

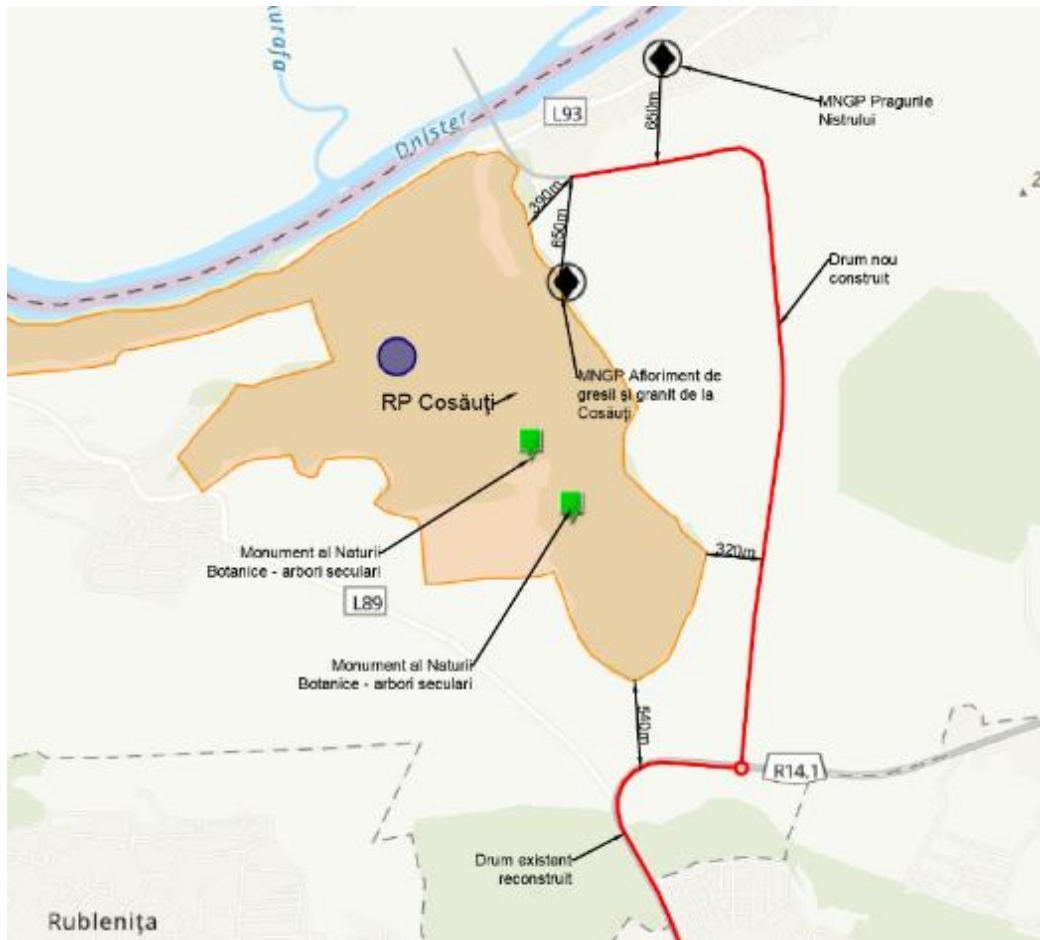


Figure 4-18: Map of the NPAs in the Lot 6 (Soroca District)

I. Landscape reserve "Cosăuți"

The closest protected natural area to the R7 road is the "Cosăuți" landscape reserve (which is located at a distance of about 300-500 m from the new road sector). Landscape Reservation (RP) with an area of 585 ha, is included in Annex no. 3 to Law no. 1538/1998 (has a protection zone of 700-1000 m). The reserve has scientific and recreational importance, as it preserves unique landscapes and valuable biotic formations, as it forms a segment of the Dniester eco-biological corridor of the Pan-European Ecological Network. At the same time, a beautiful rural rest area is arranged here, with a special picturesque relief. The reserve is one of the most visited tourist destinations in the Soroca district due to an important monastic complex, the "Prestol" spring with curative waters, the ruins of the Geto-Dacian fortifications, but also some vestiges of the settlement of man from the Palaeolithic Era. The reserve has a diversity of landscape elements, such as rocks, caves, ravines, river gorges, etc. On the steep slopes and portions, the secular forests representative of oak has been preserved, forming rock ecosystems with a great diversity of floristic and faunal species. In the "Cosăuți" there are 225 species of vascular plants, of which 28 species of trees, (*Quercus robur*, *Quercus petraea*, *Carpinus betulus*, *Tilia tomentosa*, *T.cordata*, *Fraxinus excelsior*, *Cerasus avium*, *Acer campestre*, *A.platanoides*, *A. tataricum*, *A.negundo*, , *Salix alba*, *Sorbus torminalis*, *Malus sylvestris*, *Pyrus pyraister*, *Ulmus carpinifolia*, *U.glabra*, *U.laevis*, *U. pumilla*, *Morus alba*, *Gleditsia triacanthos*, *Robinia pseudacacia*, *Juglans regia*, *Populus tremula*, *P.nigra*, *Pinus nigra*, 17 species of shrubs and about 180 species of herbaceous plants.



Figure 4-19: Images from Landscape Reserve “Cosauti” (Soroca District)
II. Nature monuments in the area of Lot 6 Road R7

Dniester Thresholds (Pragurile Nistrului)	
The NPA consists of intrusions of igneous rocks, which occurred during the formation of the archaic-proterozoic crystalline foundation of the Eastern European Shelf. The cause of the formation of the thresholds was the runoff of the Precambrian gabbro-noritic lava. In the Precambrian period, the gabbro-norite current was covered with a red lateritic crust, which was preserved in some places under the sandstones of Cosăuți of Vendian age. The objective has been taken under the protection of the state since 1962. The site is of scientific interest of international importance in terms of geological mapping and stratigraphic study of the sedimentary formations of the Eastern European Platform. It also has geomorphological, hydrological and structural value. The area does not represent particular interest from biological aspects, as a habitat for floral species, fauna.	
Sand and sandstone outcrop Cosauti (Aflorimentul de gresii și granit de la Cosăuți)	
The NPA represent very old sedimentary rocks (Vendian 560-600 million years) that emerge on the surface of the earth's crust. The tiles here are divided into three packages. Towards the southern ravine their thickness decreases, and the vertical cracks here can be observed over every 50-60m along the fault, on which the Dniester riverbed is developed. Thus, we can observe the direct tectonic cause of the formation of the valley and riverbed of the Dniester district. The protected area represents a scientific interest of international importance from a geological point of view for geological mapping and stratigraphic study of the sedimentary formations of the Eastern European platform. The area does not represent particular interest from biological aspects, as a habitat for floral species, fauna.	

Table 4-25: Nature monuments Lot 6

4.8.2.2. Description of the natural protected areas (NPAs) on LOT 3 Road R7 (Rîșcani district)

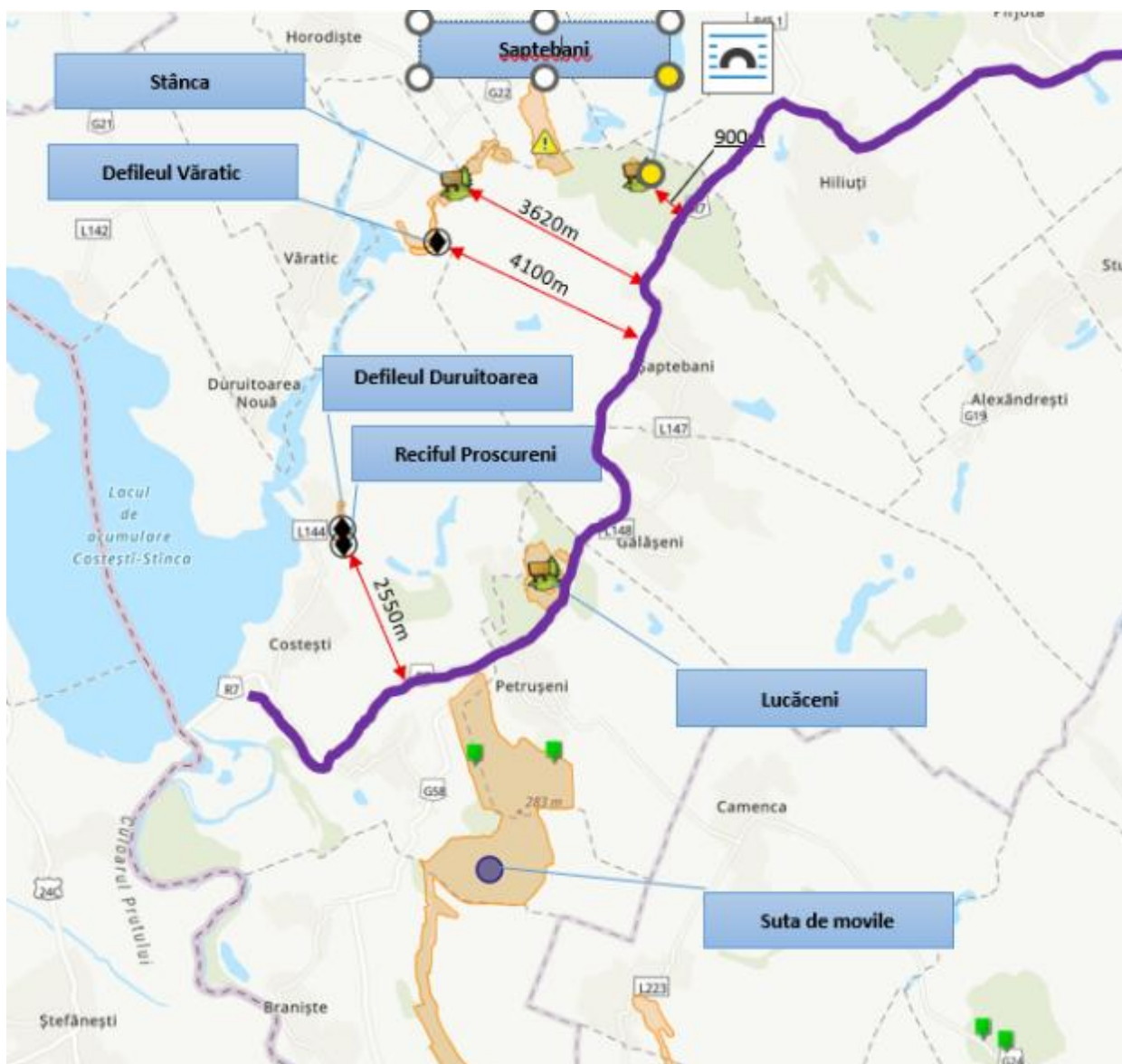


Figure 4-20: Map of the NPAs in the Lot 3 (Rîșcani District)

I. Nature forest reserve "Lucaceni"

Scientific significance and biological importance	The Lucaceni Nature Reserve is located East of the village of Lucăceni, Râșcani district. It includes sub-plots 50B, 52B and 53A of the Râșcani Forest Bypass, Glodeni Forestry Enterprise. NPA represents a fundamental forest to the cliffs, the landscape and the populations of rare wild plants and animals. Landscape - the Râșcani Hills on loamy-sandy substrates. The NPA is crossed by the R7 road and thus a more pronounced degradation of the stands is observed, located along the road.
Important ecosystems, fauna and flora species	Ecosystems: forest Type of Forest - Pedunculate oak forest with hornbeam, Sessile Oak forest with linden and ash. Important associations: <i>Quercus(roboris) Carpinetum</i> (Soo et Pocs,1957); <i>Tilio tomentosae-Carpinetum</i> – (Doniță, 1968) Rare, vulnerable and endangered species: 4 species of flora: <i>Staphylea pinnata</i>, <i>Dryopteris filix mas</i>, <i>Lilium martagon</i> and <i>Asparagus tenuifolius</i>. 7 species of fauna: <i>Lacerta viridis</i>, <i>Hyla arborea</i>, <i>Accipiter gentilis</i> and <i>Accipiter nisus</i>, <i>Carabus intricatus</i>, <i>Carabus violaceus</i>, <i>Aglais urticae</i>., <i>Argynnis pandora</i>, <i>Catocala sponsa</i>, <i>Formica rufa</i>, <i>Lucanus cervus</i>, <i>Scolia maculata</i>, <i>Fauna</i> includes: 19 - Mammalia common species (<i>Erinaceus europaeus</i>, <i>Talpa europaea</i>, <i>Sorex araneus</i>, <i>Dryomys nitedula</i>, <i>Lepus europaeus</i>, <i>Apodemus agrarius</i>, <i>A. sylvaticus</i>, <i>A.flavicollis</i>, <i>Clethrionomys glareolus</i>, <i>Vulpes vulpes</i>, <i>Mustela nivalis</i>, <i>Martes foina</i>, <i>Capreolus capreolus</i>) 43 – Bird species, 33- Reptilia and Amphibia Spp. and 17 Insects Spp.

Flora includes: 80 common species.

Table 4-26: Nature forest reserve Lucaceni



Figure 4-21: Images from the Lucaceni forest nature reserve

II. Nature forest reserve "Saptebani"

Scientific significance and biological importance	The NPA is located north-east of the village of Șaptebani, Rascani district on a slope with northern and north-eastern exposure. The altitude is 210-215 m with gray soil. NPA represents a fundamental forest with natural stands of oak https://ro.wikipedia.org/wiki/Gorun (<i>Quercus petraea</i>) and abundantly populated by linden trees (<i>Tilia tomentosa</i> , <i>Tilia cordata</i>) and ash (<i>Fraxinus excelsior</i>)
Important ecosystems, fauna and flora species	Ecosystems: forest Rare, vulnerable and endangered species: 5 species of flora: <i>Staphylea pinnata</i>, <i>Convallaria majalis</i>, <i>Epipactis helleborine</i>, <i>Hepatica nobilis</i>, <i>Lilium martagon</i>. 6 species of fauna (insects): <i>Carabus intricatus</i>, <i>Carabus violaceus</i>, <i>Aglais urticae</i>., <i>Argynnis pandora</i>, <i>Catocala sponsa</i>, <i>Formica rufa</i>, <i>Lucanus cervus</i>, <i>Scolia maculata</i>, <i>Callimorpha quadripunctaria</i>, <i>Zerynthia polyxena</i> <i>Fauna</i> includes: 23- Mammalia species (<i>Erinaceus europaeus</i>, <i>Talpa europaea</i>, <i>Sorex araneus</i>, <i>Dryomys nitedula</i>, <i>Lepus europaeus</i>, <i>Apodemus agrarius</i>, <i>A. sylvaticus</i>, <i>A. flavicollis</i>, <i>Clethrionomys glareolus</i>, <i>Vulpes vulpes</i>, <i>Mustela nivalis</i>, <i>Martes foina</i>, <i>Capreolus capreolus</i>; 27 – Bird species, 8- Reptilia and Amphibia Spp. and 17 Insects Spp. <i>Flora</i> includes: 103 species

Table 4-27: Nature forest reserve Saptebani



Figure 4-22: Images from the Saptebani forest nature reserve

III. Nature forest reserve "Stanca"

Scientific significance and biological importance	The NPA is located in the east of Vărătic village, Rîșcani district. It includes parcel 66 from the Rîșcani Forest, Glodeni Forestry Enterprise. The important fundamental forest of pedunculate oak and fragments of herbaceous vegetation on calcareous substrates with floristic diversity of vascular plants (Postolache, Lazus, 2018)
Important ecosystems, fauna and flora species	Ecosystems: forest, rocky Rare, vulnerable and endangered species: 5 species of flora: <i>Staphylea pinnata</i>, <i>Convallaria majalis</i>, <i>Epipactis helleborine</i>, <i>Hepatica nobilis</i>, <i>Lilium martagon</i>. 6 species of fauna (insects): <i>Carabus intricatus</i>, <i>Carabus violaceus</i>, <i>Aglais urticae</i>., <i>Argynnis pandora</i>, <i>Catocala sponsa</i>, <i>Formica rufa</i>, <i>Lucanus cervus</i>, <i>Scolia maculata</i>, <i>Callimorpha quadripunctaria</i>, <i>Zerynthia polyxena</i> <i>Fauna</i> includes: 23- Mammalia species (<i>Erinaceus europaeus</i>, <i>Talpa europaea</i>, <i>Sorex araneus</i>, <i>Dryomys nitedula</i>, <i>Lepus europaeus</i>, <i>Apodemus agrarius</i>, <i>A. sylvaticus</i>, <i>A. flavicollis</i>,

Clethrionomys glareolus, *Vulpes vulpes*, *Mustela nivalis*, *Martes foina*, *Capreolus capreolus*; 27 – Bird species, 8- Reptilia and Amphibia Spp. and 17 Insects Spp.
Flora includes: 117 species

Table 4-28: Nature forest reserve Stanca



Figure 4-23: Images from the Stanca forest nature reserve

IV. Landscape reserve "Suta de Movile"

Scientific significance and biological importance

The NPA represent the landscape with mounds, natural forest and the populations of rare plants and animals. It has a natural and historical importance and it is considered unique at national and international level. It has scientific value from both a geological and a floristic and faunal point of view. Oases of primary steppe vegetation with rare plant species in the flora of the RM have been preserved on the mounds: spring primrose (*Adonis vernalis*), mountain pasqueflower (*Pulsatilla montana*), iris (*Iris pumila*), and odolean (*Crambe tataria*), the latter being included in the Red Book of the RM (2015). The ponds and swamps within the reserve are home to species of reptiles and amphibians, of which the turtle and the Asclepien snake are of interest (Postolache, Buceurel, 2017).

Important ecosystems, fauna and flora species

Ecosystems: mounds, steppe, forest
Rare, vulnerable and endangered species:
4 species of wild plants: *Adonis vernalis*, *Asparagus officinalis* and *A.tenuifolius*, *Iris pumila*.
6 species of wild animals (insects): The European rhinoceros beetle (*Oryctes nasicornis*), greater stag beetle (*Lucanus cervus*), carpenter bee (*Xylocopa valga*), Jersey Tiger (*Callimorpha quadripunctaria*), scarce swallowtail (*Iphiclidides podalirius*), southern festoon (*Zerynthia polyxena*)

Fauna includes: 15- Mammalia species, 33 – Bird species, 5- Reptilia Species, 17 Insects Spp.
Flora includes: 93 species

Table 4-29: Nature forest reserve Suta de Movile



Figure 4-24: Images from "Suta de Movile" landscape reserve

4.8.2.3. Nature monuments in the area of Lot 3 Road 7

Defileul Duruitoarea (Duruitoarea gorge)

The gorge - Defileul Duruitoarea is located in the eastern part of Duruitoarea village, on the left bank of the Ciuhur river, a tributary of the Prut. The geological age is estimated at 160-100 thousand years, thus they are considered to be the oldest of the Paleolithic resorts in the RM. A diversity of 54 species of mammals and 29 species of birds has been established in the deposits of the cave. Also here was found a lower jaw with several masses of a Paleolithic man of contemporary physical type and the bones of a Hozarian mammoth, very rare on the territory of the current RM. In the gorge, several caves and niches were formed on the slopes of the reef, which temporarily housed prehistoric people and animals from different geological eras. In one of



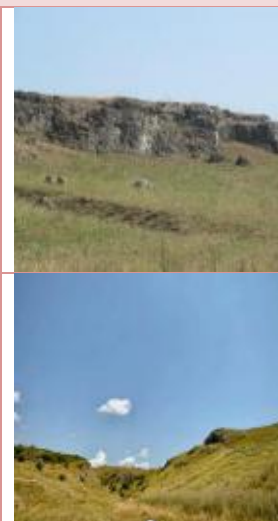
the caves, about 100 m from the northern extremity of the reef, traces of a Paleolithic resort with traces of the existence of various prehistoric human cultures were identified: tools, animal fossils, etc. The grotto has three rooms, with a total length of 49 meters and a width of 5-9 meters and it consists of 3 rooms with traces of the existence of people from the Paleolithic Stone Age. The history of the formation and development of the given reef can be read on the walls of the gorge. The natural ecosystem composed of rocky outcrops, thickets. It is the presence of solitary walnut and acacia trees, pine, etc.; bushes of rose, ligustrum, spiraea; herbaceous plants.



Defileul Varatic (Varatic gorge)

The Văratice gorge is located east of Văratice village, Rîșcani district, in the Văratice gorge near the mouth of the Stînăuți river. The given area is protected for the unusual Badenian reefs with strange shapes and small caves in their walls, with waterfalls, for curious gorges dug by the waters of the Stînăuți river, a tributary of the Ciuhureț river and by the waters of Ciuhurețului, a tributary of the Ciuhur River. The Văratice gorge (or Cheile) was formed over several hundred thousand years, under the action of the Ciuhureț stream. At the base, there is a reef massif of Badenian age and it is made up of skeletons of corals, foraminifera, molluscs, litho-algae and other aquatic organisms. In the upper part of the reef there is a massif of Volhynian age (Lower Sarmatian), with deposits of clays and undetermined organic remains. In the gorge, on the slopes of the reef, several caves and niches were formed, which temporarily sheltered prehistoric people and animals from different geological eras. In one of the caves, approximately 100 m from the northern end of the reef, traces of a Palaeolithic resort were identified with traces of the existence of various prehistoric human cultures: tools, animal fossils, etc. The cave has three rooms, with a total length of 49 meters and a width of 5-9 meters and consists of 3 rooms with traces of the existence of people from the Palaeolithic Stone Age.

The reef has special scientific interest from a geological, archaeological and paleontological point of view. The natural ecosystem consists of rocky outcrops.



Reciful Proscureni (Proscureni Reef)

The NPA Proscureni Reef is located east of the Duruitoarea village in the eastward continuation of the Duruitoarea reef, being separated from the latter only by the interesting and curious gorge dug into the reef by the waters of the Duruita rivulet, a tributary of the Ciugur river. The main values for which the area is protected are that it is the component part of the Duruitoarea-Proscureni reef complex, the special landscape of the gorge.

In the wall of the reef there is a cave, in which traces of human life from the Paleolithic era were found. It is the presence of the Badenian Limestone Reef from the string of reefs in the Prut area. Limestone rocks are exposed everywhere on the surface, in places clay and black soil.

The natural ecosystem consists of rocky outcrops.



Table 4-30: Nature monuments Lot 3

4.8.2.4. Description of the natural protected areas (NPAs) on LOT 1 Road R7 (Drochia district)

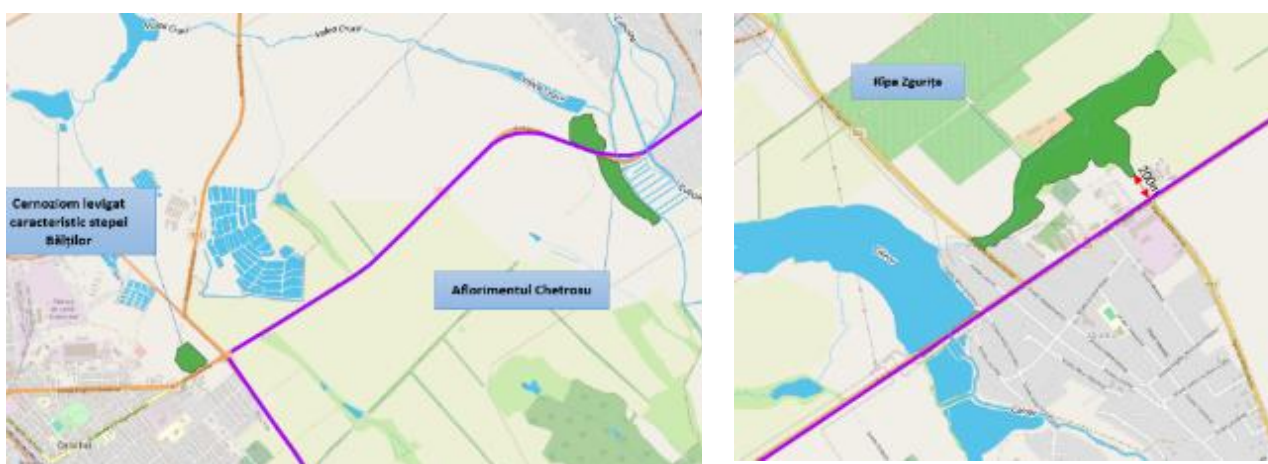


Figure 4-25: Maps of the NPAs in the Lot 1 (Drochia District)

I. Resource Reserve “Cernoziom levigat caracteristic stepii Bălților” in the area of Lot 1 Road R7
Resource Reserves is meant to protect complexes of virgin soils and the most representative types of soils, some in their natural state and others in the agricultural circuit.

It is the territory of the former airport, which has not been processed for about 50 years. On the territory there is a natural evolution of the herbaceous vegetation, towards the restoration of natural phytocenosis.

The latest scientific investigations within the NPA were made by scientific researchers from the State University of Moldova and published in the article "Soil resource reserves in the northern area of the Republic of Moldova – valuable natural monuments protected by the state" (Rezervațiile de resurse de sol din zona de Nord a Republicii Moldova – monumente naturale valoroase protejate de stat)¹². Anatolie TĂRÎȚĂ, Aureliu OVERCENCO, Anna COMARNIȚCHI, Scientific Journal of the State University of Moldova, 2025, nr. 1(181).



Figure 4-26: Images from the area of Leached chernozem characteristic of the steppe Bălți

4.8.2.5. Nature monuments in the area of Lot 1 Road 7

Rîpa Zgurița (Ravine Zgurița)

The NPA consists an outcrop of Volchinian limestone, which are covered with diatomite horizon. The thickness of the limestone is about 4-5 m, they are dislodged by faults along the course of river Căinari (300°) and along the ravine (30°). Calcite incrustations can be observed on the walls of limestone fractures. The diatomite horizon is represented by a package of diatomite-containing rocks with a very wide lithological variation, being represented by intercalations of diatomic limestone, marls, clays, sands and small diatomite lenses. This horizon contains footprints and fossil



¹² <https://msuir.usm.md/server/api/core/bitstreams/81c6f11b-1672-4b59-a7b0-6d4f5e874bc3/content>

remains of the Sarmatian floor.

The NPA represents a scientific interest of national importance from a geological point of view for geological mapping investigation and the stratigraphic study of the sedimentary formations on the Eastern European platform.

The area does not represent particular interest from biological aspects, as a habitat for floral species, fauna.



Aflorimentul Chetrosu (Outcrop Chetrosu)

The NPA it is located on the right slope of the Cruci stream, a right tributary of the Cubolta river. The monument consists of two sectors on both sides of the road. To the north of the road, the outcrop has almost not been preserved, only the diatomic horizon and extraction remain can be seen. According to his description by Professor Iurie Sukhov (1947), the limestones around the reef have cracks parallel to the Cubolta fracture. Above the limestone is the diatomic horizon. It is represented by a very wide lithological variation of diatomic limestone intercalations, marls, clays, sands and small diatomite lenses. This horizon contains footprints and fossil remains of the Sarmatian floor.

The protected area represents a scientific interest of international importance from a geological point of view for geological mapping and stratigraphic study of the sedimentary formations of the Eastern European platform.

The area does not represent particular interest from biological aspects, as a habitat for floral species, fauna.



Table 4-31: Nature monuments in the area of Lot 1

In the area investigated along the route of the R7 road, at a depth of 500 m from the road (sensitive area), no species of flora with special national and international protection status were estimated.

4.8.3. Fauna

The diversity of wildlife fauna species that populate the RM territory is also relatively rich and includes circa 14.800 species.

The Vertebrate fauna includes: 461 species: 70 spp. of mammals, 281 spp. of birds, 14 species of reptiles, 14 spp. of amphibians and 82 spp. of fishes. The invertebrate fauna comprises about 14.339 species, including 12,000 species of insects. The ichthyofauna is very diverse, includes numerous endemic and relict species that inhabit the basins of the Nistru and Prut rivers, attributed to 14 families.

4.8.3.1. Fauna from area of R7 Road

The diversity of vertebrate fauna in the Northern part of the RM (area of the Road R7) includes mammals, birds, reptiles, amphibians, fish, and constitutes circa 230 species. Most of these species are found in the Emerald Sites "Stancile Nistrene" Site Code: MD0000014 and "Prutul de Mijloc" Site Code: MD0000011). The largest class of vertebrate animals is that of birds, which number about 192 species, or 68.1% of the total number of species. Of the mammals, 40 species or 54.8% of the total number of species in the Republic were recorded. Reptiles are presented with 7 species or 50% of the total number of reptile species in the Republic, and amphibians 9 species of amphibians or 69.2% of the number of species in the Republic. The ichthyofauna consists of 27 species that, for the most part, arrive from the Danube and the Prut during the breeding period. The species status of wildlife animals', representative and protected by EU resolution 6 are described for each Emerald Site in the R7 Road area.

The list of representative fauna species, which have the area of the road route area, is presented in the Annex 2.3:

List of representative species of fauna (Mammalia, Reptilia and Amphibia), which have the areal in the area of R7 Road.

Specific fauna for the construction activities for rehabilitation of the R7 Road will not have an important impact on the species of fauna existing in the project site.

4.8.3.2. Mammals

The most important species of mammals in the area of interest of the R7 Road are found in the NPAs: *Nature reserves*: "Pociumbeni", "Lucăceni", "Șaptebani" and *Landscape reserves*: "Cosăuți", "Suta de Movile", parts of the Emeral Sites "Stancile Nistrene" Site Code: MD0000014 and "Prutul de Mijloc" Site Code: MD0000011).

According to the biodiversity assessment data, the following mammal species have been established in NPAs of the R7 Road:

NPA "Șaptebani" and "Lucăceni" (areas included in the Emeral Sites "Prutul de Mijloc" Site Code: MD0000011)), are populated by 23 species of mammals, of which are mostly common species: *Apodemus agrarius*, *A.sylvaticus*, *A. flavicollis*, *Capreolus capreolus*, *Clethrionomys glareolus*, *Dryomys nitedula*, *Erinaceus europaeus*, *Lepus europaeus*, *Mustela nivalis*, *Martes foina*, *Talpa europaea*, *Sorex araneus*, *Sus scrofa*, *Vulpes vulpes*. The number of coated animals has increased a lot in the last 10 years and causes damage to agricultural land and adjacent forests, in particular of *game species*: *Sus scrofa*, *Lepus europaeus*, *Capreolus capreolus*. From species with special protection status, included in the Red Book of the Republic of Moldova, 3rd edition (2025), is populated - *Felis silvestris* (European wildcat).

NPA "Pociumbeni" area near Nistru river - parts of the Emeral Sites "Stancile Nistrene" Site Code: MD0000014 Lower Prut "Prutul de Jos" are identified 18 species of mammals: *Apodemus agrarius*, *A.sylvaticus*, *A. flavicollis*, *Capreolus capreolus*, *Clethrionomys glareolus*, *Dryomys nitedula*, *Erinaceus europaeus*, *Lepus europaeus*, *Mustela nivalis*, *Martes foina*, *Talpa europaea*, *Sorex araneus*, *Sus scrofa*, *Vulpes vulpes*. From species with special protection status, included in the Red Book of the Republic of Moldova, 3rd edition (2025), are populated - *Felis silvestris* (European wildcat) and *Martes martes* (European pine marten).

The description of the species included in the Red Book of the Republic of Moldova, 3rd ed., is included in the Table 4-32.

Martes martes/ European pine marten/ Jder-de-pădure		
Protected by: Annex IV of EU Habitats Directive Annex II: strictly protected fauna species of the Bonn Convention Annex II of CITES	It is a vulnerable species and has been less common in recent years in the central area of Moldova. It lives in hollows and nests on trees. Martes is found in the Nature reserve "Pociumbeni" , and the number of animals varies depending on the climatic conditions and the feeding habits. The breeding period takes place around mid-summer, in the months of July-August. During this period, it is recommended to be monitored by an environmental/ biodiversity specialist during the organization of the road construction works, in the segment of the road Lot 6 (nearly Nistru River).	
Felis silvestris/European wildcat /Pisică-sălbatică		
Protected by: Annex IV of EU Habitats Directive	It is an endangered species and has been less common in recent years in the central area of Moldova. Felis are known from human dominated landscapes where grazing is the dominant	

[Annex II: strictly protected fauna species](#) of the Bonn Convention Annex II of CITES

form of agriculture and, therefore, land use is not intensive. They are also known from scrublands, riparian habitats. Felis is found in the NPA "Saptebani", "Lucaceni" and "Pociumbeni", and area of Prut and Nistru rivers. Breeding in wild cats occurs at different times of the year, depending on local climate, but more often breeding occurs in late winter (January to March) and births occur in the spring, usually in May. During this period, it is recommended to be monitored by an environmental/ biodiversity specialist during the organization of the road construction works, in the segment of the road Lot 1 (next to NPAs "Saptebani", "Lucaceni" and "Pociumbeni" and area of Nistru rivers).



Table 4-32: Description of the mammal's species with protection status and the areal near the R7 Road

4.8.3.3. Bats

On the territory of the Republic of Moldova, 21 species of bats¹³ have been identified, most of them are found in the central and northern area of the country, because they have optimal conditions of existence, have shelters for hibernation and reproduction represented by caves, abandoned mines, forests and the most diverse types of constructions. There is more in-depth research on bats, carried out by scientists from the Institute of Zoology, in the northern part of the country (Ex. V.Nistoreanu, V., Caldari, V., Larion and others „Preliminary data on bat species hibernating in Cupcini and Hordinești stone quarries from the northern zone of the Republic of Moldova" MARISIA: Studii și materiale, științele naturii, 2016)

According to the Berne Convention all bat species are protected. In the Habitats Directive there are 7 protected species found in the Republic of Moldova, and in the European Red List (IUCN) 7 species have endangered (EN), vulnerable (VU) and critically endangered (CR) status.

The most widespread are the common bat (*Myotis myotis*), the eared bat (*Plecotus auritus*), the dwarf bat (*Pipistrellus pipistrellus*) and the horseshoe bat (*Rhinolophus spp.*), which inhabit urban and rural areas, including crevices and caves.

In the NPAs "Șaptebani", "Lucăceni", "Pociumbeni" and area of Nistru river were scientific identified 10 species of bats species with protection status, especially included in the Red Book of the RM, 3rd ed. (Table 4-33).

Name of species	Protected status of the species	Imagines
<i>Myotis daubentonii</i> Daubenton's bat / Liliac-de-apă	Near Threatened (IUCN) Protected by EU and other international treaties Vulnerable (VU) according RB of the RM	
<i>Rhinolophus ferrumequinum</i> The greater horseshoe bat/ Rinofild mare	Near Threatened (IUCN) Protected by EU: Endangered (EN) according RB of the RM	
<i>Plecotus austriacus</i> / Grey long-eared bat / Liliac-urechiat-brun	Near Threatened (IUCN) Protected by EU: Endangered (EN) according RB of the RM	

¹³ Source: <https://msuir.usm.md/server/api/core/bitstreams/35ddb794-9b95-48e0-af68-7cfb27ac602a/content>

<i>Myotis dasycneme</i> (Pond Bat)/Liliac-de-iaz	<u>Endangered</u> (IUCN) Protected by EU: Endangered (EN) according RB of the RM	

Table 4-33: Bat species with the areal near the R7 Road

At the analysis stage of the project area, these animals were not visualized. However, it was found that the places that can become a refuge for these species are all bridges along the **R7** Road route. Thus, it is recommended to pay close attention to the examination of bridges, at the beginning of the works, in order to reduce the risk to bat species.

4.8.3.4. Amphibians and Reptiles

Within the area of interest (aria near Nistru and Răut rivers) in all aquatic and palustric ecosystems, marshes total of 7 species of reptiles (1 tortoise, 3 snakes, 1 lizards) and 5 amphibian species were observed.

The species of reptiles and amphibians are researched in the field by the scientists of the Institute of Zoology (Ex. Țurcanu V. Ecological-biological particularities and protection of snake species in the Dniester and Prut interfluvium (Particularitățile ecologo-biologice și protecția speciilor de șerpi din interfluviul Nistru-Prut. Teza de doctor în biologie.) Chișinău 2003; Țurcanu V. Structure of serpentofauna complexes in various types of ecosystems (Structura complexelor serpentofaunistice în diverse tipuri de ecosisteme), in Journal „Diversitatea, valorificarea rațională și protecția lumii animale”. Chișinău, cep. USM, 2006),

As the precise distribution of *Emys orbicularis* (L.) and rare snakes species present in the North and Centre Moldova is still considered the be subject to as monitoring during the construction period by an environmental/biodiversity specialist employed by the Constructor Company.

Species	Familia	Red Book of RM	Law nr. 1538/1998	IUCN	EU Protected Status	Images
AMPHIBIA						
<i>Bombina bombina</i> (L.)	Discoglossidae	•	V	+	Annex II of EU Habitats Directive Annex II: of the Bern Convention	
<i>Bufo viridis</i> Laur	Bufonidae	+	+	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Hyla arborea</i> (L.)	Hylidae	+	V	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Rana lessonae</i> Camerano	Ranidae	-	-	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Rana temporaria</i>	Ranidae	+	V	-	Annex V of EU Habitats Directive Annex III: of the Bern Convention	
REPTILIA						

<i>Emys orbicularis</i> (L.)	Emydidae	+	V	CR	Annex II of EU Habitats Directive Annex II: of the Bern Convention CITES	
<i>Lacerta agilis</i> L.	Lacertidae	-	-	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Lacerta veridis</i> L.	Lacertidae	-	-	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Coluber jugularis</i>	Colubridae	+	II	CR	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Natrix natrix</i> (L.)	Colubridae	-	-	-	Annex II: of the Bern Convention	
<i>Natrix tessellata</i> (Laur.)	Colubridae	-	-	-	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	
<i>Zamenis longissimus</i>	Colubridae	+	II	V	Annex IV of EU Habitats Directive Annex II: of the Bern Convention	

Table 4-34: Amphibia and Reptilia species with the areal near the R7 Road**4.8.3.5. Birds****Important areas for bird's species**

Due to geographic positioning and the presence of diverse habitats on the territory of the RM, optimal conditions area ensured for a big number of species of birds, many of them being critically endangered and vulnerable not only on the territory of the RM, but also at the European and world level. About 281 species of birds, of which 104 are migratory aquatic species are reported in the RM. The status of birds' species in the RM, registered at the international level in the Red List of IUCN, sets forth 3 Endangered species, 7 Vulnerable species and 5 Near threatened species. The 3rd edition of the Red Book of the Republic of Moldova includes 62 endangered and vulnerable species of birds from 12 orders. The list and status of birds' species in the RM included in the IUCN List 3.1 is included in the Table 4-35.

In the Emerald site „Prutul de Mijloc” there are 27 bird species according Resolution 6 EU, of them rare and vulnerable species are: *Aquila pomarina*, *Bubo bubo*, *Milvus migrans*, *Pandion haliaetus*, *Phalacrocorax pygmeus*, *Pernis apivoris*, *Platalea leucorodia*. The main species of rare and vulnerable birds, can be found especially in the forest area of NPS: "Şaptebani", "Lucăceni" are: *Accipiter gentilis*, *Accipiter nisus*, *Aquila chrysaetos*, *Aquila pomarina*, *Buteo buteo*, *Circus cyaneus*, *Circus pygargus*, *Circaetus gallicus*, *Columba oenas*, *Falco tinnunculus*, *Falco vespertinus*, *Hieraaetus pennatus*, *Haliaeetus albicilla*, *Pernis apivorus*, *Phalacrocorax pygmeus* and *Sylvia nisoria*.

In the Emerald site „Stâncile Nistrene” can be found 15 bird species according Resolution 6 EU, of them rare and vulnerable species are: *Aquila pomarina*, *Bubo bubo*, *Dendrocopos medius*, *Gavia stellata*, *Milvus migrans*, *Neophron percnopterus*, *Pernis apivoris*, *Sterna hirundo* and common species: *Caprimulgus europaeus*, *Coracias garrulus*, *Dendrocopos syriacus*, *Ficedula albicollis*, *Lanius collurio*, *Lanius minor*, *Milvus migrans* and *Sylvia nisoria*.

Species	Picture	Species	Picture
Northern goshawk (<i>Accipiter gentilis</i>) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers forests with large meadows and adjacent open spaces, plains, meadows bordered by hedges, swamps and lakes		Sparrowhawk (<i>Accipiter nisus</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) It is a widespread species in hilly forests and very rarely in low altitude areas. It occurs more frequently in winter	
Lesser spotted eagle (<i>Aquila pomarina</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers nesting forests and pastures / meadows and agricultural lands for feeding.		Common buzzard (<i>Buteo buteo</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers forests, plains, pastures / meadows and agricultural	
Red-footed falcon (<i>Falco tinnunculus</i>) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers steppe with large meadows and orchards near the rivers		Stock Dove (<i>Columba oenas</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers forests with and orchards	
Short-toed eagle (<i>Circus gallicus</i>) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) It is a species that prefers a habitat with not very dense wooded areas, flat areas, hilly and rocky pastures		HenHen harrier (<i>Circus cyaneus</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers meadows / pastures, but also swampy areas, agricultural lands. Winter in open areas	
Booted eagle (<i>Hieraaetus pennatus</i> L.) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) It is a species that prefers as a habitat not very dense forest bodies, interspersed with open meadows. It nests.		European honey buzzard (<i>Pernis apivorus</i>) Status: RB of the RM, CITES (Annex II), Bird Directive (Annex 1), Bern Convention (Annex II), CMS (Annex II) As a habitat, it prefers meadows / pastures, but also swampy areas, agricultural lands. Winter in open areas	

Table 4-35: Endangered bird species with the areal near the R7 Road

These species of birds are rare, or very rare in the Republic of Moldova, they often appear only for a few days and less often when they reproduce, especially in periods with favourable climate and enough food for them.

Birds' migration routes

RM is crossed by three migration segments: Sarmatic, Pontic and East-Elbic, which represent the main East-European migration ways for wild birds.

In the southern part of Moldova, the three routes get undercrossed, hence being the zone registering the most intense migration in the country. Recent research shows that during this period of time, the lakes in the country host about 23 species of birds, over 40.000 birds/year.

Legend: A - Steppe Forest area: forest zoogeographic sectors: 1 - Codrii, 2 - Râbnița; B - Steppe area: steppe zoogeographic sectors: 1 - Bugeac, 2 - Tiraspol, 3 - Bălți; C - Interzonal zoogeographic sector: 1 - Lower Prut, 2 - Lower Dniester, 3 - Interzonal boundary, 4 - migratory flow of birds: a) autumn, b) spring.

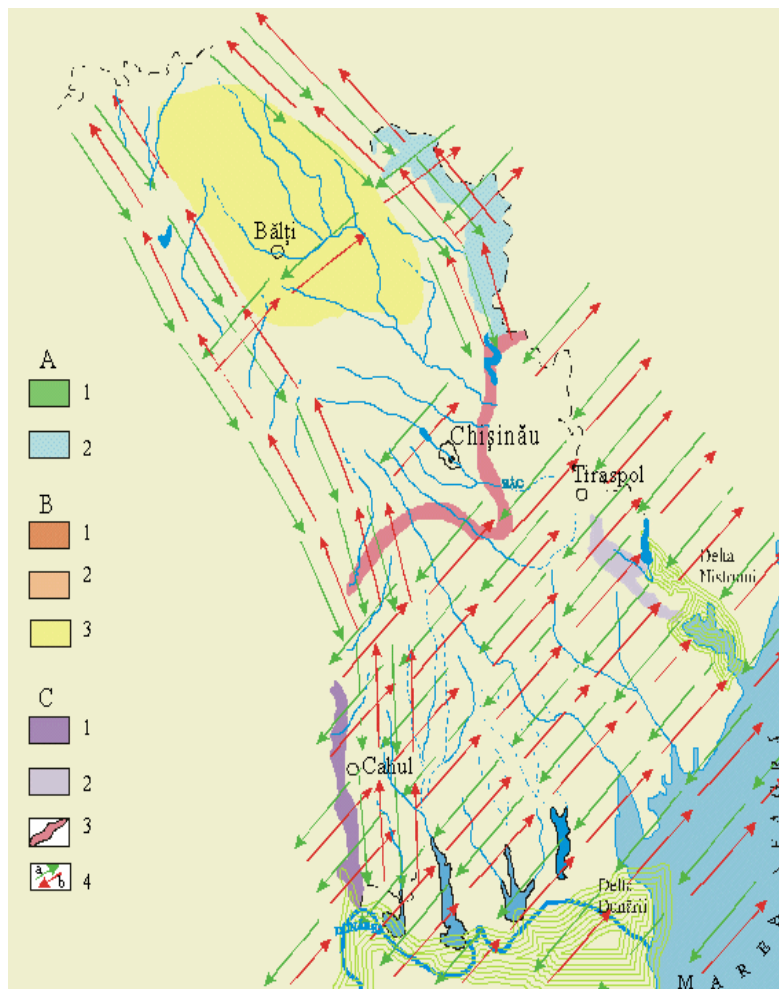


Figure 4-27: Bird migration routes

According to the Institute of Zoology of RM monitoring data, organized during the observation period from autumn to summer, in recent years, were observed in the South part of RM, the average number of birds observed is as follows:

in the spring/summer/early autumn period: 37 bird species - in aquatic, semi-aquatic and palustric ecosystems;

52 bird species - in forest, steppe and semi-steppe ecosystems.

in the autumn-winter/early spring period: 18 bird species - in aquatic, semi-aquatic and palustric ecosystems

34 bird species - in forest, steppe and semi-steppe ecosystems

The complete list of bird migratory species is included in the **Annex 2.4: List of targets bird species, with protection status, which have the areal in the area of R7 Road.**

This results from the considerations that the attractive places for nesting and long-term parking are the following:

In the area of Lot 1: NPAs (*Monuments of nature* (the gorges) Ravine Zgurița, Outcrop Chetrosu it is an attractive area for bird species that prefer areas with rocks, especially species of birds of prey.

In the area of Lot 2: Emerald Site "Lunca Baraboi", on distance of 6,5 km – They are attractive places for birds that prefer steppe and marsh ecosystems.

In the area of Lot 3 - Emerald site "Prutul de Mijloc", nature forest reserves: "Stîncă", "Pociumbeni", "Lucăceni", "Șaptebani" – there are bodies with places in the background of the trees and quiet areas for breeding of bird, who prefer of forest ecosystems

In the area of Lot 4 – There are agricultural and grey lands, so it is not an area of interest for biodiversity and bird monitoring.

In the area of Lot 5: It's not information regarding Road, estimated -Emerald Site "Prutul de Mijloc", where they can be the spreading area of birds that prefer aquatic ecosystems and rocks.

In the area of Lot 6: Emerald Site "Stancile Nistrene", where there are colonies of birds, especially habitat of aquatic birds (swans, cormorants, ducks, geese, etc.) for a long- term refuge during their stay in the migration period in the RM.

4.8.3.6. Fish

The fishery resources of the Dniester River are affected by a multitude of factors that lead to the gradual disappearance of aboriginal fish species and, implicitly, to the diminishment of the natural heritage of its hydrographic basin. A number of 22 fish species are living and reproduction in the Nistru River. In the article: "The Fish of the Middle and Lower Dniester (Guide of the River Keepers) (Peștii Nistrului de Mijloc și de Jos (Ghid de păstrătorilor râului) / Moșu A., Trombițchi I. Chișinău, 2013)¹⁴, The following species of fish with national (Red Book of Moldova) and international protection status are described in detail:

- Critically endangered species: *Acipenser gueldenstaedtii*, *Anguilla anguilla*, *Carassius Carassius*, *Eudontomyzon mariae*, *Huso huso*
- Endangeres species: *Acipenser stellatus*, *Alburnoides bipunctatus*, *Caspiosoma caspium* *Sander volgensis*, *Umbra krameri*
- Vulnerable species: *Acipenser ruthenus*, *Barbus petenyi*, *Cottus poecilopus*, *Leuciscus idus*, *Lota lota*, *Knipowitschia longicaudata*, *Petroleuciscus borysthenicus*, *Pelecus cultratus*, *Rutilus frisii*, *Tinca tinca*, *Zingel zingel*, *Zingel streber*.

Economically species are *Abramis brama*, *Rutilus rutilus*, *Cyprinus Carpio*, *Stizostedion lucioperca*, *Silurus glanus*, *Alosa kessleri pontica*, *Esox lucius*.

¹⁴ <https://www.eco-tiras.org/books/RDB-fish-final.pdf>

Acipenser gueldenstaedtii		
Protected by: Annex III of EU Habitats Directive Annex II: strictly protected fauna species of the Bern Convention	Critically endangered species In RM and CR (IUCN) within areal in Nistru river basin. The huchen is endemic to the Nistru basin where the remaining population is threatened primarily by river damming, resulting in habitat fragmentation and loss through river impoundment and disruption of the longitudinal continuity of rivers, cutting away fish from its spawning grounds, with overfishing and fisheries mismanagement as an additional issue in some area of our country. It is important to monitor at the construction stage, not to allow the pollution of the waters of the Nistru River (Lot 6) with oil in order to have a negative impact on fish reproduction.	
Umbra kramery		
Protected by: • Annex II of EU Habitats Directive • Annex II: strictly protected fauna species of the Bern Convention	It is <i>Endangered species</i> in RM and VU (IUCN) within areal in Nistru river drainage basins. It is a large-scale loss of wetland habitat, from agricultural impact, sanitation, climate change, human activity. It is important to monitor at the construction stage, not to allow the pollution of the waters of the Nistru River (Lot 6) with oil in order to have a negative impact on fish reproduction.	
Huso huso		
Protected by: • Annex III of EU Habitats Directive • Annex II: strictly protected fauna species of the Bern Convention	It is <i>Critically endangered species</i> in RM and CR (IUCN) within areal in Nistru river basin. The areal is a species of freshwater and can be found in larger rivers, ponds, and lakes. It is important to monitor at the construction stage, not to allow the pollution of the waters of the Nistru River (Lot 6) with oil in order to have a negative impact on fish reproduction.	

Table 4-36: Fish species with the areal near the M7 Road**4.8.3.7. Invertebrates**

In the Republic of Moldova, the fauna of invertebrates - (Insects Order) comprises 39 families, 58 genera and 65 species. In different ecosystems and structures, invertebrate complexes are characterised by their large abundance, variety of species and species groupstag. The Red Book of RM (the edition of 2015) includes 80 species of insects¹⁵. The protection of bees and other melliferous species of insects is of great importance, according to international treaties on Biodiversity and the EU Habitats Directive. In the Central – North Part of Moldova (including the Project Area) there are 4 CR invertebrates fauna species (*Purpuricenus kaehleri*, *Bombus fragrans*, *Bolivaria brachiptera*, *Morimus asper funereus*), 2 VU species (*Medon rufiventris* and *Ampedus sinuatus*), 8 rare species, 20-abundant and 36 common species.

Purpuricenus kaehleri	Bombus fragrans	Bolivaria brachiptera	Morimus asper funereus
			

¹⁵ Țugulea, Cristina; Bacal, Svetlana; Bușmachi, Galina. Specii de insecte rare din Republica Moldova (PDF). Chișinău, 2002

Table 4-37: Invertebrates species with the areal near the M7 Road

In most areas the effectiveness of critically endangered and periclitated species is very low. Monitoring measures are needed for old trees, which will be deforested, especially in forest areas (Lot 5).

4.8.3.8. Melliferous Insects (honey and others)

In the Republic of Moldova, there is a large number of melliferous species of insects. Most widely spread species of pollinators in the Republic of Moldova are shown in the Annex 2.5: Most Common Species of Pollinators in the Republic of Moldova.

In the RM, there are a large number of invertebrate species: (CR), (EN) and (VU), which have been included into the 3rd Edition of the Red Book of the Republic of Moldova and are important for plants' pollination.

The largest ones come from the Apidae fam. (13 Spp.) - Ord. Hymenoptera; fam. Carabidae (8 Spp.) and fam. Cerambycidae (6 Spp.) – Ord. Coleoptera and fam. Nymphalidae (8 Spp.) – Ord. Lepidoptera Species¹⁶.

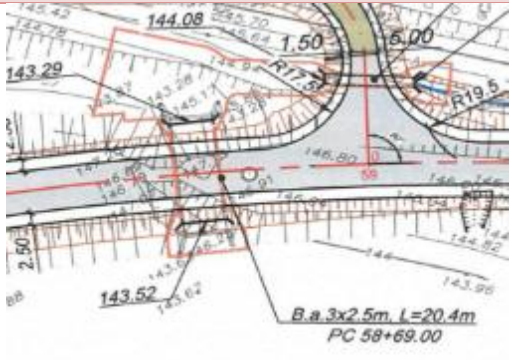
The honeybee species are protected in (Lot 5) by installing beehives and creating acacia plantations around them on an area of 313.04 ha (15% of the area of the stands) and linden 22.9 ha (1% of the area of the stands).

In the climatic conditions, as well as the existence of forests with the significant participation of the neighbouring agricultural lands and meadows/meadows, they allow the breeding of bees for the production of honey and other beekeeping products on the territory of the the Saptebani and Lucaceni Forests. On the territory of the Rascani Forest District there is a porch located in the forest body „Şaptebani” with 80 families of bees.

4.8.3.9. Special construction for the protection of animals

The project provides for a bridge which considered to can be used by wild and domestic animals in the Lots 1, 2, 3 and 4 with medium dimensions of 2.0x2.0m, in Figure 4-28.

It is obvious that these bridges can be used by animals during certain seasonal periods, when there is no high flow of water and with the hope that wild animals will feel safe to move under these bridges.

Bridge map	Km	Parametres
Lot 1 	5+869	3*2,5

¹⁶ Source: Red Book of the Republic of Moldova (the 3rd Edition) of the core Orders, in line with IUCN Categories

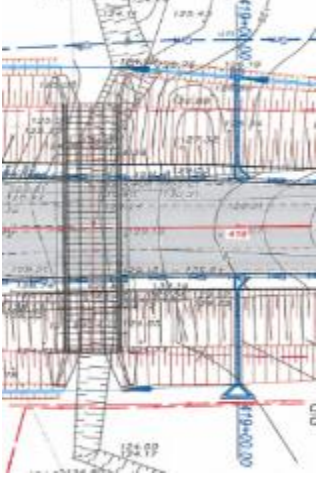
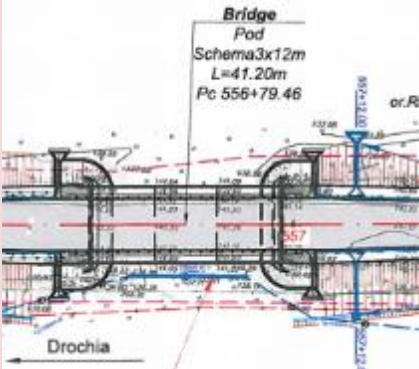
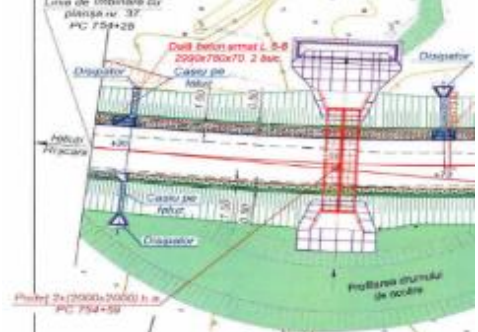
		41+882	6*3 m
		55+679	3*12
Lot 3			
		62+496	3*12
Lot 4			
		40+520	3*24 m
		75+459	2 (2*2m) *



Figure 4-28: Existing bridges on R7 road which can be used by animals

All these constructions can be used as underground ecoducts for wild animals, especially small mammals, reptiles, amphibians and insects at night period, when they become attractive places due to their silence and their ability to migrate from one place to another without crossing the Road.

4.8.3.10. Conclusions

There is no fauna species, included in the 3rd Edition of the Red Book of the RM and EU Resolution 6 estimated in the Project area, in the observed period. However, it is recommended to carry out the monitoring in the lands adjacent to the construction area, in order to stop the risks for periclitated and vulnerable fauna species, especially during the construction stage of the road.

Nevertheless, it is necessary to have continuous monitoring by an environmental/biodiversity expert, hired by the Construction Company for construction and operational stages, according to recommendations set in ESIA. Monitoring and assessing the effects of the measures meant to mitigate the risks should be carried out in the field, during the operational period, in the areas of Emerald sites, to supervise the status of the species' habitats and eventually to set forth additional and urgent measures, for construction and operational stages shall be carried out in the field, during construction, in these areas, in order to monitor the status of species habitats and possibly establish additional and urgent measures.

4.8.4. Flora and forest ecosystems

The diversity of flora species in the Republic of Moldova is relatively rich and includes 5,568 plant species (of which 2,044 higher plant species and 3,524 lower plant species). There are 1,842 species of vascular plants and about 4,600 species of lower plants and fungi. Depending on the floristic richness, the ecosystems form the following sequence: forest (about 850 species), meadow (about 650 species), steppe (about 600 species), petrophyte (about 250 species), aquatic and marsh (about 160 species).

In the grassy cover of Moldova, two zonal types predominate – steppe and forest, which form forest-steppe in most of the territory (except for the areas occupied by steppe and Codri). The limits of the zonal forest-steppe are located in the north of the Balt steppe, but on the plateaus along the Prut and Dniester rivers it extends to the Codrii area. This is the forest-steppe of northern Moldova (formed by oak), which is included in the province of the Eastern European forest-steppe. The afforestation of the territory is 7.2% with the preponderance of Eastern European oak forests (*Quercus robur*). These forests are mostly destabilized, with the simplified structure, with the low creditworthiness of the stand.

4.8.4.1. Flora from area of R7 Road

The biodiversity baseline conditions in the Central-Northern area are very specific. In these territories, 1140 species of vascular plants were highlighted, which constitute over 50% of the flora of the Republic of Moldova. They belong to 88 families and 451 genera. Within the 14 families, usually the most numerous and important for the analysis of flora, are those characteristics of the temperate zone of Europe. For the flora of the forest territories, compared to that of Moldova, the order of the large families is practically similar (with some non-essential structural differences). Here the role of the Rosaceae family is more important than that of the Chenopodiaceae, Poaceae and Brassicaceae families

The analysis of species regarding spatial belonging showed that species that inhabit the undergrowth (forests) predominate, with the number of 313 or 28% of the total number of species in forests. Those of steppe and semi-forestry (attributed to the edges and glades of the relict forests, through bushes and forest meadows) constitute 13% and 3% respectively. Together they make up 44%. Meadow species have a share of 12%. They are usually found along rivers and in depressions in forests. Some of the meadow species enter clearings and edges, often in forest crops.

The species attributed to xeric resorts (glades and ridges of the ridges, rock forests, steep slopes along the Dniester, Prut, to sunny places), occupy the secondary place and list 318 species (29%). This includes steppe plants, attributed to the steppes (14%), and xeric species of the steppes themselves (15%). Many of them grow with a low abundance of 1-2 and are usually found on the side of roads, agricultural fields, forest plantations and ruderal places.

The vegetation of the sub-basin territory is represented by a wide variety of species and communities of vascular plants, especially hygrophytes and hydrophytes. On the studied territory, 310 species of vascular plants belonging to 194 genera and 64 families can be highlighted. The most numerous families are Asteraceae - 43 species, Poaceae - 34 species, Lamiaceae- 21 species, Fabaceae - 18 species, Cyperaceae - 13 species, Apiaceae - 12 species, other families are represented by a smaller number of species. Important flora species are also found in forests: Molesti-Rezeni and Carbuna located within the area potentially affected by the R7 Road. The species status of wildlife animals', representative and protected by EU resolution 6 are described for each natural protected areas in the R7 Road area of the Emerald Sites. Some rare species were found: Asparagus (*Asparagus officinalis*), Asparagus verticillatus, Crocus reticulatus, Oxlip (*Primula Veris*). The carpet of herbaceous plants is poorly developed, the most common being Goldmoss Stonecrop (*Sedum acre*) and Large Sedum (*Sedum maximum*); ephemeroids: Solomon's Seal (*Polygonatum latifolium*), Violet (*Scilla bifolia*), Figwort Vernal (*Ficaria verna*); sciafils: Wood Cow-wheat (*Melampyrum nemorosum*), Dog's Mercury (*Mercurialis perenis*), Meadowrue (*Thalictrum minus*), Solitary Clematis (*Clematis integrifolia*) and heliofils: Lesser Honeywort (*Cerinthe minor*), Lady's Bedstraw (*Galium verum*), mezoxerophytes: Clustered Bellflower (*Campanula glomerata*), Wallroth's Valerian (*Valeriana collina*) and Hydrophilicyellow Iris (*Iris pseudacorus*).

4.8.4.2. Forest Ecosystems

The forest fund in the area of Lot 3 – forest bodies (Saptebani and Lucaceni) managed by the State Enterprise

"Glodeni" (Rascani) of the "Moldsilva" Agency.

The forests of the *Rascani forest District* of the Forest State Enterprise "Glodeni" and are fully included in functional group I "Forests with special protective functions", with a total surface area of 3819.9 ha covered with forests. The regeneration class represents 1396.2 ha and after the afforestation works will be included in the area covered with forest.

According to the last Forestry management Plan (2016), the lands affected by forest management are on the surface of: 3819,9 ha (94%) are forests subject to the organization of the production process and 118,9 ha (3%) and non-productive lands 144.2 ha (4%) are forests with an exclusive protection role where special conservation works are carried out.

The composition of the species in the Râșcani Forest District is as follows: 61ST (*Quercus robur*), 12 CI (*Prunus avium*) 10GO (*Quercus petraea*) 6PLA (*Populus alba*) 3FR (*Fraxinus exelsior*) 3TE (*Tilia cordata*) 2CA (*Carpenus betulus*) Apart from the representative species, there are also various species of trees, which accompany the basic species, such as: Field maple, European field elm, European hornbeam and wild cherry.



Figure 4-29: Main Representative Species in Forests in the area of Lot 3 R7 Road





Figure 4-30: Forests area in the investigation period (foto of author)

According to the evaluation carried out in the field, the layer of shrubs is well developed and includes, in particular, dove (*Prunus spinosa*), sedge (*Swida sanguinea*), dogwood (*Cotinus coggygia*), hawthorn (*Crataegus monogina*), soft sage (*Euonymus europaea*), dogwood (*Ligustrum vulgare*) and purgative verdigris (*Rhamnus cathartica*). The grass layer is uneven, the degree of coverage varying from 40% in oaks. In early spring, until the leaves appear on the plants: *Adonis vernalis*, *Asparagus tenuifolius*, etc., bloom, a little later - *Vinca herbacea*, *Carex micheli*, *Clinopodium vulgare*. The population of *Dictamnus gymnostilis* is quite large.

Deforestation procedure:

Officially, the procedure for deforestation of trees is established by the Law of the Vegetal Kingdom no. 239/2007, GD no. 27/2004 for the approval of the Regulation on the authorization of felling in the forest fund and forest vegetation outside the forest fund.

According to the initial data from the technical documents, the information regarding the deforestation of the following number of trees were established, in compliance with the legal requirements and information regarding the deforestation of trees and clearance of shrubs is provided in the Table 4-38.

Name of the indicator	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
Area of allotted land, ha	4,34	There is no exact information Estimated value 5 - 7 hectares	6,664	19.56	Lack of information regarding the road section	There is no information regarding no. of deforested trees
Data regarding deforestation of trees with a diameter of 10-50 cm, ex	557	386	615	70		

Table 4-38: Forests deforestation estimative data, by Lots

It is estimated that most significant interventions are concentrated in Lot 3 especially along the Saptebani and Lucaceni forest area (natural forestry reservation) in these sections. Other areas are less sensitive to tree deforestation (Lot 1,2 and 6), being estimated for deforestation solitary trees as well as many shrubs of not predominated species (poplar, walnut, sack, birch), which grow along the road. Clarifications will be needed from the designer/contractor to assess the potential impact on vegetation and fauna for these lots, before starting the works on these sections of the road in Lot 3. Additional information will be needed to determine the true extent of vegetation removal.

According to the information received from the NRA, the final data on the area of the forest fund lands, which will require the change of land use, in order to be changed to the category of land intended for industry,

transport and telecommunications, as well as the number of trees that will fall under deforestation, are planned to be established at the end of 2026. After this procedure, a draft Government decision will be drawn up, regarding the transmission and modification of some lands, for Road R7.

Any harvesting of wood will be carried out only on the basis of the authorization for cutting forest vegetation, issued to individuals and legal entities by the Environment Agency (art. 26 from the Law of the Vegetal Kingdom no. 239/2007). At the same time, in order to transfer the land from the forest category to the road fund, the NRA will initiate the elaboration of a GD, in coordination with the Ministry of Environment, and the "Moldsilva" Agency, in order to withdraw these lands from the national forest fund.

4.8.4.3. Conclusion

A moderate impact of a short duration is estimated at the pre-construction stage on forest ecosystems is estimated, given that the vegetation in the forest fund has already been deforested.

Other mostly burnt trees that need to be cleared are solitary, grown spontaneously along the road and do not represent the vegetation of the forest fund.

In the area adjacent to the road (at a distance of 10 m wide from the roadway) no endangered and vulnerable species, with special national or international protection status have been estimated.

4.8.5. Field evaluation and meetings

The main objective of the field assessment was to assess the risks to habitats and wildlife species in them, to identify burrows, hollows in old trees and other breeding/living places of animals, according to EBRD PR6.

For the Emerald Sites, during meetings organized with specialists from the State Forestry Enterprises administrations, in consultation with scientists from the Institute of Biology, Zoology and Botanical Garden (institute), was to identify the habitat type, according to the types listed in the EU Resolution 6.

During the reporting period, seventh field assessment visits were organized along the entire Road R7 route, the first of which (14 August 2025) was aimed at a general examination of the habitats and natural ecosystems in the area and the establishment of observation points for animal species, in particular in the area of interest (Emerald sites, forest and river area) but also in other areas, such as agricultural ecosystems, steppe.

Thus, the field assessment visits were organized on September, 25; October 22; November, 10 of 2025 and January, 16; February, 27 and March, 13 of 2026.



Figure 4-31: Images from the field evaluation

As a result of the land assessment, the following data were identified, on six Lots on the R7 Road:

Lot 1: – In this area of road there are not Emerald sites, but are some NPAs: *Nature reserves*: Leached chernozem characteristic of the steppe Balti and 2 *Monuments of nature* (the gorges). It is an area with the specific character of the Balti Steppe, which consists in the almost total capitalization of agricultural land and the predominance of field crops. Thus, in these areas, agricultural land with annual grasses has been identified. In some places, communities of plants of the primary steppes have been estimated: denial (*Stipa capitata* L., *S. lessingiana* Trin. et Rupr., *S. ucrainica* P. Smirn.) and fescue (*Festuca valesiaca* Gandin), and *Botriochloa ischaemum* (L.) Keng), *Poa angustifolia* L., *Elytrigia repens* (L.) Nevski) – typical degraded or secondary communities.

Along the road there are sectors with trees and shrubs, mostly species of genus *Populus*, *Ligustrum*, *Spiraea*, *Fraxinus*, *Salix*.

In agricultural lands in Lot 1 only a specimen of *Lepus europaeus*, traces of small rodent species – Rodenta and common species of birds in flight, in the fields of agricultural land and on electric poles along the road.

The main bird species evaluated in the Lot 1 area are the following:

Species	Zone Lot 1
Eurasian siskin (<i>Carduelis spinus</i>)	In the flight
Common chaffinch (<i>Coracias garrulus</i>)	In the flight
Pigeon ramier (<i>Columba palumbus</i>)	In the flight
The hooded crow (<i>Corvus cornix</i>)	On the agricultural field
Common chaffinch (<i>Fringilla caelebs</i>)	On the branches In search of food.
Field sparrow (<i>Passer montanus</i>)	At the edge of bushes.
Remiz pendulinus (<i>Remiz pendulinus</i>)	On the ground, in the grass
<i>Sturnus vulgaris</i> (Starling)	In the sky in flocks (migration)
Common Whitethroat (<i>Sylvia communis</i>)	On the branches. In search of food.
Turtle dove (<i>Streptopelia turtur</i>)	In the flight phase
The Eurasian golden oriole (<i>Oriolus oriolus</i>)	In the flight
Swallows (<i>Hirundo rustica</i>)	On power lines on fruit shrubs.

Table 4-39: Bird species in Lot 1



Figure 4-32: Images of modified habitats in the area of road, Lot 1

No critical habitats and rare, vulnerable and endangered species of flora and fauna were estimated in the area of the Lot 1.

4.8.5.1. Lot 2 (Drochia – Riscani, 27.4km)

In this lot there is an area of the Emerald Site "Lunca Baraboi" (Meadow Baraboi) (Site Code: MD0000023) – at a fairly long distance from the road - 6,5 km, thus this site does not present a sensitive monitoring area for the R7 road, at the construction stage. Following the examination of the lands in the area of Lot 2, it was also established that for Lot 1 specific character of the Balti Steppe, which consists in the almost total capitalization of agricultural land and the predominance of field crops.

The alignment traverses predominantly agricultural land and abandoned land with slopes. These areas do not represent much interest for the assessment of the risk to biodiversity, for the reason that here are no forest or, natural protected areas. In Lot 2 a more interest in field examination was the area of the road bridge – Răut and Tîrnoveni river (Km 38 +410 m) and Copaceanca river (km 55 +670 m). In this area, mainly species of sedge and reeds and other already dried herbaceous species have been identified. From animal species a specimen of *Lepus europaeus*, traces of small rodents of the genus *Sorex* and *Myotis* and several species of common birds have been seen. Along the road there are also sporadically shrubs of the genus *Ligustrum*, *Swida*, *Sambucus* and others, sporadically grown and is not of interest from the point of view of biodiversity.



Figure 4-33: Images of typical vegetation in the Lot 2

In evaluated lands in Lot 2 only traces of small rodent species – Rodenta and common species of birds in flight, in the fields of agricultural land and on electric poles along the road. The main bird species evaluated in the Lot 2 area are the following:

Species	Zone Lot 2
<i>Alauda arvensis</i>	In the grassland phytocenoses
<i>Aegithalos caudatus</i>	In search of food.
<i>Carduelis carduelis</i>	On the branches. In search of food
<i>Certhia familiaris</i>	In the grassland phytocenoses
<i>Ciconia ciconia</i>	On top of a pillar
Corvidae Spp.	In the grassland phytocenoses
<i>Fringilla caelebs</i>	On the tree. In search of food.
<i>Sitta europaea</i>	On the branches. In search of food.
Passers Spp.	On the bushes.

Table 4-40: Bird species in Lot 2

No critical habitats and rare, vulnerable and endangered species of flora and fauna were identified in the area of the Lot 2.

4.8.5.2. Lot 3 (Riscani – Costesti, 30km)

This lot was the last one monitored for the reasons that here we have some of the most sensitive habitats in the road area - the Emerald site "Prutul de Mijloc" (Site Code MD00000011) with NPAS included in this site: *Nature reserves*: "Pociumbeni", "Lucăceni", "Șaptebani" and 2 Monuments of nature (the gorges).

For the forest on the Emerald sites "Prutul de Mijloc" (NPAs "Șaptebani" and "Lucaceni"), in the area adjacent to the R7 road, was established a G1.1 type of habitat, on mesotrophic soils and dominated by oak species - *Quercus robur* and *Quercus petraea* and with the presence of other deciduous species: *Fagus sylvatica*, *Carpenus betulus* and *orientalis*, *Tilya cordata*, *Cerasus avium* and others shrubs: *Crataegus*, *Ligustrum*, *Swida*, *Sambucus nigra*, *Staphylea pinnata*. In the forest area adjacent to the R7 road, was established a G1.A1 type of habitat, on eutrophic or mesotrophic soils, with usually ample and species-rich herb and shrub

layers and dominated by oak species - *Quercus robur* and *Quercus petraea* and with the presence of other deciduous species: *Fagus sylvatica*, *Carpenus betulus*, *Carpinus orientalis*, *Tilia tomentosa*, *Ulmus carpinifolia*, with shrub species: *Cornus mas*, *Corylus avellana*, *Cotinus coggygia*, *Crataegus spp.* and others. More species of herbaceous plants were evaluated in the field, predominantly from the genus: *Hordelymus*, *Hypericum*, *Inula*, *Isopyrum*, *Lamium Lapsana*, *Lathyrus*, *Pulmonaria*, *Pyretrum*, *Ranunculus*, *Stellaria*, *Taraxacum* and others.

More species of herbaceous plants were evaluated in the field, predominantly from the genus: *Artemisisa*, *Asarum*, *Asparagus*, *Brachypodium*, *Bromopsis*, *Corydalis*, *Dactylis*, *Ranunculus*, *Salvia*, *Scutelaria* and others.



Figure 4-34: Images from forest "Șaptebani" and "Lucăceni"

At the monitoring stage of the Emerald sites "Prutul de Mijloc" (NPAs "Șaptebani" and "Lucăceni") the following bird species were identified:

Species	Zone Lot 2
<i>Aegithalos caudatus</i>	On the tree
<i>Carduelis chloris</i>	On the flight
<i>Cyanistes caeruleus</i>	At the edge of the forest
<i>Cuculus canorus</i>	On the tree
<i>Corvus cornix</i>	On the flight
<i>Fringilla coelebs</i>	On the flight
<i>Spinus spinus</i>	On the tree.
<i>Streptopelia decaocto</i>	At the edge of the forest.
<i>Oriolus oriolus</i>	On the branches of the tree.
<i>Parus lugubris</i>	At the edge of the forest
<i>Pica pica</i>	On top of a pillar
<i>Picus canus</i>	On the flight
<i>Poecile palustris</i>	On the tree.
<i>Pyrrhula pyrrhula</i>	On the flight
<i>Upupa epops</i>	On the tree.

Table 4-41: Bird species in Lot 3

In this sector are frequently was observed fauna species: *Sus scrofa*, *Capreolus capreolus*, *Vulpes vulpes*, *Lepus europaeus*, *Lacerta viridis* and *Natrix natrix*.

The detailed description of the habitats and flora and fauna species from the Emerald sites "Șaptebani" and "Lucăceni" is included in sections 4.7.1 - 4.7.6.

In the other area examined (Lot 3), located in the steppe and agricultural areas, has been established some shrubs along the way: *Crataegus*, *Ligustrum*, *Swida*, *Sambucus nigra*.

The roadside sectors of water basins are of intensive degradation, due to the cumulative effects of the main factors associated with climate and anthropogenic changes, such as excessive droughts, have contributed in recent years to the defoliation of trees and generate large growth losses and can cause ecological imbalances

in steppe ecosystems, cumulating with the occurrence of the drying risk. With reference to the fauna in this area, they can most often be seen bird's species: *Ficedula albicollis*, *Ficedula parva*, *Sylvia atricapilla*, *Phylloscopus collybita*, *Sturnus vulgaris*, *Alauda arvensis*, *Turdus merula* and *Turdus philomelos*. These species of birds are the main consumers of insects in agricultural fields and grasslands. More domestic animals (sheep and goats) are found grazing on these lands.

Other lands examined in Lot 3 are *modified habitats*, estimated in the area of road bridges, near the Ișnovăț river (km 14.55), Botna River (km 27.30) and Botnișoara River (km 33.45). In this area, mainly species of sedge and other already dried herbaceous plant species have been identified. From the animal species a one specimen of *Anguis fragilis*, traces of small rodents of the genus *Sorex* and *Myotis* and several species of common birds have been seen.



Figure 4-35: Images of typical vegetation in the area of road of Lot 3

No critical habitats and rare, vulnerable and endangered species of flora and fauna were identified in the area of the Lot 3.

4.8.5.3. Lot 4 (the new bypass around Drochia town)

Following the field examination of the new bypass around Drochia town, it was established that in this area crosses typical steppe agricultural land, minimizing impacts on the natural territories. There are no Emerald Sites or NPAs in the area, Only several species of common birds have been observed in this area, which feed on insects that affect agricultural crops, such as: *Corvus cornix*, *Ficedula parva*, *Fringilla coelebs*, *Sylvia atricapilla*, *Phylloscopus collybita*, *Spinus spinus*, *Sturnus vulgaris*, *Alauda arvensis* and *Turdus merula*. Several tracks of field and mole rats have been observed. More domestic animals (sheep and goats) are found grazing on these lands.



Figure 4-36: Images of typical vegetation in the area of road of Lot 4

No critical habitats and rare, vulnerable and endangered species of flora and fauna were identified in the area of the Lot 4.

4.8.5.4. Lot 5 (Costești, Rîșcani district)

Considering that we do not have details about the construction site of the road to a new bridge, which will unite the Republic of Moldova with Romania, we can only estimate that in this area there will be the sensitive area of Emerald Site "Middle Prut" (Site Code MD00000011) – in the area of Costesti village.

Following the examination of the land in the border area with Romania and after establishing the location of the road route, it is obvious that a detailed examination of the natural habitats was followed within the Environmental Impact Assessment Procedure in a cross-border context (according to Article 11 of Law no. 86/2024 and international treaties, to which the Republic of Moldova is a party, which will be initiated by the central environmental authorities of Moldova in common with Romania. In particular, the species of flora and fauna from the natural habitats typical of aquatic ecosystems, marshes and ponds, which are located on the banks of the Prut River, will be examined.

4.8.5.5. Lot 6 (Soroca – Ukrainian border, 7.4km)

In this area, the habitats Emerald Site "Stancile Nistrene" (Site Code: MD00000014) and *Landscape reserves*: Cosăuți, *Monuments of nature*: Dniester Thresholds, Sandstone and granite outcrop Cosauti from the area a new access road to the Nistru River bridge (Cosăuți – Yampil) have been examined.

The construction of the access of road segment in area of Cosăuți village, is located in the area of agricultural lands, mostly abandoned and degraded, from the vegetation here only weed species predominate. Not important for biodiversity. But, in the direct vicinity of this area is the Emerald Site "Dniester Cliffs" with NPAs with the Dniester river basin.

Thus, this area was visited for monitoring of the Emerald site habitats and the fauna in them, especially areas attractive to waterbirds.

As a result of the field examination, for this area it was determined the **habitat** types of European interest for which the Emerald Site "Stanciile Nistrene" **G1.A4** - Ravine and slope woodland (Resolution 4 habitat type (Bern Convention). Our attention was focused on establishing the traces of rare species *Lutra lutra*, but its presence was not identified, and the scientists of the Institute of Zoology, with whom we also discussed, have not identified this species of mammal in the area in recent years.

From waterbirds species, several species of wild ducks and geese have been identified in the waters of the Dniester River, such as *Anas platyrhynchos*, *Anas acuta*, *Anas crecca*, *Anser fabalis*, *Anser anser*, *Branta ruficollis*, *Lanius collurio*, *Lanius minor*, *Tadorna tadorna* but also 2 species of swan - *Cygnus cygnus* and *Cygnus olor*.

The current winter was colder than the previous ones, a part of the Dniester River froze, which created some difficulties for finding these migratory birds in the water basins of Rep. of Moldova. However, as a result of the monitoring, a major impact on these species has not been established at the current stage, but at the construction stage of the road these habitats can be affected by noise and vibration, the presence of the technique.

It is obvious that the direct impact will be during the construction period of the bridge, an action that is not included in this Project. Our recommendation is, that at the stage of mandatory elaboration of the ESIA for transboundary context, according to the Environmental Impact Assessment Procedure in a transboundary context (according to Article 11 of Law no. 86/2024 and the international treaties to which the Republic of

Moldova is a party), a detailed examination of natural habitats, species of flora and fauna in natural habitats typical of aquatic ecosystems is necessary, swamps and ponds, which are located in the area of the Dniester River.



Figure 4-37: Images from area of Dniester river with waterbirds

Other areas investigated near the Lot 6 road were *landscape reserves*: Cosăuți, *monuments of nature*: the thresholds of the Dniester, sandstone and granite Cosauti. They are landscaped areas, often visited by the population as holy places, especially to get water from the Stanca-Jeloboc spring. The area is surrounded by forests fund, managed by the Cosauti forest district. The detailed description is in section 4.7.2.

With reference to the fauna in this area, they can most often be seen bird's species: *Ficedula albicollis*, *Ficedula parva*, *Sylvia atricapilla*, *Phylloscopus collybita*, *Sturnus vulgaris*, *Alauda arvensis*, *Milvus migrans*, *Turdus merula* and others species from *Passeriformes* family. These species of birds are the main consumers of insects in agricultural fields and grasslands. More domestic animals (sheep and goats) are found grazing on these lands.



Figure 4-38: Images from area of landscape reserve Cosăuți

No critical habitats and vulnerable and endangered species of flora and fauna were estimated in the area of the Lot 6.

4.8.5.6. Organized meetings

Several field meetings were organized with forestry and scientific specialists (05.09.2025, 11.09.2025, 18.09.2025, 07.10.2025, 24.10.2025, 31.10.2025, 03.11.2025), as well as permanent online discussions, especially with representatives: scientific institutions of the Moldovas State University: Institute of Zoology (Dr. Nisteanu Victoria, Dr. Zubcov), Botanical Garden (Institute) (Dr. Aliona Miron, Dr. Aliona Lisnic), Institute of Ecology and Geography (Dr. Begu), but also with the specialists from Institute in the Forestry Field -ICAS (Ion Talmaci), the "Moldsilva" Agency (Petru Rotaru), the the Forestry Entreprises: Glodeni (Scorpan Andrei) and Rascani district (Bujac Veceslav), Soroca (Pînzaru Mihail)



Figure 4-39: Images from field meetings with forestry and scientific specialists

The purpose of the meetings was to review and analyze the gaps compared to RP6 for the ESIA Report, discussing important details on the target species/habitats, the estimated risk to animal species. Issues related to the predicted possible risks and impacts on biodiversity, mitigation measures to be identified were also discussed. We were also provided with more supporting documentation on the sensitive biodiversity in the area and the monitoring data of the habitats and target species of wild flora and fauna (Forest Management Plans for Rascani district (Glodeni SE) and Cosauti district (Soroca SE) and others.

4.8.5.7. General Conclusions:

There is no fauna and flora vulnerable and endangered species, included in the 3rd Edition of the Red Book of the RM, international treaties on biodiversity, EU Directives and EU Resolution 6, estimated in the Project area, in the observed period.

As a result of the conclusions from the meetings organized in the field and through online communications with specialists from the administrations of protected natural areas, forestry enterprises, scientific research institutes, no dangers were established for the degradation of habitats and flora species, the damage to fauna and migration routes during the observation period.

Anyway, our recommendations are for the Construction Company to engage an environmental/biodiversity expert to assess the monitoring on the field, during the construction and operation period, especially in the areas of natural habitats from the Emerald sites, protected natural areas and forests.

For any cases of risk to animals or important plant communities, the representatives of the administrations of

natural protected areas, the Inspectorate for Environmental Protection and scientific institutions will be informed, in order to take urgent measures in these cases, as established in the Management Plan.

4.9. Socio-economic conditions

This present section provides an overview of the socio-economic context in the Study Area and the Project Area of Influence, where construction and rehabilitation works under Tranche 1 of the TEN-T Road Network Project are to be implemented.

4.9.1. National, regional and local context

The Republic of Moldova is a lower-middle income, landlocked country between Romania and Ukraine, with a small (2,4 million), ageing population and a high degree of rurality. The country is in an advanced EU accession process and is progressively aligning its institutional and legal framework with EU standards, including in the environment and social domains. Moldova remains highly dependent on **agriculture, remittances and services** and is vulnerable to external shocks (war in neighbouring Ukraine, energy price spikes, climate-related events).

Governance and Political Structure

Under the Constitution of the Republic of Moldova, the country functions as a parliamentary republic with separation of powers among the Parliament, Government (Cabinet of Ministers), President, and Judiciary.

The Prime Minister heads the Government, which operates within a multi-party-political system and a framework based on the rule of law, political pluralism, and respect for human rights and international treaties.

National governance and public administration

At the central level, Moldova's governance system consists of ministries and subordinate Central Public Authorities (CPA) under the coordination of the State Chancellery. The following ministries form the core of the Government (as of 2025):

- Ministry of Infrastructure and Regional Development (MIRD)
- Ministry of Foreign Affairs
- Ministry of Justice
- Ministry of Labour and Social Protection
- Ministry of Finance
- Ministry of Economic Development and Digitisation
- Ministry of Agriculture and Food Industry
- Ministry of Defence
- Ministry of Internal Affairs
- Ministry of Education and Research
- Ministry of Culture
- Ministry of Health
- Ministry of the Environment
- Ministry of Energy

Public services are delivered through both **central** and **local** authorities. The central government is responsible for areas such as national transport, telecommunications, energy, higher education, public health, and social protection. Service delivery is carried out by line ministries, agencies, and autonomous public institutions (some with Central Public Authorities status not subordinated to ministries).

Stakeholder/Institution	Main responsibilities
The Government of Republic of Moldova (GM)	The Government plays the central role in the expropriation process and is typically the main expropriating authority. It adopts government decisions or regulations necessary to carry out the expropriation for public utility and sets the legal basis for taking private land. For national infrastructure (roads, bridges, highways, national public works), this responsibility is often delegated to the Ministry of Infrastructure and Regional Development or another central public authority tasked with the project.
Ministry of Infrastructure and Regional Development (MIRD)	Central specialised authority responsible for infrastructure and regional development policy. Oversees rehabilitation, modernisation, and expansion of the national road network; ensures road-fund financing mechanisms; coordinates water-supply and sanitation infrastructure; and implements regional and urban development planning. (Regulation approved by GD No. 690/2017)
National Road Administration (formerly State Road Administration) (NRA)	Established in 2022 under MIRD. Responsible for maintenance, repair, rehabilitation, and management of national public roads. On 13 June 2024, the Government approved its reorganisation into a joint-stock company with full state capital, to improve financial efficiency and external-funding absorption. The NRA received in concession approximately 5,993 km of roads for 35 years. The Public Property Agency acts as its founder.
National Road Transport Agency (ANTA)	Implements national transport policies and controls compliance with national and international transport legislation. As of 30 July 2025, ANTA has also been assigned responsibility for road-infrastructure safety management, including inspections, safety audits, and operation of the National Road Safety Council.
National Inspectorate for Technical Supervision (NITS)	The Inspectorate carries out the following functions in the field of construction and urban planning: monitoring the implementation of territorial planning and urban development documentation; verifying the volume and cost of construction works in cases where the projects are financed from public funds.
Local Public Authorities (LPAs)	Possess autonomous authority for local development and service delivery. Each rayon (district) elects a district council to coordinate local councils. Mayors and council members are elected for four-year terms through direct, secret, and universal suffrage. LPAs oversee local permitting, land use, and community infrastructure.
Environment Agency (EA)	Implements environmental policy, issues permits, and monitors environmental components (air, water, soil, biodiversity). Publishes the National Environmental Report.
Agency for Geology and Mineral Resources (AGRM)	Oversees implementation of state policy in geological research, soil and groundwater protection, and mineral-resource management.
Environmental Protection Inspectorate (EPI)	Ensures state control over environmentally impactful activities and resource use; monitors water and forest protection, and enforces compliance with permits and environmental regulations.
Moldsilva Agency	Administers the state forest fund and game management. Ensures sustainable forestry and biodiversity conservation, forest protection, and wildlife management.
National Agency for Public Health (NAPH)	Monitors the quality of drinking water and wastewater effluents; ensures compliance with sanitary and health standards. Oversees health-risk prevention linked to water and air pollution.
State Labour Inspectorate	Monitors and enforces compliance with labour laws and employee rights. It ensures fair working conditions, proper pay, observance of work and rest time, and workplace safety. Its mission is to protect workers and promote occupational safety and health by verifying that employers follow all labour legislation.
General Inspectorate for Emergency Situations	Operates under the Ministry of Internal Affairs. Responsible for civil protection, disaster-response management, and coordination of emergency actions related to natural or technological hazards.

Table 4-42: Institutional responsibilities relevant to the Project

Moldova's governance system combines a centralised policy framework with decentralised local administration. The institutions listed above ensure that the Project is implemented in line with national laws on infrastructure, environment, safety, and public health. The Ministry of Infrastructure and Regional Development provides overall policy direction, while the National Road Administration acts as the Project's implementing entity in

coordination with environmental and social oversight bodies.

4.9.2. Regional Governance

Under Law No. 438/2006 on Regional Development, Moldova is divided into three development regions - North, Centre, and South - which serve as planning and coordination units for regional development rather than administrative jurisdictions. The Project is located within the North Region.¹⁷

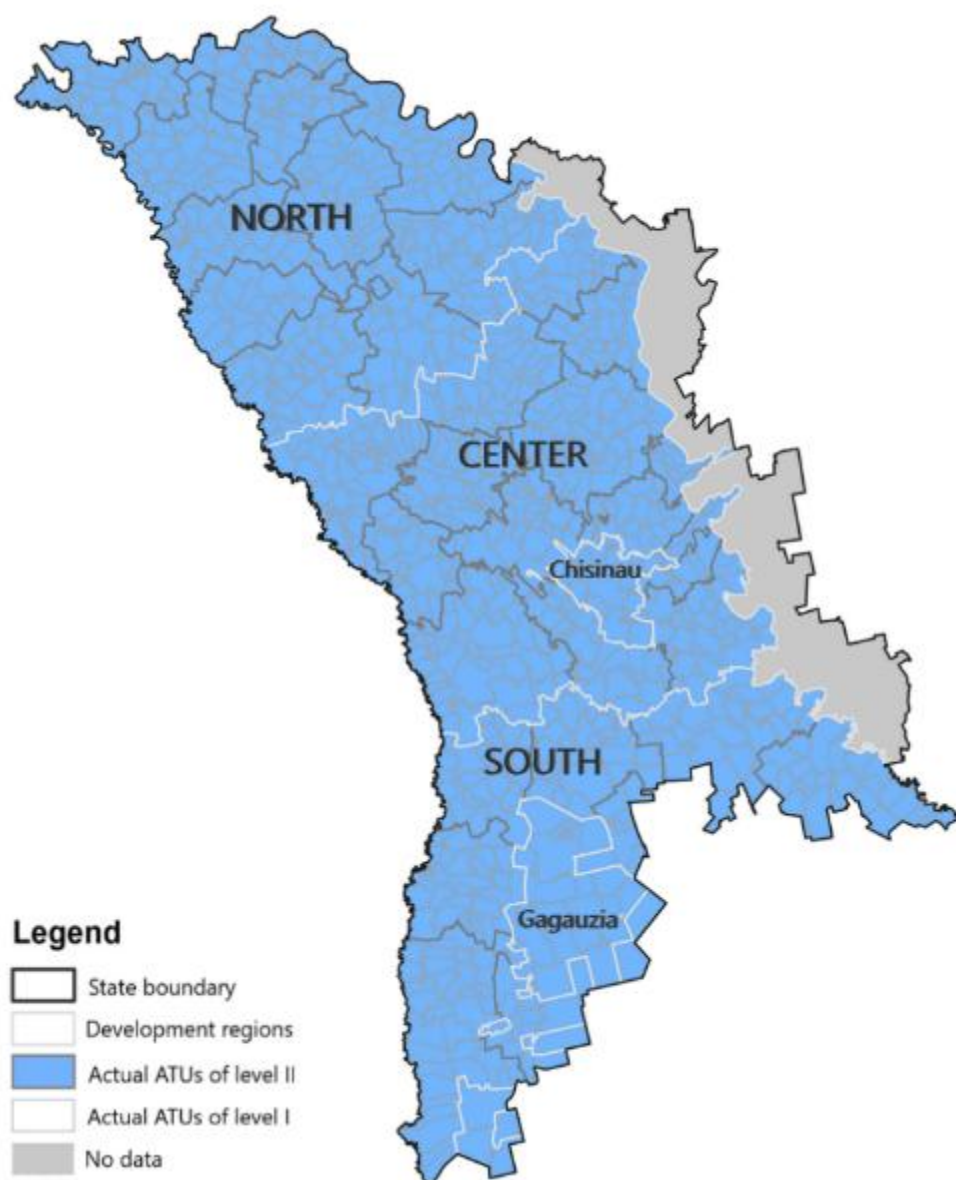


Figure 4-40: Organisational regional units in Moldova

Source: https://www.researchgate.net/figure/Actual-administrative-territorial-organization-of-Moldova-The-development-regions-do-not_fig1_364096932

National Development Regional Strategy 2022-2028 promotes coordinated action between central and local authorities to improve living conditions, increase employment, attract investment, and modernise infrastructure.

¹⁷ Law Nr. LP438/2006 from 28.12.2006 https://www.legis.md/cautare/getResults?doc_id=107434&lang=ro

District-level (rayon) strategies consistently identify poor road conditions and deficient transport infrastructure as critical constraints to economic growth and regional integration.

Findings from the EU/CoE Joint Project “Community-Led Urban Strategies in Historic Towns” (COMUS) also highlight the need to improve transport links with neighbouring cities to strengthen regional and international cooperation. Consultations held during the ESA stakeholder engagement confirmed that deteriorated road conditions and limited transport connectivity are viewed by local authorities and residents as urgent socio-economic issues¹⁸.

Local governance framework

Local public administration derives its authority from Article 109 of the Constitution, which establishes the principles of local autonomy, decentralisation of public services, and citizen consultation in matters of local interest.

Local government operates at two levels:

- Level I: town/municipality and village (commune) councils addressing local issues;
- Level II: rayon (district) councils and the Chişinău municipality, coordinating public services at district level.

Local councils are elected for four-year terms by universal, direct, and secret ballot. Rayon councils elect their own chairpersons, while mayors and local councillors are elected separately for each commune or municipality. Local governments exercise both autonomous and delegated powers, including planning, infrastructure management, and land-use regulation.

Administrative Districts within the Project area:

- Lot 1: Soroca, Drochia District.
- Lot 2: Drochia, Rîșcani District
- Lot 3: Rîșcani District
- Lot 4: Drochia District
- Lot 5: Rîșcani District
- Lot 6: Soroca District

Lot	Approx. Length (km)	Key Administrative Units / Settlements within Aol
1	29	Soroca district – Șolcani village, Drochia District – Zgurița Village, Chetrosu village, Drochia city
2	30,5	Drochia district – Drochia city, Țarigrad village, Nicoreni village, Rîșcani district - Rîșcani city (with Bălanul Nou village).
3	30	Rîșcani District – Rîșcani city (with villages Balanul-Nou), Pîrjota village, Hiliuți village, Șaptebani village, Gălășeni commune (with Mălăiești village), Petrușeni village, Costești commune (with Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)
4	7,3	Drochia district - Drochia city, Țarigrad village, Miciurin village
5	5	Rîșcani district - Costești commune (with Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)
6	7,4	Soroca district - Cosăuți village

Table 4-43: Approximate lengths and settlements within the Area of Influence

The R7 Project is located in the northern development region - areas where quality of transport infrastructure limits mobility, trade, and investment. By improving road conditions and regional connectivity, the Project will directly support Moldova's regional-development objectives, stimulate local economies, and enhance household income opportunities along the corridor.

¹⁸ <https://pjp-eu.coe.int/en/web/comus/home.html>

4.9.3. Population, demographics, migration trends, and employment

Population size and structure According to the 2024 Population and Housing Census, Moldova has about 2.41 million usually resident inhabitants, a decline of roughly 14% compared to 2014, driven by low fertility and sustained emigration. The population remains predominantly rural: 53.6% rural and 46.4% urban, making Moldova one of the most rural countries in Europe. Women represent about 52.8% of the population. Ageing is accelerating. Final census data indicate about 20.5% of the population is below working age, 55.7% of working age and 23.7% above working age, signalling a growing demographic burden on the active population.

Demographic characteristics Ethnically, around 84–85% of residents identify as Moldovan/Romanian, with Ukrainians, Gagauz¹⁹, Russians, Bulgarians and Roma forming the main minorities. Fertility is below replacement: with the national total fertility rate (TFR) being around 1.6 children per woman, with somewhat higher TFRs in central and southern development regions (1.76–1.90) than in Chişinău and North.

Migration trends Moldova is a classic emigration country. Between 2014 and 2024 the resident population fell by about 380–450 thousand people, largely due to negative external migration and low natural growth. Estimates indicate around 1–1.2 million Moldovan citizens living abroad, i.e. close to one third of all nationals, many of working age. Emigration is both long-term and temporary/seasonal, historically oriented first to CIS countries and increasingly to EU member states.

Employment and labour market Labour Force Survey and 2024 Census data show a relatively low employment rate. In 2024 only about 40.2% of people aged 15+ were employed (≈783 thousand persons), while over one million adults were outside the labour market. In 2023, the unemployment rate was 4.6%, but this masks substantial underemployment and economic inactivity. The labour market is characterised by:

- high shares of employment in agriculture and low-productivity services,
- significant informal and seasonal work, and
- strong dependence on remittances sent by migrants abroad.

These national trends frame the more specific situation in Soroca, Drochia and Rîșcani District.

Soroca District (North Development Region) – Lot 1, 6 Cross-border Corridor Context

Population and Settlement Pattern Soroca District is located in the north-eastern part of the Republic of Moldova, approximately 155–160 km from Chişinău, along the right bank of the Dniester River, which forms part of the state border with Ukraine. The district covers an area of approximately 1,043 km² and comprises around 68 localities, with a population estimated **88,000 inhabitants (2024)** depending on statistical sources and demographic adjustments. Population density is moderate by national standards.

The settlement structure is predominantly rural, with about 70–75% of the population residing in villages, while Soroca serves as the main urban centre, concentrating administrative, economic, and social services. Settlements are typically linear and closely aligned with transport corridors, particularly national roads such as the R7, reflecting a strong dependency on road infrastructure for mobility and access to services.

¹⁹ Although the Gagauz population is officially recognised as an ethnic minority at the national level, it is important to note that they also constitute the core population of the autonomous territorial unit of Gagauzia (UTAG) in southern Moldova. Their status therefore differs from other minorities, as they hold a distinct form of administrative, cultural, and political self-governance established under Moldovan law.

Demographic Profile The district has a multi-ethnic composition, including a majority Moldovan/Romanian population (75–80%), alongside Ukrainian and Russian minorities, as well as a notable Roma community, particularly concentrated in Soroca city and nearby settlements. Key demographic characteristics include: ageing population trends, with an increasing proportion of elderly residents; low fertility rates, below replacement level; high dependency ratios, especially in rural areas. These trends are consistent with broader patterns observed in northern Moldova, where demographic decline is driven by sustained outmigration and low birth rates.

Migration Patterns Soroca District is significantly affected by both external and internal migration dynamics: high levels of labour migration abroad, particularly to EU countries such as Italy, Germany, and France; remittances represent a key component of household income and local economic resilience; internal migration is characterised by the outflow of younger populations toward major urban centres, including Chişinău, or abroad. Compared to central districts, Soroca exhibits limited integration into major commuting zones, resulting in more pronounced depopulation trends, labour shortages, and ageing rural communities.

Employment and Economic Structure The economy of Soroca District is primarily agrarian, with limited industrial diversification, but supported by some notable industrial and agro-processing activities. Key features include: agriculture as the dominant sector, including cereals, sunflower cultivation, horticulture, and livestock; presence of small-scale agribusiness and informal economic activities, especially in rural areas; cross-border trade and services, facilitated by proximity to Ukraine and regional border crossings; limited industrial activity focused on food processing, construction materials, and small manufacturing.

The district hosts important economic actors, including: **Soroca Cheese Factory Lactalis Alba**— one of the largest dairy processors in the country; **Alfa-Nistru S.A.** – a major producer of fruit and vegetable preserves and juices with both domestic and export markets. Additionally, the district includes two subzones of the **Ungheni-Business Free Economic Zone**, covering over 20 hectares, supporting investment and industrial development.

Natural resource availability further supports the local economy, including: Mineral resources (sand, gravel, clay) used in construction; Hydrogeological resources, including groundwater and natural springs, with potential for food industry development, tourism, and water bottling.

Average gross monthly wages are relatively low, ranging between **7,000–9,014 MDL**, reflecting the district's peripheral economic position and limited employment opportunities.

Infrastructure and Connectivity Context: Soroca District has a strategic geographical position for cross-border connectivity, with relatively short distances to key regional nodes: 55 km to the Otaci Border Crossing; 164 km to Iaşi (Romania); 353 km to Odesa (Ukraine); 375 km to Giurgiuleşti Port (Moldova).

The district demonstrates: high reliance on road transport, including the R7 corridor, for access to markets, employment, and services; Strategic importance of cross-border infrastructure, including the Soroca–Yampil connection over the Dniester River; substandard condition of local roads, limiting accessibility for rural populations; critical role of transport corridors in agricultural supply chains and local trade flows.

Drochia District (North Development Region) – Lot 1,2,4

Population and Settlement Pattern Drochia District is located in the northern part of the Republic of Moldova and forms part of the North Development Region, with functional links to agricultural production zones and

strategic transport corridors, including the R7.

The district comprises approximately **40 localities** and has a population estimated **67,000 inhabitants (2024)**, over an area of around **1,000 km²**, resulting in a moderate-to-low population density.

The settlement structure is predominantly rural (70–75%), with Drochia serving as the main administrative and economic centre. Villages are generally dispersed and agriculturally oriented, with strong dependence on road infrastructure for access to services, employment, and markets. Settlement patterns are closely tied to transport corridors, including the R7, reinforcing the importance of road connectivity for daily life.

Demographic Profile The population is largely Moldovan/Romanian (80–85%), with smaller Ukrainian, Russian, and Roma minority groups. Key demographic characteristics include: Ageing population, particularly pronounced in rural areas; Declining birth rates, below replacement level; Outmigration of young and working-age populations, contributing to demographic imbalance and labour shortages. Compared to central regions, Drochia exhibits **more pronounced demographic decline**, typical of northern rural districts.

Migration Patterns Drochia District is strongly affected by both internal and external migration trends: High levels of **external labour migration**, especially to EU countries such as Italy, Germany, and Poland;

Remittances represent an important source of household income and contribute to local economic stability;

Internal migration patterns show movement toward larger urban centres, particularly Chişinău, or abroad.

Due to limited proximity to major economic hubs, the district has **restricted commuting opportunities**, accelerating depopulation and reducing the active labour force.

Employment and Economic Structure The economy of Drochia District is predominantly agrarian, with some agro-industrial development and emerging industrial platforms.

Key features include: **Agriculture as the primary sector**, including cereals (maize), sunflower, and **sugar beet cultivation**, alongside livestock farming; Presence of **agro-industrial processing facilities**, including sugar production, grain storage, bakeries, and food processing; Development of **small and medium-sized enterprises (SMEs)** in trade, construction, and services, mainly concentrated in Drochia city; Limited industrial diversification, with employment often **seasonal and vulnerable to external factors**.

The district hosts important economic assets, including: **Südzucker Moldova** – a Moldovan-German company operating the largest sugar factory in the country, located in Drochia, representing a key employer and economic driver; The **Bioenergagro Industrial Park (approx. 13.49 ha)**, an open industrial platform with basic infrastructure and expansion potential, located near the town of Drochia – in Țarigrad Village.

In addition, the district supports processing industries such as **furniture manufacturing, packaging, and machinery production**, with part of the output oriented toward export markets.

Average gross monthly wages range between **7,000–9,278 MDL**, reflecting constrained economic opportunities but slightly higher values in industrial segments.

Infrastructure and Connectivity Context Drochia District benefits from a strategically positioned location offering both national and international connectivity: Approximately 121 km to Iași (Romania), facilitating access to EU markets; Approximately 353 km to Giurgiulești Port (Moldova); Approximately 339 km to Odesa

(Ukraine).

The Drochia district is characterised by: strong **dependence on national and regional road infrastructure**, including the R7 corridor; critical role of roads in **agricultural logistics**, linking farms to processing facilities and markets; **limited public transport coverage**, particularly affecting remote rural settlements; centralization of essential services (healthcare, education, commerce) in Drochia city, increasing reliance on transport accessibility.

Rîșcani District (North Development Region) – Lot 2,3,5 Cross-border Corridor Context

Population and Settlement Pattern Rîșcani District is located in the north-western part of the Republic of Moldova, approximately **160–163 km from Chișinău**, and forms part of the North Development Region. The district is directly influenced by national transport corridors, including the R7.

The district comprises approximately **55 localities** and has a population estimated **60,000 inhabitants (2024)**, over an area of around **936 km²**, resulting in a relatively low population density.

The settlement structure is predominantly rural (75–80%), with Rîșcani serving as the administrative, economic, and service centre. Rural settlements are spatially dispersed and largely agriculture-based, with strong reliance on road infrastructure for access to essential services, employment, and markets.

Demographic Profile The population is predominantly Moldovan/Romanian (85–90%), with smaller Ukrainian, Russian, and Roma minorities. Key demographic characteristics include: advanced population ageing, particularly in rural communities; low fertility rates, below replacement level; high and increasing dependency ratios, with fewer economically active individuals supporting an ageing population. These trends reflect broader demographic decline patterns typical of northern Moldova.

Migration Patterns Rîșcani District experiences significant migration pressures: high levels of external labour migration, primarily to EU countries (Italy, Germany, France), with some migration to CIS countries; remittance-dependent households, particularly in rural areas; internal migration, with younger populations relocating to larger urban centres, especially Chișinău. The district has limited integration with major employment hubs, contributing to ongoing depopulation and reduction of the local workforce.

Employment and Economic Structure The local economy is predominantly agricultural, with modest diversification supported by agro-industrial and light industrial activities. Key features include: crop farming and livestock production as primary economic activities; presence of small-scale agro-processing enterprises and local businesses; limited industrial activity, mainly in food processing, construction materials, and services; high share of informal and seasonal employment. The district hosts notable companies with regional importance, including: **Lactis S.A.** – a traditional dairy producer; **Avicola Rîșcani S.A.** – specialised in egg and poultry meat production.

Economic structure is further supported by **agro-food industries, light industry, and construction materials production**, with part of the output oriented toward external markets. Rîșcani District contains deposits of construction materials, including sand, gravel, and clay, which are extracted through local quarry operations. These quarries are generally small- to medium-scale and supply materials primarily for local and regional

infrastructure projects, including road construction.

Average gross monthly wages range between **6,500–8,695 MDL**, reflecting limited economic opportunities and strong dependence on agriculture.

Infrastructure and Connectivity Context Rîșcani District benefits from a strategic position for cross-border connectivity, with access to both EU and regional markets: approximately 35 km to the Costești–Stânca Border Crossing (Romania), facilitating access to the European Union; approximately 90 km to the Otaci Border Crossing (Ukraine); approximately 119 km to Iași (Romania); Approximately 343 km to Odesa (Ukraine); Approximately 376 km to Giurgiulești Port (Moldova).

The district is characterised by: strong dependence on **road infrastructure (including R7)** for mobility, service access, and agricultural logistics; **suboptimal condition of local roads**, particularly in rural areas; limited and irregular **public transport services**, increasing reliance on private and informal transport; centralisation of key services (healthcare, education, administration) in Rîșcani town, reinforcing dependence on transport connectivity²⁰.

4.9.4. Economic activities and household income

The economic structure of the Republic of Moldova is defined by a gradual transition from an agriculture-dependent economy to one increasingly driven by services and trade. Services account for over half of GDP, while agriculture and agro-industry continue to employ a significant share of the labour force, especially in rural areas. Industry is moderately developed, with food processing, light manufacturing, construction materials and textiles forming the main subsectors.

Household livelihoods vary significantly between urban and rural areas. In rural communities, income sources are typically mixed, combining wage labour, small-scale agriculture, pensions, social allowances and remittances from family members working abroad. Labour migration remains one of the most influential economic factors, with a substantial proportion of households depending on remittances to finance consumption, education and reinvestment in housing or small businesses.

Average gross monthly earnings in the national economy reached about 14,100 MDL in 2024 (approx. 680 EUR), with continued nominal growth in 2025²¹. Average gross monthly earnings are higher in Chișinău and lower in the central and southern districts, leading to persistent income disparities. Rural households remain more vulnerable to climate variability, agricultural price fluctuations and reduced labour market access.

Soroca District (North Development Region) – Lot 1,6

Economic Activities Soroca District, located in the northern part of the Republic of Moldova along the Dniester River and in proximity to the Soroca Border Crossing, has a predominantly agro-based economy with emerging trade and cross-border functions. Compared to peri-urban districts, economic diversification is moderate, with a strong reliance on agriculture and local industry. Key economic sectors include:

- Agriculture and agro-processing, forming the backbone of the local economy, including cereal crops

²⁰ www.invest.gov.md

²¹ https://statistica.gov.md/en/statistic_indicator_details/2

(wheat, maize), sunflower, orchards (apples, plums), and livestock farming.

- Food processing industry, including small and medium enterprises involved in fruit processing, juice production, bakery products, and meat/dairy processing.
- Quarrying and construction materials extraction, particularly in localities such as Cosăuți, where limestone quarries represent a significant economic activity but also a source of environmental and health concerns (dust, blasting, vibration).
- Trade and services, concentrated in Soroca municipality, which functions as the main economic and administrative centre, providing retail, education, health, and administrative services for surrounding rural areas.

Cross-border trade and logistics, supported by proximity to Ukraine, with increasing relevance for freight and passenger movement along the R7 corridor.

A notable share of the working population is engaged locally in agriculture or small businesses, while a portion of residents also rely on seasonal or long-term labour migration abroad. The R7 road plays an important role in connecting rural settlements to Soroca city, markets, and the border crossing, facilitating the movement of agricultural goods and workforce mobility.

Household Income Sources Household income in Soroca District reflects a predominantly rural and migration-influenced economy:

- Primary income: agricultural production and sales (crops, livestock), wage employment in local public services (education, healthcare, administration), small-scale trade, and quarry-related activities.
- Secondary income: remittances from abroad (a major income stabilizer), pensions, and social assistance, particularly important in rural and ageing communities.

Overall, household incomes tend to be **lower and less stable** compared to central districts due to limited industrial diversification and fewer local employment opportunities. Economic vulnerability is more pronounced in remote rural settlements, where dependence on agriculture and external income sources remains high.

Drochia District (North Development Region) – Lot 1,2,4

Economic Activities Drochia District, located in the northern part of the Republic of Moldova and strategically positioned along the R7 corridor, has a mixed agro-industrial economy with a relatively stronger industrial base compared to neighbouring districts. The district benefits from its role as a local service and processing hub within the North Development Region. Key economic sectors include:

- **Agriculture and agro-processing**, with extensive cultivation of cereals (wheat, maize), sunflower, sugar beet, and livestock farming. The district is part of an important agricultural production zone supplying both domestic and export markets.
- **Food and industrial processing**, notably the presence of enterprises such as Sudzucker Moldova, which plays a major role in sugar production and provides employment opportunities at regional level. Additional activities include bakeries, dairy processing, and grain storage facilities.
- **Trade and services**, concentrated in Drochia, which serves as an administrative, commercial, and logistics centre, with retail networks, markets, and transport services supporting surrounding rural communities.
- **Construction and transport services**, including local companies involved in road construction and

maintenance, benefiting from regional infrastructure projects and proximity to the R7 corridor.

- **Small and medium enterprises (SMEs)**, operating in retail, repair services, and light manufacturing, contributing to local employment diversification.

A significant share of the population is employed locally in agriculture and industry, while another portion engages in commuting within the district or seasonal work abroad. The R7 road is essential for the transport of agricultural goods, industrial outputs (including sugar and grain), and for ensuring connectivity between villages and Drochia city, as well as onward links to border crossing points.

Household Income Sources Household income in Drochia District reflects a combination of agricultural, industrial, and migration-related sources:

- **Primary income:** wage employment in agro-industrial enterprises (including sugar production), public sector jobs (education, healthcare, administration), agricultural sales, and small business activities (trade, transport services).
- **Secondary income:** remittances from abroad, pensions, and social assistance, which play a stabilizing role, particularly for rural households and elderly populations.

Compared to more remote northern districts, Drochia demonstrates **moderate income stability**, supported by its agro-industrial base and employment opportunities. However, disparities persist between Drochia city and rural localities, where households remain more dependent on agriculture and external income sources.

Rîșcani District (North Development Region) – Lot 2,3,5

Economic Activities Rîșcani District, located in the northern part of the Republic of Moldova near the border with Romania and influenced by the R7 corridor, has a predominantly agro-based economy with moderate diversification through services and small industry. The district plays an important role in regional agricultural production and cross-border connectivity. Key economic sectors include:

- Agriculture and agro-processing, which represent the core of the local economy, including cereals (wheat, maize), sunflower, orchards (apples, plums), and livestock farming. Agricultural production is largely small- to medium-scale, with outputs distributed to regional markets.
- Food processing and storage, including grain collection points, oilseed processing, and small food enterprises (bakery, dairy), supporting the agricultural value chain.
- **Extraction of construction materials**, including local quarries for stone and aggregates, which contribute to the construction sector but may generate localized environmental impacts (dust, noise, landscape alteration).
- **Trade and services**, concentrated in Rîșcani town, which serves as the main administrative, commercial, and service centre, providing retail, education, healthcare, and administrative functions to surrounding rural communities.
- **Cross-border trade and mobility**, facilitated by proximity to the Costești-Stânca Border Crossing, enhancing the movement of goods, labour, and services between Moldova and Romania.
- **Small and medium enterprises (SMEs)**, including retail shops, repair services, transport services, and small-scale manufacturing activities.

A notable share of the working population is engaged in agriculture or local services, while a significant proportion participates in seasonal or long-term labour migration abroad. The R7 road is critical for linking rural

settlements to Rîșcani town, agricultural markets, and the border crossing, facilitating both economic activity and access to services.

Household Income Sources Household income in Rîșcani District reflects a rural, agriculture-driven economy with strong dependence on external income sources:

- Primary income: agricultural production and sales (crops and livestock), wage employment in public services (education, healthcare, administration), small business activities (trade, transport), and quarry-related work.
- Secondary income: remittances from abroad, pensions, and social benefits, which are essential for household stability, particularly in ageing rural communities.

Overall, household incomes are **moderate to low and relatively unstable**, reflecting dependence on agriculture and migration. Economic vulnerability is more pronounced in remote villages, while households in Rîșcani town benefit from relatively better access to services, employment opportunities, and cross-border economic activity.

4.9.5. Socio-economic conditions on Project area

The Area of Influence (AoI) covers the road corridor—approximately 500 m on each side of the centreline—and the settlements located within roughly 2 km of junctions and access points.

The figure below presents the Project alignment (Lots 1–6). Indirectly affected stakeholders include regional authorities, local administrations, and service providers within the broader northern development region.

The AoI has been delineated considering the areas likely to be affected by:

- Project activities and facilities directly owned, operated, or managed (including by contractors);
- Impacts from predictable but unplanned developments stimulated by the Project;
- Indirect impacts on biodiversity and ecosystem services that support community livelihoods;
- Associated facilities not financed by the Project but essential for its operation;
- Cumulative impacts from existing or planned developments overlapping in time or geography.

LOT 1 R7 R14 Drochia-Costești-Border with Romania, 29 km Soroca-Drochia) km 0+000 – 29+000 – Rehabilitation	LOT 2 R7 R14 Drochia-Costești-Border with Romania (Drochia-Rîșcani), 30.5 km) km 29+000 – 59+500 – Rehabilitation	LOT 3 R7 R14 Drochia-Costești-Border with Romania, (Rîșcani-Costești) - 30 km) km 59+500 – 89+571 – Rehabilitation
		
LOT 4 R7 R14 Drochia-Costești-Romanian Border Drochia Ring Road, 7.3 km) - 4.2 km	LOT 5 R7 R14 Drochia-Costești-Romanian border, connection road to the new bridge over the	LOT 6 R7 R14.1 Soroca-Ukrainian Border connection road with the new bridge over the Dniester River at the border with Ukraine, 7.4 km)

rehabilitation of the existing road R12, and 3.1 km - new construction	Prut River at the Romanian border, 5 km) - new construction	area of the localities of Cosăuți – Yampil - new construction
	The Feasibility study is at the initial stage elaborated by Romanian side. The exact location is under evaluation	

Figure 4-41: Overview of the lots

Note: The area of influence for the Project's socio-economic factors is shown in Figure 4-1

The analysis of land use and land cover along the project corridor for the rehabilitation and modernization of the R7 national road was carried out based on CORINE Land Cover data, supplemented by satellite imagery and detailed project alignment maps.

The proposed route traverses a typical Moldovan rural landscape, dominated by agricultural activities, interspersed with discontinuous residential areas, fragments of natural vegetation, and built-up surfaces. The main land cover classes identified within the area of influence are presented below for each lot.

In Lot 1, land use is predominantly agricultural. Non-irrigated arable land represents the dominant class, complemented by complex cultivation patterns and areas with significant natural vegetation within the agricultural matrix. The alignment skirts or marginally crosses several nuclei of discontinuous urban fabric and fragments of broad-leaved or mixed forest. The overall landscape remains open and largely dedicated to agricultural production.

Lot 4 is characterized by an urban-agricultural mosaic, where discontinuous urban fabric and industrial or commercial units predominate. These built-up areas are interspersed with extensive patches of non-irrigated arable land and green urban areas. The road reconstruction section and the newly designed road segment pass through a transitional zone between peri-urban development and productive agricultural land. This configuration suggests potential impacts on both existing residential and economic land uses.

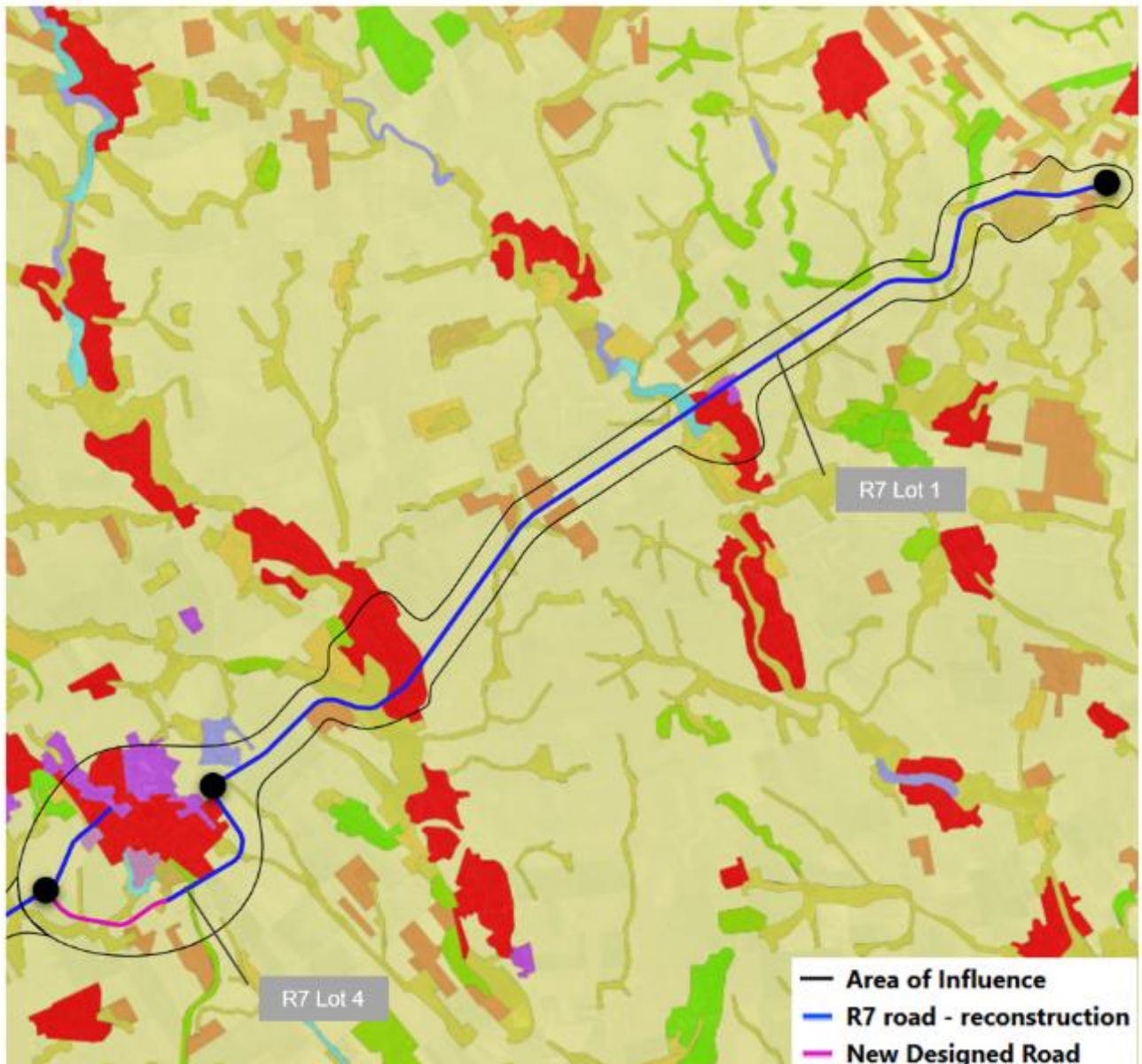


Figure 4-42: Lot 1 and Lot 4, Corine Land Cover, 2023

Lot 2 displays a similar pattern to Lot 1, with a **strong predominance of agricultural land** (non-irrigated arable land and complex cultivation patterns), although it features a slightly higher presence of discontinuous built-up areas and semi-natural vegetation. The reconstruction alignment follows a sinuous path through the agricultural landscape, occasionally intersecting patches of human settlement and green areas.

Lot 3 is also characterized by extensive agricultural use, dominated by non-irrigated arable land. Towards its western extremity, the corridor approaches **water bodies** and associated riparian zones, giving this section increased hydrological importance. Built-up areas remain discontinuous, and the route primarily crosses productive agricultural surfaces.

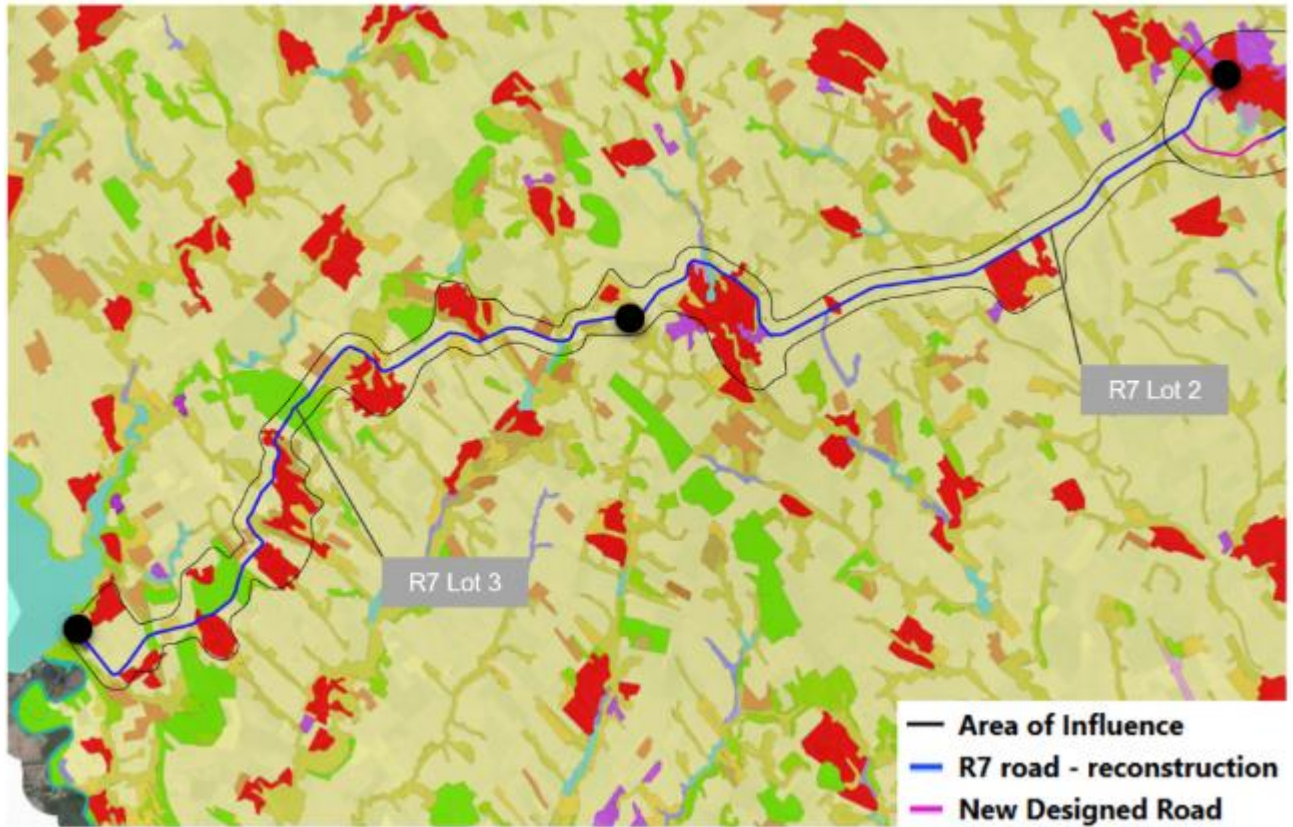


Figure 4-43: Lot 2 and Lot 3, Corine Land Cover, 2023

Lot 6 presents a clear alternation between urban and industrial zones (discontinuous urban fabric and industrial or commercial units) and adjacent agricultural land. The newly designed road traverses an urban-rural transition area, where potential impacts on already anthropized land and existing residential and economic activities require particular attention.

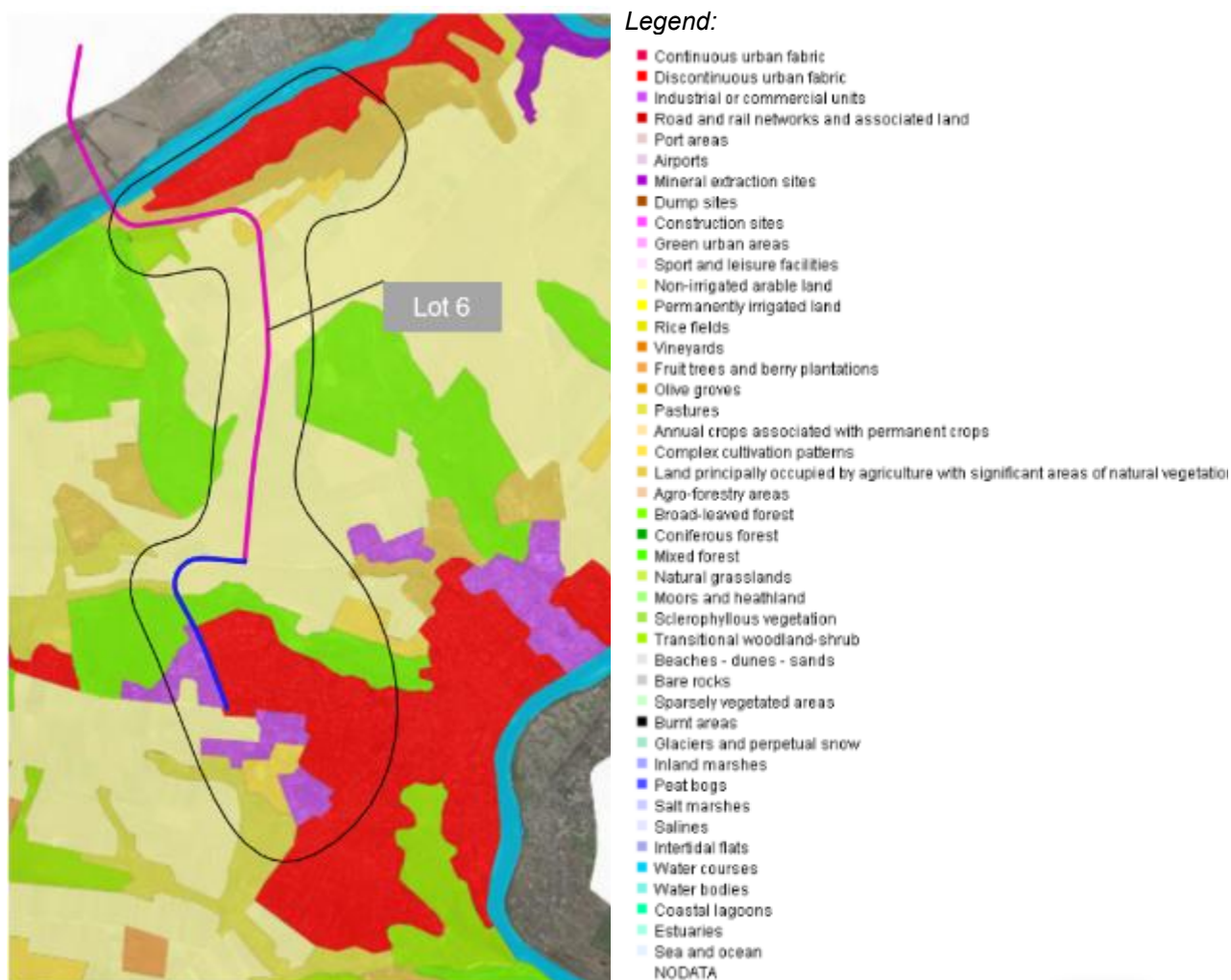


Figure 4-44: Lot 6, Corine Land Cover, 2023

Overall, the area of influence of the R7 road project crosses a territory with mixed land use, in which agriculture — particularly non-irrigated arable land — constitutes the dominant category, while built-up areas are mostly discontinuous and peripheral. This configuration indicates that impacts on land use will be predominantly temporary or reversible in agricultural zones. Nevertheless, careful management of land acquisition, maintenance of local access, and restoration of temporarily affected areas during the construction phase will be essential.

Social local context and economic profile (Villages and Towns in the Area of Influence)

Several localities situated along the R7 corridor (Lots 1–6) will experience direct and indirect Project impacts - including temporary access disruptions, increased construction traffic, and changes in local mobility patterns. The list of social receptors and the length of residential areas adjacent to the road are detailed in the Table 4-45.

The AoI represents a predominantly rural area, with extensive agricultural land bordering the road. The main economic activities include:

- Crop production and agricultural processing (grains, sunflower, vineyards);
- Retail trade and service facilities (fuel stations with cafés and shops, local markets, auto-repair and tire-fitting workshops);
- Agricultural logistics (warehouses, refrigeration, and wholesale export companies).

Transport and Access

Most residential, commercial, and agricultural properties are directly accessed from the existing road. The carriageway is intensively used by residents, two-wheeled vehicles, and agricultural machinery moving between fields and nearby settlements. Traffic management in villages is generally poor, with multiple informal access points and limited signage. Pedestrian infrastructure is either absent or partially developed in many localities.

Residents rely on the R7 corridor for daily access to work, markets, education, health services, and other social or cultural activities. The road thus serves as a vital social and economic lifeline for the communities along its route.

Social Infrastructure

Settlements along the Project road typically include:

- General secondary schools and preschools;
- Primary healthcare centres or family-doctor offices;
- Cultural houses, community halls, and local administrative offices.

However, water-supply and wastewater systems remain underdeveloped, particularly where poor road conditions and limited transport infrastructure constrain service access.

The improvement of physical infrastructure, including roads, drainage, and utilities, is therefore a priority in the Regional Development Strategies for North regions

Cultural Heritage

The area has a valuable natural tourist potential, imposed through natural, cultural and archaeological heritage, including Natural Reservations of River Prut and River Nistru.

Localities situated along the R7 corridor (Lots 1–6) will experience direct and indirect Project impacts - including temporary access disruptions, increased construction traffic, and changes in local mobility patterns, temporary or permanent economic displacement.

The localities and the socio-economic profile are indicated in Table 4-44 and detailed social receptors and the length of residential areas adjacent to the road are detailed in the Table 4-45.

The socio-economic profile of the localities situated within the Area of Influence (AoI) of the R7 Road Rehabilitation Project was developed using a combined approach drawing on both secondary and primary data sources. Secondary information was compiled during the early stakeholder engagement and site-visits conducted in September, October 2025, including official statistical data, local development strategies, cadastral records, and information obtained from preliminary consultations with Local Public Authorities (LPAs). To complement and validate the secondary data, primary data collection was undertaken between 19th of March–1st of April 2026, consisting of field visits, household surveys, key informant interviews, and community-level consultations across all AoI settlements. This mixed-methods approach ensured that the socio-economic baseline reflects current local realities, captures community-reported conditions and vulnerabilities, and provides a robust evidence base for assessing Project impacts in alignment with EBRD Performance Requirements.

Socio-economic description of localities Lot 1-6

ȘOLCANI is a village and commune in Soroca district. The village has an area of about 1.93 square kilometres, with a perimeter of 8.46 km. The commune includes the localities Cureșnița Nouă and Șolcani. The locality is located 14 km from the city of Soroca and 170 km from Chișinău.

Șolcani commune constitutes the first settlement located within the Area of Influence (Aol) of **Lot 1** – Soroca - Drochia. The commune lies in immediate proximity to the R7 corridor. In Șolcani village, the closest residential dwellings are starting 25 m from the road, a total length of 2 km of residential area (approx. 50 households, including Cureșnița-Nouă on right side) located close on the left and right side of the road (with direct access to R7).



Solcani social profile: The population according the census data from 2024 consists of 1095 people, 48,8% men, 51,2% women, structured by age – 0-14 – 15,8%, 15-64 – 68,9%, 65+ - 15,3%. Households – 555. Predominant Ethnicity – Romanian/Moldovan – 99,3%. Households' characteristics: Households with children (0-17 age) – 33,9 %, of which 3+ children – 6,4%, 1 person households – 27,9%, 1 elderly households (65+) - 16,0%. Households with water supply access: 72,8% without access, 26,7% with own system, 0,5% with public system. Households access to sewerage system: without a system – 86,1%, with own system – 13,7%, with public system-0,2%

Șolcani village is in the process of connecting to the aqueduct with support of the Government through the National Program European Village <https://ondrl.gov.md/modernizari-in-satul-solcani-raionul-soroca/>

Economic profile: Șolcani commune has a predominantly **rural, agriculture-oriented economy**, complemented by small-scale services and strong linkages to nearby urban centres, particularly Soroca and Drochia. Key economic activities include: **Subsistence and small-scale agriculture**, with households cultivating crops and maintaining livestock on plots located on both sides of the R7 corridor; **Local trade and micro-enterprises**, including small shops, informal commerce, and service provision; **Transport and mobility-related services**, with some residents engaged in private transport and logistics activities linked to the R7 corridor; **Employment in Soroca**, where a significant share of the working population commutes daily for jobs in public services, education, retail, and small industries.

Household income: Primary: Salaries from Soroca-based jobs; private transport services, trade and entrepreneurship. Secondary: Small trade, pensions, remittances, social allowances. Income pattern specific to rural villages. Moderate income stability (>10,000 MDL)

Social institutions: 1 kindergarten, 1 gymnasium. Family medical centre in Solcani. Social worker office; elderly support programmes. Cultural house, church, sports field.

Conclusion on concerns raised after community engagement

Overall, consultations identified a consistent set of concerns related to road safety, environmental impacts, and local accessibility, leading to the following key conclusions:

Poor Road Condition and Associated Safety Risks: The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.

High Exposure of Roadside Communities: Residential areas located immediately adjacent to the R7 will be exposed to construction-related impacts (noise, vibration, dust, and temporary access restrictions) and operational impacts, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*

Critical Road Safety Deficiencies: Road safety is compromised by missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.

Need for Integrated Safety and Accessibility Improvements: Stakeholders emphasized the need for upgraded access roads, drainage systems, protective barriers, sidewalks.

Agricultural Activities and Road Safety Conflicts: The presence of agricultural lands on both sides of the R7 leads to frequent crossing of vehicles, machinery, and livestock, creating safety risks. Enforcement of speed limits through speed cameras, combined with appropriate signage, was identified as a priority measure.

Inadequate Road Illumination: Insufficient lighting along village sections of the R7 contributes to reduced visibility and increased accident risk, particularly during night-time and adverse weather conditions.

Unsafe Movement of Agricultural Machinery: The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in dangerous speed differentials with highway traffic. Additionally, mud and debris deposited on the road surface reduce traction and increase accident risks. The introduction of dedicated half-lane sections for slow-moving vehicles was recommended.

ZGURIȚA is a village in Drochia District, Republic of Moldova. The direct distance to the city of Drochia is 22 km. The direct distance to the city of Chisinau is 182 km.

Zgurița is the second settlement located within the Area of Influence (AoI) of **Lot 1** and lies in immediate proximity to the R7 corridor. In Zgurița village, the closest residential dwellings are 15 m from the road, a total length of 1,9 km of residential area (approx. 25 households and businesses) located close on the left and right side of the road (with direct access to R7).

Zgurița social profile: According to census data in 2024 in Zgurița village live 1,686 people. 47,5% men, 52,5% women, structured by age – 0-14 – 13,5%, 15-64 – 70,1%, 65+-16,4%. Households – 780. Predominant Ethnicity – Romanian/Moldovan – 72,6%, Ukrainian-

21%, Russian-4,1%. Households' characteristics: Households with children (0-17 age) – 29,4 %, of which 3+ children – 8,3%, 1 person households – 28,3%, 1 elderly households (65+) - 15,1%. Households with water supply access: 74,5% without access, 24,2% with own system, 1,3% with public system. Households access to sewerage system: without a system – 89,7%, with own system – 8,8%, with public system-1,5%

Economic profile: Zgurița village has a **predominantly agriculture-based rural economy**, supported by local enterprises and functional links to nearby urban centres, particularly Drochia and Soroca. Key economic activities include: **Commercial and subsistence agriculture**, forming the core of the local economy, with several registered agricultural enterprises (e.g., SRL "Bursemcom", SRL "Zgura-Agro", and individual farms such as GT "Russ Dmitrii" and GT "Polizor Denis"); **Agro-related services and seasonal labour**, linked to crop production and land management; **Roadside and fuel services**, including the FEBUS NORGE petrol station serving local and transit traffic along the R7 corridor; **Commuting-based employment**, with residents working in Drochia, Soroca, and surrounding areas in public services, trade, and small industry.

Household income: Primary: agricultural production, employment in local enterprises, and salaried work in nearby towns; Secondary: Small trade, pensions, remittances, social allowances. Income pattern specific to rural villages. Low to moderate income stability (>10,000 MDL)

Social institutions: gymnasium, kindergarten, rural medical point, cultural centre and mayor's office.

Conclusion on concerns raised after community engagement:

Poor Road Condition and Associated Safety Risks: The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.

High Exposure of Roadside Communities: Residential areas located immediately adjacent to the R7 will be exposed to construction-related impacts (noise, vibration, dust, and temporary access restrictions) and operational impacts, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*

Critical Road Safety Deficiencies: Road safety is compromised by missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.

Need for Integrated Safety and Accessibility Improvements: Stakeholders emphasized the need for upgraded access roads, drainage systems, protective barriers, sidewalks.

Agricultural Activities and Road Safety Conflicts: The presence of agricultural lands on both sides of the R7 leads to frequent crossing of vehicles, machinery, and livestock, creating safety risks. Enforcement of speed limits through speed cameras, combined with appropriate signage, was identified as a priority measure.

Inadequate Road Illumination: Insufficient lighting along village sections of the R7 contributes to reduced visibility and increased accident risk, particularly during night-time and adverse weather conditions.

Unsafe Movement of Agricultural Machinery: The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in dangerous speed differentials with highway traffic. Additionally, mud and debris deposited on the road surface reduce traction and increase accident risks. The introduction of dedicated half-lane sections for slow-moving vehicles was recommended.

Presence of Lake Section and Bridge in Zgurița Village – Construction Phase Impacts: Approximately 500 m of a lake section, including a bridge crossing, is located along the R7 corridor within Zgurița village, representing a sensitive environmental and social receptor. During the construction phase, this section is expected to generate specific impacts due to its proximity to surface water and the hydraulic structure



CHETROSU is a village in the Drochia district of Moldova. It is considered a village that does not form a commune. The village has an area of about 5.49 square kilometres, with a perimeter of 12.20 km. Chetrosu is the only village in the commune of the same name, 7 km from the city of Drochia and 190 km from Chisinau.

In Chetrosu village, the social receptors (residential buildings, markets, school) are starting with 15 m from the road, a total length of 2 km of residential area (approx. 40 households) located close on the left/right side of the road (with direct access to R7).

Chetrosu social profile: According to the 2024 census, 2,928 people live in the village of Chetrosu. 47,9% men, 52,1% women, structured by age – 0-14 – 15,7%, 15-64 – 69,6%, 65+-14,7%. Households – 1616. Predominant Ethnicity – Romanian/Moldovan – 98,7%, Roma-0,6%. Households' characteristics: Households with children (0-17 age) – 36,6 %, of which 3+ children – 8,6%, 1 person households – 20,8%, 1 elderly households (65+) - 13,3%. Households with water supply access: 62,1% without system, 36,9% with own system, 1% with public system. Households access to sewerage system: without a system – 68,9%, with own system – 31,0%, with public system-0,1%

Economic profile: Chetrosu village is emerging as a local trade and service node along the R7 corridor, benefiting from its proximity to Drochia city and the planned bypass intersection with R12. This strategic location creates potential for future economic development and roadside commercial activities. Businesses on R7 road within the administrative territory of Chetrosu village: SRL "Disetincom" – agriculture, SRL "Andrian-Agro" – agriculture, SRL "Chetroşanca" – agriculture, SA Rompetrol – petrol station, Vladeliza SRL (Medical Center), Agma Motorzone (Service), parking area, new commercial lands mentioned by local authority destined to be accessed from the road R7.

Household income: Primary: Salary, Entrepreneurship. Secondary: Pensions, social payments, remittances. Income pattern specific to rural villages. Moderate income stability (>10,000 MDL)

Social institutions: 1 kindergarten, 1 gymnasium. Family medical centre in Chetrosu. Social worker office; elderly support programmes. Cultural house, church, sports field.

Conclusion on concerns raised after community engagement:

Poor Road Condition and Associated Safety Risks: The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.

High Exposure of Roadside Communities: Residential areas located immediately adjacent to the R7 are highly exposed to construction-related impacts (noise, vibration, dust, and temporary access restrictions) and operational impacts, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*

Critical Road Safety Deficiencies: Road safety is compromised by missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.

Need for Integrated Safety and Accessibility Improvements: Stakeholders emphasized the need for upgraded access roads, drainage systems, protective barriers, sidewalks.

Agricultural Activities and Road Safety Conflicts: The presence of agricultural lands on both sides of the R7 leads to frequent crossing of vehicles, machinery, and livestock, creating safety risks. Enforcement of speed limits through speed cameras, combined with appropriate signage, was identified as a priority measure.

Inadequate Road Illumination: Insufficient lighting along village sections of the R7 contributes to reduced visibility and increased accident risk, particularly during night-time and adverse weather conditions.

Unsafe Movement of Agricultural Machinery: The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in dangerous speed differentials with highway traffic. Additionally, mud and debris deposited on the road surface reduce traction and increase accident risks. The introduction of dedicated half-lane sections for slow-moving vehicles was recommended.

School Safety as a Critical Receptor: The school located near the R7 represents a highly sensitive receptor. Key risks: Unsafe Road crossing by children: exposure to traffic during peak hours, required mitigation measures include: continuous sidewalks, protected pedestrian crossings, guardrails/barriers; speed control measures (traffic cameras); enhanced signage and road markings.

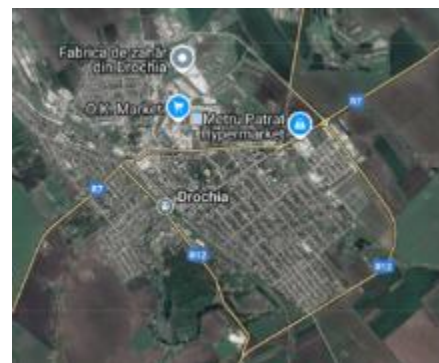
Local Economic Development and Access Constraints: Chetrosu is emerging as a trade and service node due to proximity to Drochia city and the planned R7–R12 bypass intersection. However, entrepreneurs identified uncertainty regarding access to the R7 as a major constraint: Businesses reported contacting the NRA but receiving no confirmed access solutions due to ongoing design stage; Multiple formal access requests have been submitted, safe and well-planned access is critical to unlock local economic potential.



DROCHIA is a city in the Republic of Moldova, the seat of the homonymous district. It is located in the north of the republic, at a distance of 167 km from Chisinau, along the Bălți-Ocnița railway. It is located between the cities of Bălți, Soroca, Rîșcani and Edineț. The Drochia district includes 39 localities and count 53 738 people living in the district.

Drochia city is located within the Area of Influence (AoI) of **Lot 1,2,4** and is physically divided by the R7 corridor. Drochia city represents a key urban and economic node in northern Moldova, functioning as both an administrative centre and a transport interface between regional production areas and national corridors.

The reliance of major industrial operators (including Sudzucker, and other factories) on the central urban network to access R7 significantly amplifies traffic intensity and associated environmental and social impacts, making Drochia a critical focus area for transport planning, safety improvements, and impact mitigation within the R7 ESA framework.



Community representatives consistently emphasized that the absence of a bypass has long generated significant road safety concerns within the urban centre, where heavy traffic, congestion, dust, noise and vibration affect daily living conditions. The construction of the Drochia Bypass (Lot 4), was therefore identified by participants as a priority measure for improving community safety and environmental quality. The Project's configuration ensures continuity between road sections: the end of Lot 1 (Soroca-Drochia) is designed to connect directly with the R12 (rehabilitation part of bypass), while Lot 2 intersect at the junction point with the bypass - new construction part. This integrated alignment was positively received by stakeholders, who viewed it as a long-term solution for diverting transit and heavy-goods vehicles away from residential areas. During consultations, residents noted that the combined implementation of the Bypass and Lot 1–2 rehabilitation works is expected to substantially reduce cumulative environmental impacts within Drochia, especially during the operational phase, by mitigating dust, noise, vibration and traffic-related risks. Concerns were primarily raised regarding cumulative construction-phase impacts, given the expected overlap of works on the bypass and Lot 1–2.

For Lot 2, The National Roads Administration (AND) announced in November 2025 the completion of the roundabout development works in the city of Drochia, a project that significantly contributes to improving the safety and flow of road traffic in the north of the country. The new roundabout is located on the national road R7 – R14 – Drochia – Costești – border with Romania, at kilometre 32, and was built in accordance with Annex No. 1 of the Road Fund Program 2025.

Drochia's function as a strategic industrial access node to the R7 corridor generates significant environmental and social pressures within the urban core. The routing of industrial and freight traffic through central city streets—driven by the operational needs of major factories—represents the primary source of cumulative impacts, requiring targeted mitigation measures such as traffic reorganization, safety enhancements, and potential diversion of heavy vehicles away from sensitive receptors: *Drochia District Hospital, Drochia Health Centre "A. Manziuc", College of Integrated Studies, Commercial centre (hosting major national retail chains), Lukoil Moldova fuel station (PECO), Bus Station (providing access to Drochia's commercial market area), Customs Office, Magistrala Nord SRL – road and highway construction company, "MELLINA" Bread Factory, "Metru Pătrat" Hypermarket – construction materials, Cathedral "Dormition of the Mother of God", Südzucker Moldova Sugar Factory*

Drochia city social profile: According to the 2024 census, 10,012 people live in Drochia city 46,3% men, 53,7% women, structured by age – 0-14 – 16,3%, 15-64 – 70,2%, 65+ -13,4%. Households – 5011. Predominant Ethnicity – Romanian/Moldovan – 84,8%, Ukrainian-0,6%. Households' characteristics: Households with children (0-17 age) – 34,3 %, of which 3+ children – 5,7%, 1 person households – 23,9%, 1 elderly households (65+) - 10,7%. Households with water supply access: 6,8% without system, 17,7% with own system, 75,5% with public system. Households access to sewerage system: without a system – 16,2%, with own system – 32,6%, with public system - 51,2%

Economic profile:

Household income: Primary: wages in local institutions, entrepreneurship. Secondary: Remittances, pensions, seasonal labour. High percentage of income pattern > 10,000 MDL. Moderately diversified but dependent on agricultural seasons.

Social institutions: The city of Drochia serves as the main **education, healthcare, and cultural service centre** for surrounding rural localities within the Area of Influence (AoI): Educational institutions: General education schools (primary and secondary); High schools (lyceums); 5 Kindergartens (pre-school education facilities); Vocational and technical education institutions supporting regional workforce development, Medical institutions: District hospital (Spitalul Raional Drochia); Primary healthcare centres and family doctor facilities; Emergency medical services providing regional coverage, Cultural institutions: Cultural houses and community centres; Public library services; Religious institutions (churches); Facilities supporting local

events, traditions, and social cohesion, Administrative and social services: Drochia Mayor's Office and district-level administrative institutions; Social assistance services and public service providers.

Conclusion on concerns raised after community engagement:

1. Intensive heavy vehicle traffic through the city centre The R7 corridor, via Drochia, therefore acts as a primary evacuation route for agricultural produce, linking farms, storage facilities, and processing plants. Industrial operators such as Sdzucker Moldova, and other factories from Drochia District depend on central urban roads to access R7. Drochia is embedded within a wider agricultural production belt (including districts such as Drochia, Rșcani, Florești, Soroca), supplying raw materials to processing facilities. This results in high volumes of HGVs transiting residential and mixed-use areas, particularly during peak agricultural/production seasons. Consequences include congestion, reduced level of service, and accelerated degradation of urban road infrastructure.

2. Elevated road safety risks (mixed traffic conditions) Coexistence of heavy trucks, local vehicles, public transport, agricultural machinery, cyclists, and pedestrians in central Drochia creates complex and unsafe traffic dynamics. Increased risks at intersections, pedestrian crossings, and bus stop areas, especially where traffic calming or segregation measures are limited. Vulnerable groups (children, elderly) are particularly exposed.

3. Air quality deterioration and dust emissions Concentration of freight traffic within the urban core leads to localized increases in air pollutants (PM₁₀, PM_{2.5}, NO₂). Additional dust generation occurs during dry periods and from deteriorated road surfaces. Impacts are most significant for residential receptors, schools, and public institutions located along main transit streets.

4. Noise and vibration impacts on urban receptors Continuous passage of heavy vehicles generates elevated noise levels and ground-borne vibrations, particularly along narrow urban corridors. Potential effects include disturbance to residents, reduced quality of life, and structural stress on older buildings situated close to the roadway.

5. Urban infrastructure stress and maintenance burden Existing road infrastructure in Drochia is not designed for sustained high-intensity industrial freight traffic. This results in premature pavement deterioration, damage to drainage systems, and increased maintenance costs for local authorities.

Seasonal peaks (e.g., sugar beet campaign) intensify these pressures.

6. Lack of dedicated freight routing / bypass options Absence (or limited availability) of alternative routes or bypasses forces industrial traffic through the city centre. This reduces the effectiveness of traffic management measures and limits opportunities to segregate transit and local traffic flows.

7. Community health and quality of life impacts Combined effects of noise, air pollution, vibration, and traffic safety risks contribute to reduced living conditions in central Drochia. Increased perception of risk and nuisance may lead to community dissatisfaction and grievances, particularly among residents living along main access roads to R7.

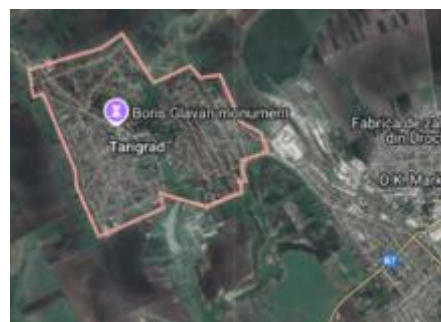
8. Land Acquisition of New construction part of bypass: As Lot 4 (part) represents new (greenfield) infrastructure development, land acquisition and associated economic displacement was raised by residents as the most significant social concern. The implementation of a robust Land Acquisition and Livelihood Restoration framework, aligned with European Bank for Reconstruction and Development Performance Requirement 5, will be critical to ensure fair compensation, livelihood support, and minimization of adverse impacts, while enabling the long-term benefits of the Drochia bypass.

ȚARIGRAD is a village and commune in Drochia district. The village has an area of about 4.46 square kilometres, with a perimeter of 9.74 km. Țarigrad is the only village in the commune of the same name and is located 4 km from the city of Drochia and 160 km from Chișinău.

Țarigrad village is located within the Project's Area of Influence (AoI), at the interface between **Lot 2 and Lot 4** of the R7 corridor.

Although Țarigrad village is not located directly along the R7 corridor, consultations confirmed that the locality fall within the Area of Influence (AoI) due to the new construction of the Drochia bypass, which is situated within its administrative boundaries. As such, the primary impacts are associated with land acquisition, temporary access restrictions, and construction-related disturbances, rather than direct operational traffic impacts from the rehabilitated R7.

Țarigrad village social profile: According to the 2024 census, 2,828 people live in Tarigrad village, 47,7% men, 52,3% women, structured by age – 0-14 – 15,9%, 15-64 – 70,7%, 65+-13,4%. Households – 1488. Predominant Ethnicity – Romanian/Moldovan – 99,3%, Ukrainianian-0,4%. Households' characteristics: Households with children (0-17 age) – 34,3 %, of which 3+ children – 6,0%, 1 person households – 24,0%, 1 elderly households (65+) - 15,2%. Households with water supply access: 13,9% without system, 38,3%



with own system, 47,8% with public system. Households access to sewerage system: without a system – 52,5%, with own system – 46,7%, with public system - 0,8%

Economic profile: Țarigrad village exhibits a **peri-urban and diversified economic profile**, influenced by its proximity to Drochia and the presence of industrial and logistics infrastructure within its administrative boundaries. Key economic activities include: **Commercial agriculture**, supported by large-scale operators (e.g., S.R.L. "GlobalFarmingInternational") and individual farming activities; **Industrial and energy-related activities**, including the presence of Moldovatransgaz and the "Bioenergagro" Industrial Park, which provides serviced land for investment and production; **Logistics and transport services**, benefiting from strategic positioning near regional road connections (R7, G20, R12); **Local entrepreneurship and trade**, including small and medium enterprises serving both the local population and surrounding villages.

Household income: Primary income: Salaried employment, agricultural production, and business activities; **Secondary income:** remittances, pensions, and social allowances. Income pattern higher, specific to peri-urban villages. Moderate to High income stability (>10,000 MDL).

Social institutions Hosts 2 gymnasiums and 2 kindergartens, functioning as an educational hub for surrounding smaller villages (Antoneuca, Sergheuca, Pervomaisc). Family doctor facility in Țarigrad, social worker office; elderly support programmes, cultural house, church, sports field.

MICIURIN is a village and commune in Drochia district. The village has an area of about 2.16 square kilometers, with a perimeter of 9.56 km. Miciurin is the only village in the commune with the same name. The locality is located 7 km from the city of Drochia and 178 km from Chișinău. Miciurin village is located within the Project's Area of Influence (AoI), **Lot 4** (Bypass Drochia) of the R7 corridor.

Miciurin village social profile: According to the 2024 census, 1,325 people live in Miciurin village, 47,3% men, 52,7% women, structured by age – 0-14 – 15,7%, 15-64 – 70,7%, 65+ -13,6%. Households – 560. Predominant Ethnicity – Romanian/Moldovan – 72,9%, Ukrainianian-21,4%, Russian – 4,2%. Households' characteristics: Households with children (0-17 age) – 31,8 %, of which 3+ children – 11,2%, 1 person households – 26,6%, 1 elderly households (65+) - 12,9%. Households with water supply access: 80,0% without system, 19,8% with own system, 0,2% with public system. Households access to sewerage system: without a system – 83,6%, with own system – 16,4%, with public system - 0%

Economy profile: Miciurin village exhibits a predominantly rural economic profile, with a strong reliance on agriculture and limited diversification compared to nearby settlements such as Drochia. The local economy is less influenced by industrial activities and remains primarily dependent on land-based livelihoods. Key economic activities include: Subsistence and small-scale commercial agriculture, representing the main economic activity, with households engaged in crop cultivation and livestock rearing; Agricultural labour and informal employment, including seasonal work in nearby farms and surrounding areas; Limited local trade and services, consisting of small shops and micro-enterprises serving local needs; Commuting-based employment, with part of the working population accessing jobs in Drochia and other nearby localities.

Household income structure reflects rural characteristics: Primary income: agricultural production, salaried employment (often outside the village), and small business activities; Secondary income: remittances, pensions, and social allowances. Income levels are generally lower to moderate, typical of rural settlements, with moderate income stability (generally below 10,000 MDL/month) and some seasonal variability linked to agricultural productivity and external income sources.

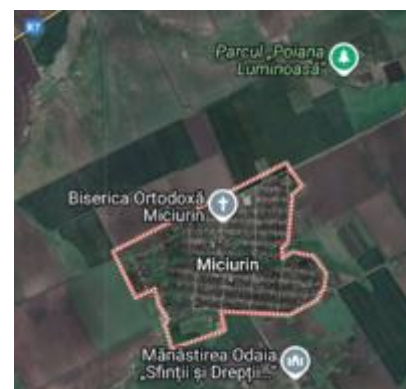
Social Institutions: Miciurin village has a more limited social infrastructure base, including: Primary school with kindergarten, serving local children; Basic community services, with reliance on nearby settlements—particularly Drochia—for access to expanded education, healthcare, and administrative services.

Conclusion on concerns raised after community engagement with Țarigrad and Miciurin villages:

1. Territorial and Functional Connectivity Țarigrad village is connected to the R7 corridor via the G20 regional road, while Miciurin village is linked through the R12 road, ensuring indirect but functionally important connectivity to the national road network. Stakeholders emphasized that, despite not being roadside settlements, both villages depend on regional road links for mobility, access to services, and economic activities, which may be temporarily affected during construction of the bypass.

2. Land Acquisition and Administrative Impacts (Key Concern)

The Drochia bypass (new alignment) will require permanent land acquisition within the administrative territories of both Țarigrad and Miciurin, identified as the most significant impact raised during consultations. Concerns expressed include: Loss of agricultural land and associated livelihoods; Need for transparent compensation at full replacement cost, in line with European Bank for Reconstruction and Development Performance Requirements (PR5);



Requests for clear communication on cadastral boundaries, valuation procedures, and timelines. Stakeholders also highlighted the importance of applying negotiated settlement approaches and ensuring access to grievance mechanisms.

3. Social Receptors and Vulnerable Groups

Țarigrad village (approx. 3,160 residents): Hosts 2 gymnasiums and 2 kindergartens, functioning as an educational hub for surrounding smaller villages (Antoneuca, Sergheuca, Pervomaisc). Daily commuting of children increases sensitivity to construction traffic and road safety risks on connecting roads (G20). Presence of an industrial zone indicates additional exposure of workers and local businesses to construction impacts. Miciurin village (approx. 1,325 residents): Contains a primary school with kindergarten, serving local children. Smaller population but potentially higher vulnerability due to limited local infrastructure and services.

Key concerns: Safety of children transport during construction phase; Potential disruption of school access routes; Need for traffic management measures near educational institutions.

4. Construction Phase Impacts Stakeholders identified the following anticipated impacts during the construction phase of the bypass: Temporary access restrictions to agricultural plots and local roads; Increased dust, noise, and vibration, particularly affecting: residential areas, schools and kindergartens, workers in the industrial zone (Țarigrad); Construction traffic risks, including heavy vehicles crossing local roads (G20, R12); Potential damage to local roads used for material transport. Communities requested: Implementation of a Traffic Management Plan (TMP) with designated haul routes; Scheduling of works to avoid peak school transport hours; Regular road maintenance and cleaning during construction.

5. Administrative Reform and Cumulative Considerations Consultations highlighted the ongoing territorial-administrative reform (amalgamation process) in Moldova, which aims to consolidate smaller villages into larger communes (>3,000 residents). This reform is expected to: Increase functional interdependence between settlements; Strengthen the role of villages like Țarigrad as local service centres; Potentially amplify cumulative impacts of infrastructure projects such as the Drochia bypass. Stakeholders emphasized that infrastructure planning should consider future administrative configurations and mobility patterns, not only current boundaries.

6. Opportunities and Positive Expectations

Despite concerns, stakeholders also acknowledged potential long-term benefits: Improved regional connectivity and reduced traffic through Drochia town; Opportunities for economic development, particularly in Țarigrad's industrial zone (In the village of Țarigrad, the "Bioenergagro" Industrial Park was created. It is an open industrial platform, with an area of 13.49 hectares, with infrastructure, basic technology and expansion possibilities.); Enhanced logistics and transport efficiency for agricultural producers. Țarigrad's inclusion in regional development initiatives (as referenced by Invest Moldova Agency) was noted as an opportunity to align the bypass project with broader investment and development strategies.

7. Absence of Prior Consultation with Landowners

It was confirmed during public consultations that no direct consultations were carried out with affected landowners prior to the declaration of public utility for the bypass project. Engagement activities were limited to discussions with mayoralty representatives and central authorities, without involving individuals directly affected by expropriation. Landowners expressed concern that: They were not informed in advance about potential impacts on their land; They were not given the opportunity to provide input on alignment alternatives or mitigation measures; This approach does not align with good international practice, including requirements of European Bank for Reconstruction and Development PR5 on Land Acquisition and Involuntary Resettlement, which encourages early and meaningful consultation.

8. Position of Local Authorities (Țarigrad)

The Mayor of Țarigrad reported that: Several technical proposals were submitted to the National Road Administration (NRA) suggesting minor deviations of the bypass alignment; These proposals aimed to minimize land fragmentation, which is a significant issue in Țarigrad due to the highly subdivided agricultural parcels within the expropriation corridor. It was emphasized that: Land fragmentation in Țarigrad is more pronounced compared to Miciurin, where parcels are generally larger and more consolidated; Adjustments to the alignment could reduce socio-economic impacts without affecting project feasibility. However: No formal response was received from the NRA regarding these proposals; As a result, the Mayor of Țarigrad refused to sign the Urbanism Certificate, citing lack of institutional feedback and insufficient consideration of local inputs.

NICORENI is a village and commune in Drochia district. The village has an area of about 5.12 square kilometers, with a perimeter of 10.67 km. Nicoreni is the only village in the commune with the same name. The locality is located 9 km from the city of Drochia and 183 km from Chişinău.

Nicoreni village is located within the Project's Area of Influence (AoI) of Lot 2. In Nicoreni village, the closest residential dwellings are 15 m from the road, a total length of 2 km of residential buildings (approx. 27 households) located close on the left side of the road (with direct access to R7).

Nicoreni village social profile: According to the 2024 census, 2,210 people live in Nicoreni village, 47,7% men, 52,3% women, structured by age – 0-14 – 17,5%, 15-64 – 67,0%, 65+-15,5%. Households – 1065. Predominant Ethnicity – Romanian/Moldovan – 98,3%, Ukrainian-1,1%. Households' characteristics: Households with children (0-17 age) – 33,4 %, of which 3+ children – 12,9%, 1 person households – 26,7%, 1 elderly households (65+) - 16,4%. Households with water supply access: 76,9% without system, 22,6% with own system, 0,5% with public system. Households access to sewerage system: without a system – 83,8%, with own system – 15,9%, with public system - 0,3%.

Economic profile: Nicoreni village has a predominantly rural and agriculture-based economic profile, with limited diversification and a strong dependence on land-based activities. The local economy is functionally linked to nearby urban centres, particularly Drochia. Key economic activities include: Commercial and subsistence agriculture, forming the backbone of the local economy, supported by multiple registered agricultural enterprises, including SRL "Agrosalvia", SRL "Miragrocom", SRL "Agro-SZM", SRL "Dealul Ochiulbean", and individual farms such as GȚ "T. Tirnovschi", GȚ "Sirghi Oleg", GȚ "Iurie Obada", and GȚ "Eşanu Elena"; Agricultural labour and seasonal employment, linked to crop production and farm operations; Limited local trade and services, consisting of small-scale commerce and micro-enterprises serving the village population; Commuting-based employment, with some residents working in Drochia and surrounding localities in public services, retail, and small industries.

Household income structure reflects typical rural conditions: Primary income: agricultural production, salaried employment (often outside the village), and small business activities; Secondary income: remittances, pensions, and social allowances. Income levels are generally low to moderate, characteristic of rural settlements, with moderate income stability (typically around or below 10,000 MDL/month) and seasonal variability influenced by agricultural productivity and external income sources.

Social Institutions: Nicoreni village is supported by basic social infrastructure, typically including: Educational facilities (school and/or kindergarten serving local children); Primary healthcare access through family doctor services (often shared or accessed in nearby localities); Community services such as a cultural house, church, and local administrative (mayorality) office.

Conclusion on concerns raised after community engagement

Poor Road Condition and Associated Safety Risks: The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.

High Exposure of Roadside Communities: Residential areas located immediately adjacent to the R7 are highly exposed to construction-related impacts (noise, vibration, dust, and temporary access restrictions) and operational impacts, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*

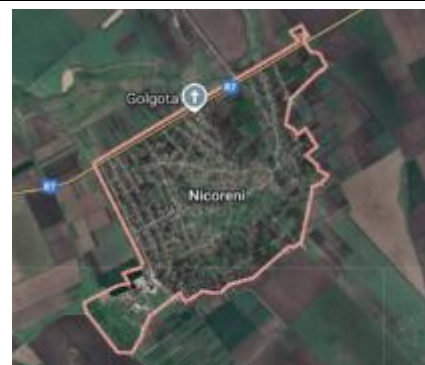
Critical Road Safety Deficiencies: Road safety is compromised by missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.

Need for Integrated Safety and Accessibility Improvements: Stakeholders emphasized the need for upgraded access roads, drainage systems, protective barriers, sidewalks.

Agricultural Activities and Road Safety Conflicts: The presence of agricultural lands on both sides of the R7 leads to frequent crossing of vehicles, machinery, and livestock, creating safety risks. Enforcement of speed limits through speed cameras, combined with appropriate signage, was identified as a priority measure.

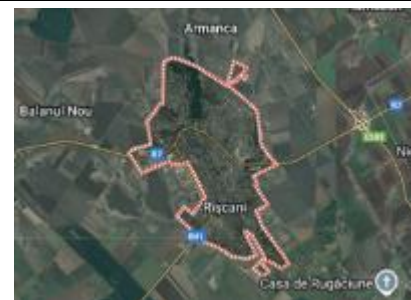
Inadequate Road Illumination: Insufficient lighting along village sections of the R7 contributes to reduced visibility and increased accident risk, particularly during night-time and adverse weather conditions.

Unsafe Movement of Agricultural Machinery: The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in dangerous speed differentials with highway traffic. Additionally, mud and debris deposited on the road surface reduce traction and increase accident risks. The introduction of dedicated half-lane sections for slow-moving vehicles was recommended.



RÎȘCANI is a city in northern Moldova, the seat of Rîșcani District. The town of Rîșcani is located on the Copăceanca River, a tributary of the Răut River, 166 km from the capital of the Republic of Moldova - Chișinău, 22 km from the Drochia railway and 45 km from the municipality of Bălți. Rîșcani is located within the Project's Area of Influence (Aoi) for R7, **Lot 2,3**.

Rîșcani functions as a regional economic hub, providing employment, education, healthcare, and administrative services to surrounding communes. Its connectivity to national road corridors enhances trade, mobility, and access to markets, reinforcing its role in regional development.



Rîșcani city social profile: According to the 2024 census, 6,229 people live in Rîșcani city, 46,6% men, 53,4% women, structured by age – 0-14 – 16,8%, 15-64 – 69,8%, 65+ -13,4%. Households – 3332. Predominant Ethnicity – Romanian/Moldovan – 62%, Ukrainian -31%, Russian – 7,3%. Households' characteristics: Households with children (0-17 age) – 35,4 %, of which 3+ children – 8,3%, 1 person households – 21,9%, 1 elderly households (65+) - 11,2%. Households with water supply access: 12,3% without system, 11,2% with own system, 76,5% with public system. Households access to sewerage system: without a system – 22,4%, with own system – 43,2%, with public system - 34,4%

Economic profile: Rîșcani city has a diversified urban economic profile, functioning as an important local economic and service centre within the northern region of the Republic of Moldova. The city plays a key role in supporting surrounding rural settlements through employment, services, and market access.

According to statistical data, there are about 200 economic entities registered in the locality, mainly specialized in the agro-industrial and agricultural product processing fields, the extractive and construction materials industries, and light industry.²² Key economic activities include: Agro-industrial production and agricultural processing, forming a core sector, including storage, processing, and distribution of agricultural products; Extractive and construction materials industry, contributing to local employment and supporting regional infrastructure development; Light industry and manufacturing, including small-scale production units; Trade and services, including retail, transport, and public services serving both the city and surrounding villages; Public sector employment, including education, healthcare, and administration.

Household income structure reflects an urbanised economic base: Primary income: salaried employment in industry, services, and public institutions, alongside business activities; Secondary income: remittances, pensions, and social allowances. Income levels are generally moderate and more stable compared to rural settlements, with income patterns typically exceeding 10,000 MDL/month, supported by diversified employment opportunities and a broader economic base.

Conclusion on concerns raised after community engagement

Urgent Need for Integrated Road Safety Improvements The R7 rehabilitation must prioritize comprehensive road safety design, including junction redesign (e.g., roundabout at Rîșcani entrance), traffic calming, and improved signage to address accident hotspots.

Enhancement of Road Design Standards and Infrastructure Quality Upgrading the road surface, introducing dedicated acceleration/deceleration lanes, and improving lighting systems are essential to meet safety and operational standards and respond to community concerns.

Implementation of Pedestrian Safety Measures Safe crossing infrastructure (e.g., grade-separated crossings or controlled pedestrian crossings) is required, particularly near sensitive receptors such as cemeteries and residential access points.

Management of Mixed Traffic and Agricultural Access The project should incorporate controlled access measures, service roads, or designated crossings to safely accommodate agricultural vehicles and reduce interaction with high-speed traffic.

Integration of Technical Constraints into Design Rehabilitation works must account for existing utility crossings (APA-CANAL pipelines) and geotechnical risks, ensuring that engineering solutions are both technically feasible and resilient.

On the administrative territory of Rîșcani city (and Rămăzan, Balanul Nou village), businesses that interact with the R7 route: Agriculture: SRL „Cutezătorul Agricol,, Piața Agro CR Rîșcani (refrigerator), GȚ „Lupăcescu Anatol,, SRL „Asinaris,, SRL „Casmerlin,, SA „Acord,, GȚ „Lupăcescu Gheorghe,, GȚ „Vasilevia Aliona,, GȚ „Macovei Boris,, Îl „Briz Babina,, (refrigerator), SRL „Vertex Agro,, SRL „Gladchii Tudor,, SRL „Avis Nord,, (processing line) GȚ „Grigore Sărăteanu,, Petrol Stations: Lukoil SRL, Bemol Retail SRL, SRL „Gimnast,, Vento Retail SRL. Storage Facilities/ Manufacture: SRL „Antracit,, (coal storage), SA „Niutams Ceramica,, (ceramic manufacture), SA „Barza Albă,, (branch storage facility), Nedalcord SRL (manufacture of construction materials)

²² Strategy for urban revitalisation of Rîșcani for 2023-2027

PÎRJOTA is a village in Rîșcani District, Republic of Moldova. The village has an area of about 2.81 square kilometres, with a perimeter of 8.40 km. Pîrjota is the only village in the commune with the same name. The locality is located 11 km from the city of Rîșcani and 191 km from Chișinău. Pîrjota is located within the Project's Area of Influence (AoI) for R7, **Lot 3**.

The closest residential dwellings are located 20 m from the road, a total length of 0,5 km of Pîrjota village residential buildings (approx..6 households) located close on the right side of the road (with direct access to R7).



Pîrjota village social profile: According to the 2024 census, 1,254 people live in the Pîrjota village, 47,8% men, 52,2% women, structured by age – 0-14 – 15,4%, 15-64 – 67,9%, 65+-16,7%. Households – 590. Predominant Ethnicity – Romanian/Moldovan – 96%, Ukrainian -3%, other ethnicities - 1%. Households' characteristics: Households with children (0-17 age) – 30,5 %, of which 3+ children – 6,8%, 1 person households – 27,1%, 1 elderly households (65+) - 18,8%. Households with water supply access: 33,1% without system, 45,4% with own system, 21,5% with public system. Households access to sewerage system: without a system – 81,0%, with own system – 19,0%, with public system - 0%

Economic profile: Pîrjota village has a predominantly rural and agriculture-based economic profile, with economic activities closely linked to land use and the R7 corridor. The locality maintains functional connections with nearby urban centres, particularly Rîșcani. Key economic activities include: Commercial and subsistence agriculture, representing the primary economic sector, supported by several registered enterprises operating within Pîrjota and neighbouring Sturzeni, including SRL „Vardan Agro” (orchards), SRL „Valea Pîrjotei”, SRL „Agrocreativ Invest”, SRL „Pîrjoteh Agro”, and GȚ „Garbuz Dan”; Agro-processing and land-based economic activities, with production oriented toward local and regional markets; Roadside and transport-related services, including fuel supply infrastructure such as Rompetrol, serving both local users and transit traffic along the R7 corridor; Agricultural labour and seasonal employment, alongside commuting to nearby towns for additional income opportunities; Small-scale trade and local services, supporting daily needs of the population.

Household income structure reflects typical rural conditions: Primary income: agricultural production, salaried employment (often outside the village), and small business activities; Secondary income: remittances, pensions, and social allowances. Income levels are generally low to moderate, with moderate income stability (typically around or below 10,000 MDL/month) and seasonal variability influenced by agricultural productivity and external income sources.

Conclusion on concerns raised after community engagement

Urgent Need for Road Rehabilitation and Surface Improvement The rehabilitation of the R7 road must prioritize upgrading the deteriorated pavement condition, which has significantly worsened following the 2026 winter period, in order to improve driving comfort, reduce vehicle damage, and ensure safe and reliable transport conditions.

Strengthening of Road Safety Design and Traffic Management Measures The project should address critical safety deficiencies through the introduction of dedicated acceleration and deceleration lanes, improved traffic signage, and enhanced road markings, alongside the implementation of speed management measures to reduce accident risks.

Improvement of Local Accessibility and Supporting Infrastructure Rehabilitation works should incorporate the upgrading of local access roads to residential properties, construction of effective drainage systems, installation of protective barriers, and modernization of bus stops to ensure safe and functional connectivity for local communities.

Implementation of Pedestrian Safety and Mobility Measures Provision of sidewalks and safe pedestrian crossings at settlement entrances and exits is essential to protect vulnerable road users and ensure safe movement within and across communities along the R7 corridor.

Enhanced Speed Control and Safety for Agricultural Activities Given the frequent crossing of residents and livestock due to agricultural land located on both sides of the road, the design should include effective speed control measures, particularly the installation of speed cameras supported by adequate signage, to minimize collision risks.

Improvement of Road Illumination in Sensitive Areas Targeted installation of road lighting, especially near settlements such as Pîrjota, is required to improve visibility during night-time and adverse weather conditions, thereby enhancing overall road safety.

Management of Mixed Traffic and Agricultural Machinery Movement The project must address the interaction between high-speed traffic and agricultural machinery by considering alternative routes, controlled access points, or dedicated crossings, as well as measures to prevent road surface contamination (mud, soil), which can reduce traction and increase accident risks.

HILIUȚI is a village in Rîșcani District, Republic of Moldova. The village has an area of about 3.30 square kilometres, with a perimeter of 9.37 km. Hiliuți is the only village in the commune of the same name, located 15 km from the city of Rîșcani and 194 km from Chișinău.

Hiliuți village is located within the Project's Area of Influence (AoI) for R7, Lot 3. Situated at an elevation of approximately 177 meters, the village is characterized by a hilly landscape and forms part of the Lower Ciuhur region. Hiliuți is also recognized for its environmental initiatives, including the recent establishment of a forest plantation covering more than 25 hectares in accordance with the National Afforestation Program. The closest residential dwellings are located 10 m from the road, a total length of 1.5 km of Hiliuți village residential buildings (approx. 10 households) located close on the left/right side of the road (with direct access to R7). Hiliuți village is situated mostly on left side of the road. The residential buildings from the right side are mostly uninhabited as a result of depopulation of rural area.



Hiliuți village social profile: According to the 2024 census, 1,598 people live in the Hiliuți village, 48,8% men, 51,2% women, structured by age – 0-14 – 12,8%, 15-64 – 69,3%, 65+-17,9%. Households – 725. Predominant Ethnicity – Romanian/Moldovan – 99,2%, Ukrainian -0,5%, other ethnicities – 0,3%. Households' characteristics: Households with children (0-17 age) – 31,7 %, of which 3+ children – 10,4%, 1 person households – 24,7%, 1 elderly households (65+) - 19,6%. Households with water supply access: 28,4% without system, 49,8% with own system, 21,8% with public system. Households access to sewerage system: without a system – 78,8%, with own system – 21,1%, with public system – 0,1%.

Economic Profile: Hiliuți village has a **predominantly rural, agriculture-based economic profile**, with local livelihoods strongly linked to land use and supported by functional connections to Rîșcani. Key economic activities include: Commercial and subsistence agriculture, forming the main economic sector, supported by local operators such as GT „Sandu Grigore”, GT „Sandu”, SRL „Hiliuțeanul” (storage), and SRL „Ștîncăuți” (mill); Agro-processing and storage activities, contributing to local value chains and supporting agricultural production; Agricultural labour and seasonal employment, both within the village and in surrounding areas; Limited local trade and services, alongside commuting-based employment in nearby towns.

Household income structure reflects a mixed rural profile: Primary income: salaried employment and agricultural production (dominant sources); Secondary income: pensions (approx. 3,000 MDL/month for elderly), remittances, land lease, and social allowances. Based on socio-economic survey findings, income levels are relatively moderate to stable compared to similar rural localities: approximately **70% of respondents reported monthly incomes above 10,000 MDL**, while around **30% reported incomes up to 10,000 MDL**.

Conclusion on concerns raised after community engagement

Urgent Need for Road Rehabilitation The poor condition of the road surface, exacerbated after the 2026 winter, represents a key concern affecting road safety, vehicle operation, and overall transport reliability, requiring priority rehabilitation measures.

Topography-Related Transport Constraints and Seasonal Risks The hilly terrain in Hiliuți village, particularly at the Miorița Street and Ștefan cel Mare Street intersections, creates significant traffic challenges. Temporary bypass solutions and installation of winter-compatible signage at key entry points are required, alongside the identification of a long-term, sustainable engineering solution suitable for an international transit corridor.

Deficiencies in Road Safety Infrastructure The absence of acceleration/deceleration lanes, insufficient signage, inadequate lighting, and limited pedestrian safety measures contribute to elevated accident risks and require comprehensive safety upgrades.

Need for Improved Local Connectivity and Supporting Infrastructure Communities highlighted the necessity to upgrade access roads, implement drainage systems, install protective barriers, construct sidewalks and pedestrian crossings, and rehabilitate bus stops to ensure safe and functional mobility for residents.

Speed Management and Agricultural Crossing Safety Frequent crossing of residents, livestock, and agricultural users necessitates enhanced speed control measures, particularly through the installation of speed cameras complemented by clear and visible signage.

Insufficient Road Illumination Lack of adequate lighting, especially near Hiliuți village, increases risks during night-time and low-visibility conditions, requiring targeted lighting improvements to enhance safety for all road users.

Risks from Mixed Traffic and Agricultural Machinery The interaction between high-speed traffic and slow-moving agricultural machinery poses a significant safety hazard, further aggravated by poor alternative routes and road contamination (mud and debris), necessitating dedicated management measures and safer access solutions.

Geotechnical Risks and Slope Instability Reported landslides within the R7 indicate the need for detailed geotechnical assessments and implementation of slope stabilization and ground reinforcement measures to ensure long-term road safety and resilience.

ȘAPTEBANI is a village in Rîșcani District, Republic of Moldova. The village has an area of about 3.15 square kilometers, with a perimeter of 10.95 km. Șaptebani is the only village in the commune of the same name, located 22 km from the city of Rîșcani and 202 km from Chișinău.

Șaptebani village is located within the Project's Area of Influence (AoI) of Lot 3. The closest residential dwellings are 10 m from the road, a total length of 2 km of Șaptebani village of residential buildings (approx. 16 households) located close on the right/left side of the road (with direct access to R7).

Șaptebani village social profile: According to the 2024 census, 1,218 people live in the Șaptebani village, 46,4% men, 53,6% women, structured by age – 0-14 – 13,4%, 15-64 – 68,9%, 65+-17,6%. Households – 604. Predominant Ethnicity – Romanian/Moldovan – 71,8%, Ukrainian - 25%, Russian – 1,4, other ethnicities – 1,8%. Households' characteristics: Households with children (0-17 age) – 27,6 %, of which 3+ children – 7,2%, 1 person households – 30,1%, 1 elderly households (65+) - 19,4%. Households with water supply access: 66,6% without system, 20,0% with own system, 13,4% with public system. Households access to sewerage system: without a system – 79,3%, with own system – 20,5%, with public system – 0,2%

Economic Profile: Șaptebani village has a **predominantly rural and agriculture-based economic profile**, with local livelihoods closely linked to farming activities and supported by connectivity to Rîșcani. Key economic activities include: Commercial and subsistence agriculture, forming the backbone of the local economy, supported by farms and enterprises such as SRL „Stîncăuți” (storage) and SRL „Ferma Familiei” (poultry farm); Livestock farming and agro-related activities, contributing to household income and local supply chains; Small-scale trade and services, including local markets (e.g., ÎI „Colun Tatiana”) and micro-enterprises; Agricultural labour and commuting-based employment, with residents accessing additional income opportunities in nearby localities.

Household income structure reflects typical rural characteristics: Primary income: salaried employment and agricultural production; Secondary income: remittances, pensions (approx. 3,000 MDL/month), land lease, and social allowances. Based on socio-economic survey findings, income levels are mixed but relatively balanced: Approximately 55% of respondents reported monthly incomes up to 10,000 MDL, while around 45% reported incomes above 10,000 MDL.



GĂLĂȘENI is a village and commune in Rîșcani District, Republic of Moldova. The village has an area of about 1.64 square kilometers, with a perimeter of 5.74 km. The commune includes the localities of Gălășeni and Mălăiești. The locality is located 30 km from the city of Rîșcani and 196 km from Chișinău. Gălășeni village is located within the Project's Area of Influence (AoI) of Lot 3.

In Gălășeni village the closest residential dwellings are 20 m from the road, a total length of 0,8 km of Gălășeni village of residential buildings (approx. 11 households) located close on the left side of the road (with direct access to R7).



MĂLĂIEȘTI is a village in Gălășeni commune, Rîșcani district. The village has an area of about 1.73 square kilometers, with a perimeter of 10.25 km. The locality is located 25 km from the city of Rîșcani and 204 km from Chișinău. According to the 2024 census, 981 people (484 men, 497 women) live in the Malaiești village.

Gălășeni village/commune social profile: According to the 2024 census, 1,202 people live in the Gălășeni village, 49,1% men, 50,9% women, structured by age – 0-14 – 17,2%, 15-64 – 66,5%, 65+-16,3%. Households – 640. Predominant Ethnicity – Romanian/Moldovan – 98%, Ukrainian – 1,2. Households' characteristics: Households with children (0-17 age) – 32,3 %, of which 3+ children – 10,1%, 1 person households – 31,6%, 1 elderly households (65+) - 19,1%. Households with water supply access: 61,7% without system, 19,2% with own system, 19,1% with public system.



Households access to sewerage system: without a system – 87,5%, with own system – 12,5%, with public system – 0%.

Economic Profile: Gălășeni commune has a predominantly rural and agriculture-based economic profile, with local livelihoods strongly dependent on land use and supported by connectivity to nearby urban centres, particularly Rîșcani. Key economic activities include: Commercial and subsistence agriculture, forming the main economic sector, supported by local farms and enterprises such as GȚ „Colin Nicolai”, GȚ „Dănilă Igor”, GȚ „Secieru Ion”, and companies including SRL „Fezalis” (storage), SRL „Stîncăuți”, and SRL „Dia Family”; Agro-processing and storage activities, contributing to local agricultural value chains; Roadside and fuel services, including infrastructure such as Rompetrol serving local and transit traffic; Agricultural labour and seasonal employment, alongside commuting to nearby towns; Small-scale trade and local services, supporting the daily needs of the population.

Household income structure reflects typical rural conditions: Primary income: salaried employment and agricultural production; Secondary income: remittances, pensions (approx. 3,000 MDL/month), land lease, and social allowances.

Based on socio-economic survey findings for the commune cluster (Șaptebani–Gălășeni–Petrusești), income levels are moderate and relatively balanced: approximately 55% of respondents reported monthly incomes up to 10,000 MDL, while around 45% reported incomes above 10,000 MDL.

PETRUSEȘTI is a village in Rîșcani District, Republic of Moldova. The village has an area of about 2.19 square kilometers, with a perimeter of 7.34 km. Petrușeni is the only village in the commune with the same name. The locality is located 41 km from the city of Rîșcani and 195 km from Chișinău.

Petrusești village is located within the Project's Area of Influence (Aoi) of Lot 3.

In Petrușeni village, closest residential dwellings are starting with 12 m from the road, a total length of 1 km of Petrușeni village of residential buildings (approx. 18 households) located close on the left/right side of the road (with direct access to R7).



Petrusești village social profile: According to the 2024 census, 864 people live in the Petrușeni village., 52,4% men, 47,6% women, structured by age – 0-14 – 15,3%, 15-64 – 69,6%, 65+-15,2%. Households – 374. Predominant Ethnicity – Romanian/Moldovan – 97,7%, Ukrainian – 1,7%. Households' characteristics: Households with children (0-17 age) – 31%, of which 3+ children – 8,6%, 1 person households – 31%, 1 elderly households (65+) - 15,8%. Households with water supply access: 75,7% without system, 11% with own system, 13,3% with public system. Households access to sewerage system: without a system – 89,3%, with own system – 10,7%, with public system – 0%

Conclusion on concerns raised after community engagement

Poor Road Condition and Associated Safety Risks The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.

High Exposure of Roadside Communities Residential areas located immediately adjacent to the R7 are highly exposed to construction-related impacts (noise, vibration, dust, and temporary access restrictions) and operational impacts, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*

Critical Road Safety Deficiencies: Road safety is compromised by missing acceleration/deceleration lanes, insufficient signage, poor lighting, and lack of pedestrian infrastructure. A specific high-risk location was identified at the dangerous curve in Gălășeni, requiring targeted intervention.

Need for Integrated Safety and Accessibility Improvements Stakeholders emphasized the need for upgraded access roads, drainage systems, protective barriers, sidewalks, pedestrian crossings, and improved bus stop infrastructure, particularly at settlement entrances/exits and near public transport points.

Agricultural Activities and Road Safety Conflicts The presence of agricultural lands on both sides of the R7 leads to frequent crossing of vehicles, machinery, and livestock, creating safety risks. Enforcement of speed limits through speed cameras, combined with appropriate signage, was identified as a priority measure.

Inadequate Road Illumination Insufficient lighting along village sections of the R7 contributes to reduced visibility and increased accident risk, particularly during night-time and adverse weather conditions.

Unsafe Movement of Agricultural Machinery The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in dangerous speed differentials with highway traffic. Additionally, mud and debris deposited on the road surface reduce traction and increase accident risks. The introduction of dedicated half-lane sections for slow-moving vehicles was recommended.

Dust Impacts from Quarry Operations and Transport Routes Significant dust generation was reported in Șaptebani, Gălășeni, and Petrușeni due to nearby quarry activities (e.g., SA “Cariera Șaptebani”, SRL “Cariera Duruitoarea” and other local sites). Heavy trucks use unrehabilitated local roads, carrying loose materials onto the R7 and resulting in dust-covered road surfaces. This leads to: increased airborne dust affecting residents and sensitive receptors; reduced visibility and slippery road conditions; nuisance impacts (soiling, pedestrian discomfort); continuous dust re-suspension during dry periods.

The issue is most pronounced at junctions between local quarry roads and the R7, highlighting the need for mitigation measures such as haul road improvements, wheel-washing systems, and regular road cleaning.

Overall Conclusion: While local communities broadly support the rehabilitation of the R7 road, they expect the Project to address existing deficiencies in road safety, improve local connectivity, and effectively manage environmental and social impacts. Particular emphasis is placed on traffic safety measures, dust and vibration control, and accommodation of local agricultural practices.

COSTEȘTI commune (inclusive Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages) is a city and commune in Rîșcani District, Republic of Moldova. The city is located in the north western part of the country on the banks of the Ciuhur River, at its confluence with the Prut River, and is bathed by the waters of the Costești-Stâncă reservoir. The locality covers an area of 85 ha. The Stâncă-Costești Hydroelectric Power Plant is located in Costești. Costesti commune is located within the Project’s Area of Influence (Aol) of **Lot 3 and Lot 5**.



The locality of Costești, situated in northern Moldova within Rîșcani District, represents a strategically significant node along the R7 corridor, particularly in the context of regional connectivity between Moldova, Romania, and Ukraine. The town is located on the banks of the Prut River, which forms the natural border between Moldova and Romania and constitutes part of the external border of the European Union. A defining feature of the locality is its direct connection to the Costești–Stâncă Border Crossing Point, established on the Stâncă–Costești dam, a major cross-border infrastructure linking Moldova to Romania. This crossing facilitates both passenger and freight movement and represents a key gateway for international transport flows.

In Pășcăuți, the nearest residential dwellings are located approximately 53 m from the R7 road, with only two households having direct access. The majority of residential properties are situated at distances starting from around 170 m from the road, extending over a total length of approximately 2.5 km along the left side of the corridor, with access provided via local roads. The main anticipated impacts include construction-related noise, vibration, dust, and temporary access restrictions. During the operational phase, noise levels may increase as a result of higher traffic volumes.

Costești town is located approximately 600 m from the R7 corridor and is connected via a local road. The main concerns raised relate to intensive truck traffic associated with the border crossing, with anticipated impacts primarily linked to traffic management during the construction phase.

Costesti city social profile: According to the 2024 census, 2,712 people live in the Costesti city, 47,5% men, 52,5% women, structured by age – 0-14 – 18,6%, 15-64 – 65,9%, 65+-15,5%. Households – 1293. Predominant Ethnicity – Romanian/Moldovan – 65,5%, Ukrainian – 28,9%, Russian – 3,7%. Households’ characteristics: Households with children (0-17 age) – 33,9%, of which 3+ children – 7,5%, 1 person households – 26%, 1 elderly households (65+) – 14,2%. Households with water supply access: 41,6% without system, 21,5% with own system, 36,9% with public system. Households access to sewerage system: without a system – 67,1%, with own system – 10,1%, with public system – 22,8%

A parking facility area has been proposed by the local authorities of Costești at km 87+900 along the R7 corridor, intended to support traffic organization and accommodate vehicles, particularly in relation to border crossing activities.

As **Lot 5** (R7/R14 Drochia–Costești–Romanian Border, ~5 km, new construction) is currently at feasibility study stage and according to the Ministry of Infrastructure and Regional Development of the Republic of Moldova, in cooperation with the Romanian Ministry of Transport, feasibility studies are ongoing for new cross-border bridges over the Prut River, including the Costești–Stâncă connection, aimed at strengthening Moldova–Romania connectivity and improving access to the European Union. For these purposes, the development of a parking facility area is considered feasible, in order to address logistical needs and traffic management between the two nearby border points, particularly for freight transport and waiting times.

Economic Profile: Costești commune has a mixed rural–urban and strategically diversified economic profile, strongly influenced by its location on the Moldova–Romania border and its connection to the Costești–Stâncă Border Crossing Point. The locality plays a key role in cross-border trade, logistics, and regional mobility. Key economic activities include:

Cross-border trade and transport services, driven by passenger and freight flows through the border crossing, including logistics, parking, and transit-related activities; Commercial agriculture and agro-

processing, with surrounding villages engaged in crop production and livestock, supplying local and regional markets; Trade and service sector, including retail, food services, and support services for transport and border-related activities; Small-scale industry and construction-related activities, linked to regional infrastructure and cross-border economic exchange;

Public sector and administrative services, reflecting the commune's strategic importance.

Household income structure reflects a more diversified base compared to rural villages: Primary income: salaried employment in services, trade, transport/logistics, and agriculture; Secondary income: remittances, pensions, and small business activities. Income levels are generally moderate and relatively stable, often at or above 10,000 MDL/month, supported by cross-border economic opportunities and diversified employment sources.

Conclusion on concerns raised after community engagement

Poor Road Condition and Safety Implications: The current low quality of the road surface—further deteriorated after the winter of 2026—poses significant road safety risks, affecting driving conditions and increasing accident potential.

Environmental Protection Priorities: Stakeholders highlighted the importance of protecting water and soil resources during the construction phase, indicating strong community concern regarding environmental impacts.

Deficiencies in Road Safety Infrastructure: Low road safety is linked to the absence of dedicated acceleration/deceleration lanes, inadequate lighting, insufficient road signage, and lack of pedestrian safety measures.

Need for Improved Local Connectivity and Infrastructure: Communities emphasized the need for integrated improvements along the R7 corridor, including: construction of adequate drainage systems; installation of protective barriers; provision of sidewalks and cycling pathways (notably between Costești commune villages); development of safe pedestrian crossings at settlement entrances/exits and near bus stops; installation of new and rehabilitation of existing bus stops, ensuring accessibility from both sides of the road.

Agricultural Crossings and Speed Control: Frequent crossing of the R7 by agricultural vehicles and livestock creates safety risks. Stakeholders stressed the need for strict speed control, particularly through the installation of speed cameras, supported by appropriate signage.

Insufficient Road Illumination: Poor lighting conditions, especially at night and during low visibility, were identified as a key safety concern. Improved road illumination is required to enhance visibility and reduce accident risks near settlements.

Unsafe Movement of Agricultural Machinery: The lack of improved alternative routes forces agricultural machinery and small motorised vehicles onto the main road, resulting in dangerous speed differentials with highway traffic and increased collision risk. Additionally, mud and debris deposited on the road surface reduce traction and safety. The introduction of dedicated half-lane sections for slow-moving vehicles between settlements and agricultural lands was recommended to improve traffic management and safety.

Proposed Parking Facility for Traffic Management: A parking facility area proposed by the local authorities of Costești at km 87+900 along the R7 corridor was highlighted as a necessary measure to support traffic organization and vehicle accommodation, particularly in relation to border crossing activities and freight transport management.

COSAUȚI is a commune in Soroca District, Republic of Moldova. It consists of the villages of Cosăuți (residence village) and Iorjinița. The locality is located 11 km from the city of Soroca and 165 km from Chișinău. Near the village, there are two protected areas of geological or paleontological nature monuments: the Dniester thresholds and the Cosăuți sandstone and granite outcrop. Also nearby is the Cosăuți landscape reserve.

The village of Cosăuți falls within the administrative boundaries of the Project Area (**Lot 6**). At present, the local population relies on groundwater sources for drinking and domestic use; however, according to the Ministry of Environment, this water does not meet sanitary standards. During public consultations concerning the proposed new road connection, residents expressed opposition to the previously proposed road structure alignment, as it interfered with existing access routes to water sources. To address these concerns, it is planned that the population of Cosăuți will be connected within approximately one year to the regional water supply system operated by SA Apa Nord, through the Soroca–Nord aqueduct.

<https://monitorul.fisc.md/ru/editorial/crearea-unui-operator-regional-puternic-esentiala-pentru-avansarea-proiectului-apa-nord-moldova.html/>



Cosăuți commune social profile: According to the 2024 census 2,458 people live in Cosăuți commune 47,1% men, 52,9% women, structured by age – 0-14 – 15,6%, 15-64 – 71,9%, 65+-12,6%. Households – 1207. Predominant Ethnicity – Romanian/Moldovan – 98,8%, Russian-0,7%, other ethnicities - 0,5%. Households' characteristics: Households with children (0-17 age) – 35,4 %, of which 3+ children – 3,4%, 1 person households – 25,5%, 1 elderly households (65+) - 14,4%. Households with water supply access: 65,8% without system, 34,2% with own system, 0% with public system. Households access to sewerage system: without a system – 83,5%, with own system – 16,4%, with public system - 0,1%

Economic profile: Cosăuți village has a rural but locally diversified economic profile, influenced by its proximity to Soroca and its location near the Moldova–Ukraine border along the Dniester River. The locality benefits from both agricultural activities and cross-border economic interactions. Although Cosăuți is more directly influenced by local and cross-border routes than the main R7 alignment, regional connectivity remains important for access to markets, services, and employment. The interaction between quarry operations, transport routes, and local roads contributes to economic activity but also generates environmental and road safety pressures, particularly related to heavy vehicle traffic and dust. Key economic activities include: Commercial and subsistence agriculture, including crop cultivation and livestock rearing, forming the traditional economic base; Stone extraction and processing activities, as the area is known for quarrying and construction materials, contributing to local employment and supply chains; Cross-border trade and small-scale commerce, supported by proximity to Ukraine and informal/local exchange dynamics; Cross-border trade and logistics (emerging), expected to expand significantly with the development of the Cosăuți–Yampil CBP, facilitating movement of goods and people between Moldova and Ukraine; Transport and logistics-related activities, linked to movement of goods and people across the region; Small-scale trade and services, including retail and local service provision.

Household income structure reflects a mixed rural-border economy: Primary income: agricultural production, employment in quarrying/construction materials, and trade-related activities; Secondary income: remittances, pensions, and social allowances. Income levels are generally low to moderate, with moderate income stability (typically around or below 10,000 MDL/month), though some households benefit from diversified sources such as quarry-related employment and cross-border trade.

The development of the Cosăuți–Yampil Border Crossing Point is expected to significantly transform the local economy, positioning Cosăuți as a strategic cross-border node. Anticipated benefits include:

- Increased trade and logistics activity;
- Growth of service sectors (fuel stations, retail, accommodation);
- Improved market access for local agricultural and quarry products;
- Enhanced regional connectivity between Moldova and Ukraine.

At the same time, increased traffic—particularly heavy vehicles—will require adequate traffic management, environmental controls (dust/noise), and road safety measures to ensure sustainable development.

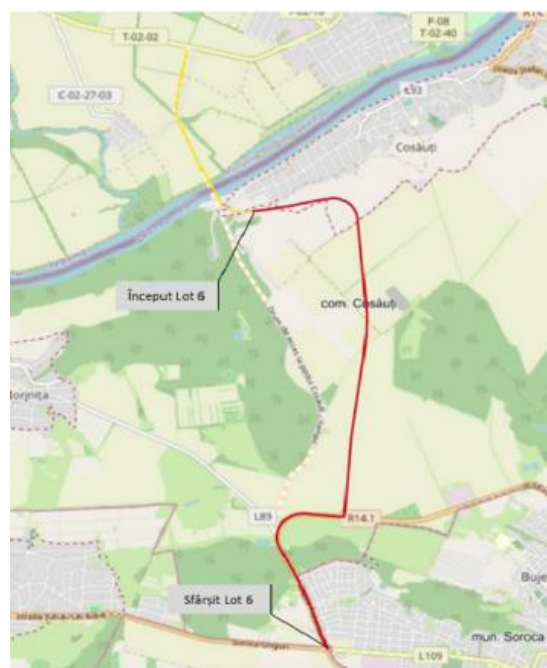
Preliminary discussions regarding the Soroca–Ukrainian border crossing commenced in 2022, during which the initial draft design alternative (Alternative 1) was presented. Subsequently, the Interstate Agreement between Moldova and Ukraine on the construction of the cross-border road bridge over the Dniester River, located in the Cosăuți–Yampil area, was formally signed on 12 June 2023.

In 2024, the Ministry of Infrastructure and Regional Development (MIDR) invited the President of Soroca District to review and present the Preliminary Design for the R7 Soroca–Ukrainian Border section. Following consultations with the Environmental Agency and MIDR, the first two proposed road structure (road layer) alternatives were dismissed.

In total, three consultation meetings were organized by the National Road Administration (NRA) with representatives of the Cosăuți community and the Soroca District Council, focusing on the design of the road structure and the need to safeguard access to water resources. This issue was particularly critical given the community's reliance on groundwater sources, including wells and pump-operated systems.

As a result, further discussions were initiated with the design team to incorporate additional technical solutions ensuring continued access to both water sources and agricultural land for the affected population.

The last alternative (4) – image on the right side of the access road to the bridge design included solutions to the access of the population to their private lands which they use for agriculture.



A new round of discussions of the Moldovan–Ukrainian Joint Commission on the construction of the cross-border road bridge over the Dniester River, linking the localities of Cosăuți (Republic of Moldova) and Yampil (Ukraine), was held on 30 January 2025 in Mohyliv-Podilskyi. The meeting addressed key technical and legal aspects required for advancing project implementation.

According to the bilateral agreement, the Government of Ukraine will finance the technical design, construction of the bridge, and the associated infrastructure on its territory, while the Republic of Moldova will be responsible for the development of the connecting road infrastructure on its side. The overall costs are to be determined following completion of the feasibility study. A separate agreement will be concluded to regulate the long-term operation and maintenance of the bridge.

The National Road Administration (NRA) noted that the Ukrainian side has encountered certain challenges, particularly related to environmental considerations, which led to the establishment of several joint committees to assess the environmental impacts of the project.

Residents declared that are not agree with the last alternative of access road and will protest the construction works.

Table 4-44: Main localities in Lot 1-6 and Socio-economic description

Across all localities situated within the Area of Influence (AoI) of the R7 road corridor, the socio-economic baseline conducted between 19th of March -1st of April 2026 (detailed description of community engagement and baseline survey resume in **ANNEX G of SEP**) reveals a set of recurring demographics, livelihood, safety, environmental, and vulnerability patterns that shape community needs and expectations in relation to the Project.

Demographically, AoI settlements are characterised by predominantly working-age populations, typically ranging between 80–95% of respondents. The majority of households are composed of long-term residents who have lived near the R7 corridor for more than 20 years, indicating strong attachment to place and high sensitivity to changes in mobility, access, and environmental conditions arising from road reconstruction activities.

Livelihood patterns across all communities show that salaried employment constitutes the primary source of household income, supplemented in many cases by entrepreneurial activity, small-scale agriculture, or seasonal work. Agriculture represents a key component of the local economy, particularly from a business perspective, as many residents lease their land to agricultural operators. At the household level, farming continues to play an important role, providing both subsistence production and supplementary income for a substantial share of families. Remittances—though present—represent a secondary contribution to household budgets. Overall, most respondents perceive the rehabilitation of the R7 as beneficial for livelihoods, anticipating improved access to employment centres, services, and local markets.

Vulnerability considerations show recurring patterns across localities. Elderly people living alone, households with young children, persons with disabilities, and low-income or single-income households were identified as the groups most sensitive to mobility restrictions, noise, dust, and construction-related disturbances. Communities repeatedly highlighted that these groups may require additional support during construction, particularly in relation to access to services, safe mobility, and communication regarding works.

Road safety issues are among the most consistently reported concerns. Unauthorized accesses to the R7, insufficient lighting, and unsafe pedestrian behaviours—often related to the lack of dedicated crossings or poorly positioned bus stops—were common across nearly all localities. Agricultural machinery continues to use the R7 corridor due to fragmented or poor-quality alternative routes, creating conflict between slow-moving equipment and high-speed traffic.

Environmental concerns across all Aol communities centre on dust, noise, and vibration associated with both current road conditions and anticipated construction activities. Some localities also cited issues related to unauthorized landfills and limited sewage or wastewater treatment infrastructure. Residents living closest to the road—particularly in peri-urban settlements—express higher sensitivity to cumulative noise exposure.

Gender dynamics across the corridor generally reflect balanced roles and shared household decision-making, with only isolated reports of gender-based violence (GBV). While women did not report systemic gender-related constraints, they expressed comparatively higher concern regarding interactions between non-local workers and the community, highlighting the importance of a robust Worker Code of Conduct and supervision measures.

Occupational health and safety (OHS) and community-worker interaction remain areas with low public awareness. Most residents lack familiarity with construction-related OHS requirements, signalling the need for targeted communication on restricted zones, PPE, and safe navigation during construction. Concerns regarding worker behaviour—particularly raised by women—underscore the importance of clear contractor rules, monitoring, and accessible grievance mechanisms.

Summary: Overall, the socio-economic profile of Aol communities along the R7 corridor demonstrates strong community engagement, a high degree of dependency on the road for mobility and livelihoods, and persistent concerns regarding road safety, environmental conditions, and access management. Vulnerable groups present heightened sensitivity to disruptions, while communities' express clear expectations for improved infrastructure, effective traffic safety solutions, better lighting, and reliable access arrangements. If these needs are integrated into project design and construction planning, the Project holds high potential to generate significant positive socio-economic benefits across all localities.

4.9.6. Social Receptors identified over the Project Area (Lot 1-6)

Receptor Identified ²³	Aprox. chainage (km) ²⁴	Side (Left/Right)	Description / Potential impact
Lot 1 (R7 R14 Drochia-Costești-border with România, 29 km) km 0+000 – 29+000 (Soroca-Drochia) – road rehabilitation			
Lot 2 (R7 R14 Drochia-Costești-border with România (Drochia-Rîșcani), 27,4 km) km 29+000 – 59+500 – road rehabilitation			
Lot 3 (R7 R14 Drochia-Costești-border with Romania, (Rîșcani-Costești) - 30 km) km 59+500 – 89+571 – road rehabilitation			
Lot 4 (R7 R14 Drochia-Costești-Frontieră cu România (Centura Drochia) - 7,3 km) - 4,2 km road rehabilitation of existent part of R12, 3,1 km – new construction			
Lot 5 (R7 R14 Drochia-Costești-Frontieră cu România (Access road to the new bridge over Prut river border with Romania, 5 km) – new construction			
Lot 6 (R7 R14.1 Soroca- border with Ukraine (Access road to the new bridge over Nistru river border with Ukraine, 7,4 km) localities Cosăuți – Yampil – new construction			
Monastery „The Covering of the Mother of God,,	Cosăuți village	Right to R14.3	Religious institution close to R14.3 new construction; Potential impacts: temporary disturbance from construction noise and dust, and increased traffic safety risks for congregants.

²³ business, social-cultural building or area, school, residential area with close proximity

²⁴ indicative map www.andsa.md

Cosăuți residential area	R14.3	Left to R14.3	Residential area of Cosăuți village is estimated to have first residential buildings 300 m from the new construction (Environment Permit existent).
Șolcani residential area (with Cureșnița Nouă village)	1+268 3+504	Left/Right	In Șolcani village, the closest residential dwellings are starting 25 m from the road, a total length of 2 km of residential area (approx. 50 households, including Cureșnița-Nouă on right side) located close on the left and right side of the road (with direct access to R7).
Church in Solcani	1+434	Left	Situated 14 m from the R7, Potential impacts: temporary disturbance from construction noise and dust, and increased traffic safety risks for congregants.
Rultehcom SRL	1+623	Right	180 m from the R7, Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Zgurița residential area	11+660 13+950	Left/Right	In Zgurița village, the closest residential dwellings are 15 m from the road, a total length of 1,9 km of residential area (169pprox.. 25 households and businesses) located close on the left and right side of the road (with direct access to R7).
Businesses in the administrative area of Zgurița village: SRL "Bursemcom" – agriculture, SRL "Zgura-Agro" – agriculture, GT "Russ Dmitrii" – agriculture, GT "Polizor Denis" – agriculture, FEBUS NORG – petrol station.	11+660 13+950	Left/Right	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Chetrosu residential area	22+515 24+260	Left/Right	In Chetrosu village, the social receptors (residential buildings, markets, school) are starting with 15 m from the road, a total length of 2 km of residential area (approx. 40 households) located close on the left/right side of the road (with direct access to R7).
Gymnasium, Bunescu Dumitru, in Chetrosu	23+86	Right	Is located in close proximity – 20 m to the R7 road, which raises significant road safety concerns, particularly in relation to children crossing the road. During consultations, stakeholders emphasized the need to implement enhanced safety measures in the school vicinity, including: Installation of continuous sidewalks to ensure safe pedestrian movement; Provision of protected pedestrian crossings designed to current safety standards; Installation of protective barriers/guardrails to prevent unsafe road access; Deployment of speed control measures, including traffic cameras near the pedestrian crossing; Clear road signage and markings to increase driver awareness in the school zone.
Businesses on R7 road within the administrative territory of Chetrosu village: SRL "Disetincom" – agriculture, SRL "Andrian-Agro" – agriculture, SRL "Chetșanța" – agriculture, SA Rompetrol –	22+515 24+260	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW

petrol station, Vadeliza SRL (Medical Center), Agma Motorzone (Service), parking area, new commercial lands mentioned by local authority destined to be accessed from the road R7.			and land acquisition is mostly using public land for minor realignment.
Drochia city residential area	29+430 33+110	Right/Left	The following key social receptors have been identified in proximity to the R7 alignment within Drochia city (and businesses): Drochia District Hospital, Drochia Health Centre "A. Manziuc", College of Integrated Studies, Commercial centre (hosting major national retail chains) Lukoil Moldova fuel station (PECO), Bus Station (providing access to Drochia's commercial market area), Customs Office, Magistrala Nord SRL – road and highway construction company, "MELLINA" Bread Factory, "Metru Pătrat" Hypermarket – construction materials, Cathedral "Dormition of the Mother of God", Südzucker Moldova Sugar Factory
Nicoreni residential area	40+638 43+646	Left	In Nicoreni village, the closest residential dwellings are 15 m from the road, a total length of 2 km of residential buildings (approx. 27 households) located close on the left side of the road (with direct access to R7).
Businesses in the administrative area of Nicoreni village : SRL "Agrosalvia" – agriculture, SRL "Miragrocom" – agriculture, GT "T. Tirnovschi" – agriculture, GT "Sirghi Oleg" – agriculture, SRL "Dealul Ochiulbean" – agricultură, GT "Iurie Obada" – agriculture, SRL "Miragrocom" – agriculture, SRL "Agro-SZM" – agriculture, GT "Eșanu Elena" – agriculture.	40+638 43+646	Left/Right	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Rîșcani city Residential Area (including Rămăzan and Balanul Nou areas)	51+896 62+755	Left	The closest residential dwellings located 12m from the road, a total length of 6 km of Rîșcani city residential buildings located on the left side of the road. Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Businesses along R7 (Contact list attached): Agriculture: SRL,,Cutezătorul Agricol,, Piața Agro CR Rîșcani (refrigerator), GȚ,,Lupăcescu Anatol,,SRL,,Asinaris,, SRL,,Casmerlin,, SA,,Acord,, GȚ,,Lupăcescu Gheorghe,, GȚ,,Vasilieva Aliona,, GȚ,,Macovei Boris,, , Îl,,Briz Babina,, (refrigerator), SRL,,Vertex Agro,, , SRL,,Gladchii Tudor,, SRL,,Avis Nord,, (processing line) GȚ,,Grigore Sărăteanu,, ,	51+896 62+755	Left/Right	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.

Petrol Stations: Lukoil SRL, Bemol Retail SRL, SRL „Gimnast,, Vento Retail SRL. Storage Facilities/ Manufacture: SRL„Antracit,, (coal storage), SA „Niutams Ceramica,, (ceramic manufacture), SA „Barza Albă,, (branch storage facility), Nedalcord SRL (manufacture of construction materials)			
Medical Social and Rehabilitation Centre „Phoenix,,	53+648	Left	Is situated 290 m from R7 intersection with Tatarbunar str., is a multifunctional social and medical support centre. Established in 2019 by the MAD-Aid, the complex provides rehabilitation, social care, and educational services for vulnerable groups, including youth with disabilities and elderly persons. Its presence indicates high sensitivity to potential project impacts related to community health, access, noise, and vibration.
Cemetery of Rîșcani city	54+417	Right	Is situated 62 m from the R7 road. The main actual safety risks represents when population cross the road to have access to cemetery which is situated on opposite side of the main village at intersection with G17. Potential impacts during construction: Access restrictions, noise, and vibration impact.
Cemetery Malinovca	55+911	Right	Is situated 50 m from the road. The main actual safety risks represents when population cross the road to have access to cemetery which is situated on opposite side of the main village. It is no intersection near cemetery and is a stand alone social facility. An accel/decel lane would be proper to manage as safety measures.
IP Agro Industrial College	56+813	Left	Is situated 500 m from the side of the road. Potential impact: lack of information of vulnerable groups – children and institutions about project actions and security measures, construction noise, vibration, dust, and temporary access restrictions.
Pîrjota residential area from R7 side	64+542 66+289	Right	The closest residential dwellings located 20 m from the road, a total length of 0,5 km of Pîrjota village residential buildings (approx. 6 households) located close on the right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Businesses on R7 (Sturzeni and Pîrjota): Agriculture: SRL „Vardan Agro,, (orchard), SRL „Valea Pîrjotei,, , SRL „Agrocreativ Invest,, , SRL „Pîrjoteh Agro,, , GT „Garbuz Dan,, , Petrol Station: Rompetrol ÎM	62+956 67+995	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment
Hiliuți residential area	68+829 71+156	Right/Left	The closest residential dwellings with a distance starts with 10 m from the road, a total length of 1,5 km of Hiliuți village residential buildings (approx. 10 households) located close on the right/left side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.

Business on R7 Hiliuți Agriculture: GȚ „Sandu Grigore,, GȚ „Sandu , SRL „Hiliuțeanul,, (storage), SRL „Stîncăuți,, (mill),	68+829 71+156	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment
Children's Holiday Camp Vultură	74+820	Right	A Children's Holiday Camp, located approximately 50 meters from the R7 road and under the administration of Rîșcani District, is considered a sensitive social receptor. The facility supports the balanced development of children by fostering personal growth, freedom of expression, and social interaction within a safe environment. Children from multiple surrounding villages are regularly transported via the R7 to access the camp; therefore, potential impacts are primarily associated with the construction phase, including increased traffic, safety risks, noise, and dust affecting access and the well-being of children.
Șaptebani residential area	75+231 77+227	Right/Left	The closest residential dwellings are 10 m from the road, a total length of 2 km of Șaptebani village of residential buildings (approx. 16 households) located close on the right/left side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Business on R7 Șaptebani Agriculture/Farm: SRL „Stîncăuți,, (storage), SRL „Ferma Familiei,, (poultry farm), Trade market ÎI „Colun Tatiana,, SA Drumuri Rîșcani branch	75+231 77+227	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Gălășeni residential area	79+855 80+667	Left	The closest residential dwellings are 20 m from the road, a total length of 0,8 km of Gălășeni village of residential buildings (approx. 11 households) located close on the left side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Business on R7 Gălășeni Agriculture: GȚ Colin Nicolai, SRL Fezalis (storage), GȚ Dănilă Igor, SRL Stîncăuți, SRL Dia Family, GȚ Secieru Ion Petrol Supply Station: ÎM Rompotrol Moldova	79+855 81+196	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Petrușeni Residential Area	82+810 83+850	Left	The closest residential dwellings are 12 m from the road, a total length of 1 km of Petrușeni village of residential buildings (approx. 18 households) located close on the left/right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Business on R7 Petrușeni	82+810 83+850	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase

Agriculture/Farm/Mill: GȚ Tomaș Oleg (goat farm), SRL AstNordGrup, Moraru Vitalie Café: Il Mihailov Speranța, Petrol Station: Lukoil Moldova SRL Service auto: SRL SvetVitKris Trade: SA Omagiu, SRL „Cepoi Construct,,			economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.
Pășcăuți residential area	85+750 87+525	Left	The closest residential dwellings are 53 m from the road (only 2 households with direct access to R7), for most residential houses the distance from R7 is starting with 170 m and a total length of 2,5 km of Pășcăuți residential buildings located on the left side of the road (with access to R7 through local roads). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.
Costești residential area	89+236	Right	Costești town is located approximately 600 m from the R7 corridor and is connected via a local road. The main concerns raised relate to intensive truck traffic associated with the border crossing, with anticipated impacts primarily linked to traffic management during the construction phase.
Business/Institutions on R7 Costești Agriculture: GȚ Caterenciuc Ruslan, GȚ Dmitricen Serghei, GȚ Didic Aliona, GȚ Buinovschi Veaceslav, GȚ Cotea Snejana, SRL Select Agro, GȚ Țurcan Svetlana, SRL Hiliuțeanul, SRL Utilitas Groop, Petrol Station: SRL Guvas Nor, SRL Petrom Moldova CBP Costești Stînca	84+743 89+242	Right/Left	Impacts of the Project: access management, impacts related to construction phase. Positive impacts: better infrastructure, increase economic potential and transit benefits. No economic displacement is estimated. The rehabilitation will be managed within the RoW and land acquisition is mostly using public land for minor realignment.

Table 4-45: Social Receptors identified over the Project Area (Lot 1-6)

4.9.7. Disadvantaged and vulnerable groups

In the context of the ESA and in accordance with the EBRD Environmental and Social Policy (2019), vulnerability refers to the reduced ability of an individual, household, or community to anticipate, cope with, resist, or recover from the adverse impacts of a project. Vulnerable groups are those who may experience disproportionate or differential effects during project planning, construction, or operation because of their social status, economic condition, health, age, gender, disability, geographic isolation, or other context-specific factors.

Vulnerability is therefore context-dependent and may vary across the R7 corridor depending on local demographic characteristics, access to services, land dependence, income levels, and exposure to environmental and health risks.

In Moldova, vulnerable groups are identified through multiple national policies, statistical instruments and social protection frameworks, including the National Social Protection Strategy, Law on Social Assistance, Household Budget Survey data, and district-level social service records.

Nationally recognised vulnerable groups typically include: **Elderly persons**, particularly those living alone or in rural isolated households, **Women-headed households and women at risk of GBVH**, **Low-income households**, including those dependent on social allowances, **Children, including preschool and school-aged children**, **People with disabilities or chronic health conditions**, **Large households (5+ persons)** with limited income stability, **Roma or minority groups**, where present (identified through voluntary self-affiliation), **Migrant or remittance-dependent households**, **Households without secure tenure** or informal land users.

Vulnerable groups were identified through review of demographic data from LPAs (Local Socio-Economic Development Strategies developed by each community), from the conducted primary data collection (Socio-Economic Baseline Survey), information provided by social assistants, and field observations during site visits. Criteria included gender, age, disability, income, ethnic or linguistic status, and geographic isolation. This approach follows the methodology outlined in EBRD Guidance Note (2012) § 3.3 – Identifying and Engaging Vulnerable Groups.

Group	Specific concerns / Potential impacts	Tailored engagement measures
Women and female-headed households	May face safety and mobility risks during construction; limited representation in decision-making	Targeted invitations to meetings; ensure female facilitators and timing compatible with household duties
Elderly persons	Reduced mobility; difficulty accessing information or venues	Use local noticeboards, home visits, and LPA outreach; provide seating/transport to events
Persons with disabilities	Physical access limitations to consultation sites; safety risks at crossings	Ensure barrier-free venues; coordinate with social workers
Low-income or unemployed households	Greater sensitivity to temporary access or income disruption	Deliver information via social assistants; highlight local employment opportunities
Ethnic or linguistic minorities (Roma, Bulgarian, Ukrainian, Russian speakers)	Language barriers and low trust in institutions	Provide translated materials (RO/RU) and bilingual facilitators; engage community leaders
Children, students, at home and at education facilities	Safety risks from construction traffic near schools	Coordinate awareness sessions with teachers and LPAs

Table 4-46: Overview of the identified vulnerable groups and engagement measures

4.9.8. Community health and safety

The Republic of Moldova operates a universal healthcare system, predominantly publicly owned and centrally governed. The health sector is regulated through a hierarchical system of public administration, in which the Government approves national health policy and the Ministry of Health (MoH) acts as the central competent authority for policy development, regulatory oversight, and quality monitoring.

Key legislative instruments include:

- Law No. 411/1995 on Healthcare, defining the organisation, principles, and responsibilities of the national health system.
- Law No. 263/2005 on Patient Rights and Responsibilities, establishing patient protection and minimum service standards.

Strategic direction is set by the National Strategy “Health 2030”, which outlines seven intervention areas: public health; integrated and quality services; affordable medicines; governance; human resources; digitisation; financial sustainability.

The National Healthcare Insurance Company (NHIC) (Government Decision No. 950/2001) manages the mandatory insurance system, including fund administration, service quality monitoring and implementation of the coverage programme.

Public health financing remains constrained, with public expenditure on healthcare at 5.4% of GDP (2024). Despite universal coverage, out-of-pocket payments remain widespread due to limited funding of the benefits package and the absence of a formal co-payment policy.

State-funded insurance covers vulnerable groups including: children, students, pregnant women, persons with disabilities, pensioners, registered unemployed, caregivers, disadvantaged families, veterans, organ donors, and beneficiaries of international protection.

Structure and Capacity of Health Services Healthcare provision remains predominantly public, though private diagnostic and ambulatory services have grown in the past decade.

Service package under compulsory insurance includes emergency pre-hospital care, primary healthcare, specialist outpatient care, inpatient care, high-performance diagnostics and home-based care.

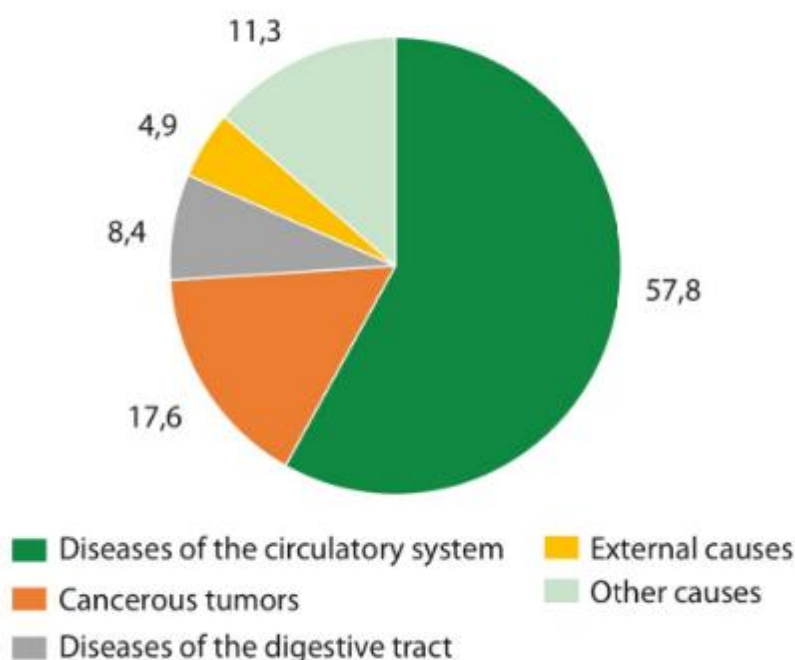
Demographic and Health Profile Moldova faces intersecting demographic pressures:

- population ageing,
- population decline, and
- increasing morbidity trends across chronic and communicable diseases.

Diseases of the circulatory system represent the main and most common cause of death, causing more than half of all deaths. In 2023 the share of deaths due to this cause increased only 0,2 percentage points compared to 2022 and constituted 57,8% of all deaths. Other diseases, which have a major impact on mortality, are tumours and cancer, from which about 6 thousand people die annually. These risk factors point to deficiencies in the detection and treatment of chronic conditions, underdeveloped public health interventions and issues with the general living conditions of the population. Relevant factors include an unbalanced diet rich in animal fats, underdeveloped food safety, lack of food in some households (particularly in rural), and poor feeding practices for infants and young children. One of the most common project objectives for NGOs is to increase community knowledge and awareness of health and nutrition²⁵.

²⁵ <https://www.asp.gov.md/sites/default/files/date-deschise/lista-beneficiarilor-desemnarii-procentuale/Lista-asociatiilor-funda%C5%A3iilor-anul-2024.pdf>

Structure of deaths by major classes of causes of death, in 2023 (%)



Source: National Agency for Public Health

Figure 4-45: Classes of death

Significant urban–rural health disparities persist:

- 52% of urban residents perceive their health as good/very good vs. 31% in rural areas.
- Urban households spend a higher proportion on medical services (5.1% of expenditures vs. 3.6% rural).

Rural communities experience longer distances to medical facilities, shortages of medical staff, and limited access to diagnostic and emergency services.

The characteristics of the national health system have direct implications for the Community Health and Safety (CHS) baseline along the R7 Project corridor.

Limited Rural Healthcare Capacity Along Lots 1–6 Villages located along Lots 1–6 (*Villages from Soroca District (Cosăuți, Șolcani), Villages from Drochia district (Zgurița, Chetrosu, Nicoreni, Țarigrad, Miciurin) and Villages from Rîșcani district (Pîrjota, Hiliuți, Șaptebani, Mălăiești, Gălășeni, Petrușeni, Costești commune (with Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)*) typically rely on:

- small family doctor centres or medical points, often with only one doctor or nurse;
- limited opening hours and insufficient emergency equipment;
- absence of specialised services or pharmacies.

Therefore, local residents depend heavily on district hospitals in Soroca, Drochia, Rîșcani, all of which are accessed via the R7 corridor.

High Dependence on the R7 for Access to Emergency and Specialist Healthcare For the majority of rural settlements along the project corridor, the R7 functions as the primary transport route to district-level medical services, including:

- emergency trauma care,
- obstetric and maternal health services,
- paediatric and chronic disease management,
- advanced diagnostics (radiology, cardiology),
- inpatient care.

Any disruption caused by construction—lane reductions, speed restrictions, diversions, or night works—has the potential to increase ambulance response times, delay treatment for vulnerable populations, and exacerbate pre-existing access constraints.

Sensitivity of Receptors due to Demographic and Socio-economic Context Rural communities along the R7 are characterised by:

- higher shares of elderly residents,
- greater incidence of chronic health conditions,
- lower household incomes,
- lower levels of health self-perception,
- reduced capacity to pay for out-of-pocket care.

These factors heighten susceptibility to dust, noise, vibration, air emissions, and traffic-related accidents, all of which are potential project impacts during construction and operation.

High Existing Demand for Emergency Medical Services With over 754,000 emergency requests annually, Moldova's emergency care system already operates under significant pressure. Delays along the R7 can lead to:

- increased morbidity and mortality (stroke, cardiac events, trauma),
- delayed maternal and child health interventions,
- reduced access to urgent care for road accidents or construction-related injuries.

The Table 4-47 is a indicative table for NRA and Executive Contractor purposes to be included in Management Plans.

R7 Lot	Healthcare Provision in the Project Area (Public, Private)	Project Localities
1-6	National Emergency: Use 112 for situations that require an immediate response from the police, medical, or fire services	all
1-6	Disability Hotline 080010808	all
1-6	Child Hotline 116111	all
1-6	Violence against women hotline 080088008	all
1,6	District Hospital Soroca, Nicolae Testemițeanu str. 68, Soroca, call center +373 23023741, srsoroca@ms.md , www.sr-soroca.md Public Health Center Soroca (ambulatory services) with territorial family doctor in Șolcani, cssoroca@ms.md www.cs-soroca.md , str. Mihai Eminescu 16, Soroca +373 0230 22 224 Public Health Center Cosăuți (ambulatory services) with territorial family doctor, cscosauti@ms.md www.cscosauti.md , Cosăuți +373 23061396 Soroca Community Mental Health Center, www.sanatate-mintala.md , Mihai Eminescu 16 str., Soroca, ccsm.soroca@ms.md , +373 23021135	Șolcani village, Cosăuți village
1,2,4	District Hospital Drochia, csdrochia@ms.md , www.csdrochia.md Drochia city, blvd. Nicolae Testemițeanu 2/3, +373252 22 448. Public Health Center Drochia, csdrochia@ms.md , www.csdrochia.md Drochia city, blvd. Nicolae Testemițeanu 4/1, +37325223031; +37325220406.	Zgurița Village, Chetrosu village, Drochia city, Țarigrad village, Nicoreni village, Miciurin village

	Drochia Community Mental Health Center, www.sanatate-mintala.md , blvd. Nicolae Testemițanu 4/1 str., Drochia, ccsmdrochia@ms.md , +37325224927 +37367652999	
2,3,5	District Hospital Rîșcani, MD-5600. or. Rîșcani, str. N. Testemițanu 6, sriscani@ms.md , +37325621344, +37367267348 Public Health Center Rîșcani city, MD-5600 str. Independentei,59 cs.riscani@ms.md www.cs-riscani.md +37325623344 Community Mental Health Center, www.sanatate-mintala.md MD-5600 str. Independentei,59, ccsm.riscani@ms.md +373 25621360	Râșcani city, Pîrjota village, Șaptebani village, Hiliuți village, Gălășeni village, Mălăiești village, Petrușeni village, Costești commune (with Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages),

Table 4-47: Healthcare provision in the Project Area: There are no sanitary zones within the Aol of the Project

4.9.9. Road Safety and accident history

The Republic of Moldova remains among the countries with the most dangerous roads in Europe, despite some progress in recent years. Official data shows that, at the end of 2024, the mortality rate on national roads was 8.3 deaths per 100,000 inhabitants, almost double the European average of 4.4 deaths²⁶.

Based on the graph, the number of registered traffic accidents has generally decreased over the period 2017–2024, falling from 2,640 in 2017 to 1,986 in 2024, representing an overall reduction of approximately 24.8%. A notable drop occurred in 2020, when accidents fell to 2,003, likely influenced by reduced mobility during the COVID-19 pandemic. After a temporary increase in 2021 to 2,548, the numbers continued to decline, stabilizing around 1,976–1,986 in 2023–2024.

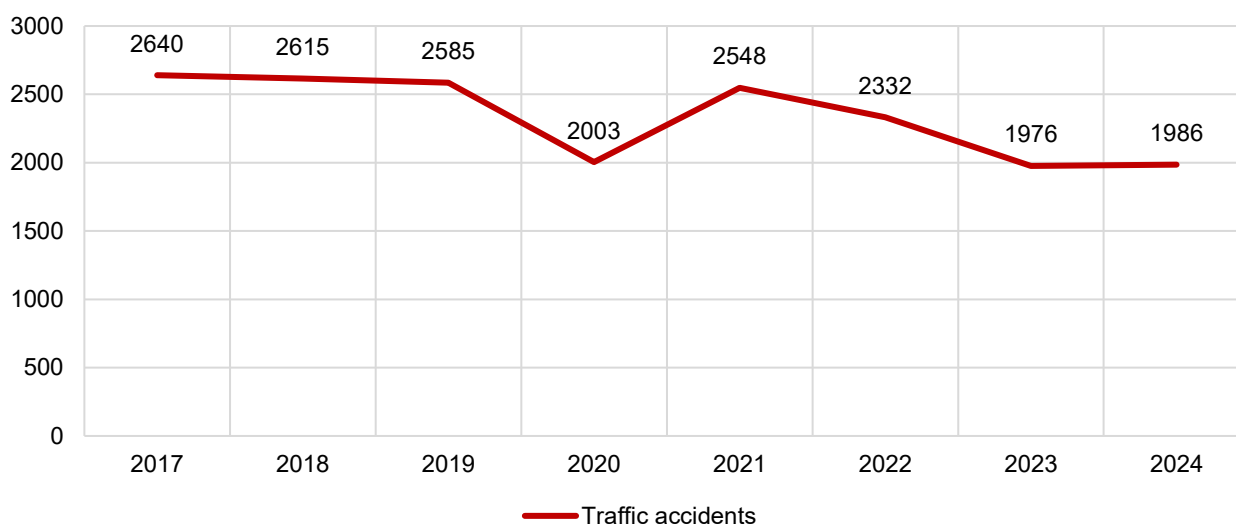


Figure 4-46: Traffic accidents 2017-2024

Source: Road Safety Performance Review Moldova (United Nations, 2024); Automobile Club of Moldova (ACM)

The trend in road accident fatalities in Moldova from 2005 to 2024 shows a significant overall decline, despite an initial surge. Fatalities peaked in 2008 at 509 deaths, up from 391 in 2005. Following this peak, the country achieved a major breakthrough in road safety, marked by a steep, one-year reduction from 445 fatalities in 2012 to 301 in 2013. This reduction suggests the successful implementation of new road safety policies or

²⁶ <https://point.md/ro/novosti/obschestvo/moldova-vkhodit-v-top-stran-s-samymi-opasnymi-dorogami-v-evrope/>

enforcement measures. The downward trend largely continued over the next decade, with the numbers stabilizing around 300 before entering a renewed decline. The lowest fatality count in the entire period was recorded in 2023 at 197. By 2024, the preliminary data indicates a slight increase to 202 fatalities. Overall, the reduction from the 2008 peak of 509 to the 2023 low of 197 represents a remarkable decrease of approximately 61.3%, demonstrating considerable long-term progress in making Moldova's roads safer.

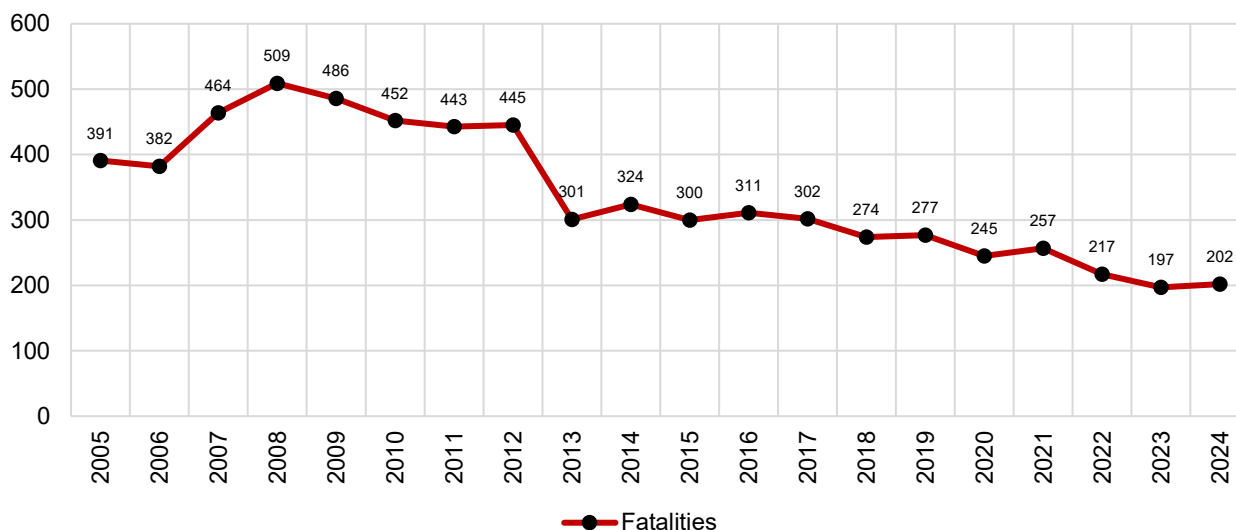


Figure 4-47: Road accident fatalities in Moldova from 2005 to 2024

Source: UNECE Transport Statistics Database, compiled from national and international official sources

The analysis of persons injured in road accidents in Moldova from 2005 to 2024 shows a fluctuating trajectory with an overall moderate decrease. The number of injured initially surged, reaching its peak in 2010 at 3,745 individuals. Following this high point, the figures entered a phase of gradual decline until 2019. A defining moment occurred in 2020, with the sharpest drop to 2,265 injured, an outcome strongly linked to reduced mobility during the COVID-19 pandemic. A post-pandemic rebound pushed the number back up significantly to 2,862 in 2021 before a renewed decline led to 2,289 injuries in 2023. The latest data for 2024 shows a slight increase to 2,375. Despite the volatility, the overall reduction from the 2010 peak to the 2023 low is significant. However, the sustained number of injuries indicates that while fatality reduction has been a major success, efforts to reduce the frequency of injury-causing accidents remain a persistent challenge for Moldovan road safety.

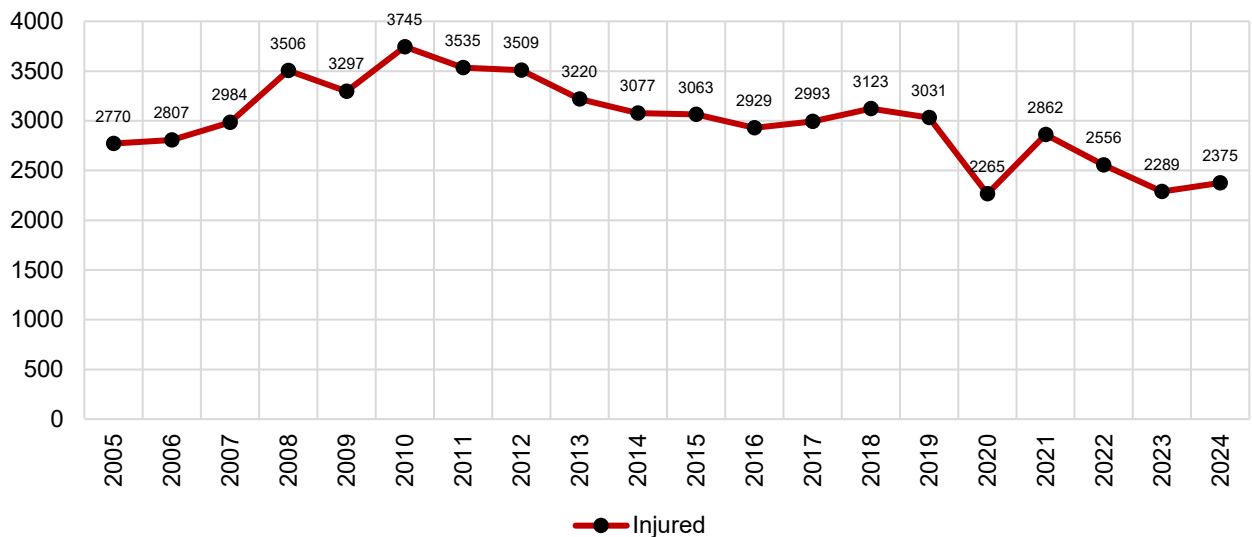


Figure 4-48: Road injured road accidents in Moldova from 2005 to 2024

Source: UNECE Transport Statistics Database, compiled from national and international official sources

The main causes of road accidents remain speeding inappropriate to visibility and road conditions, accounting for 27.78% or 558 of the total number of accidents, which led to the deaths of 102 people and the injuries of another 656.

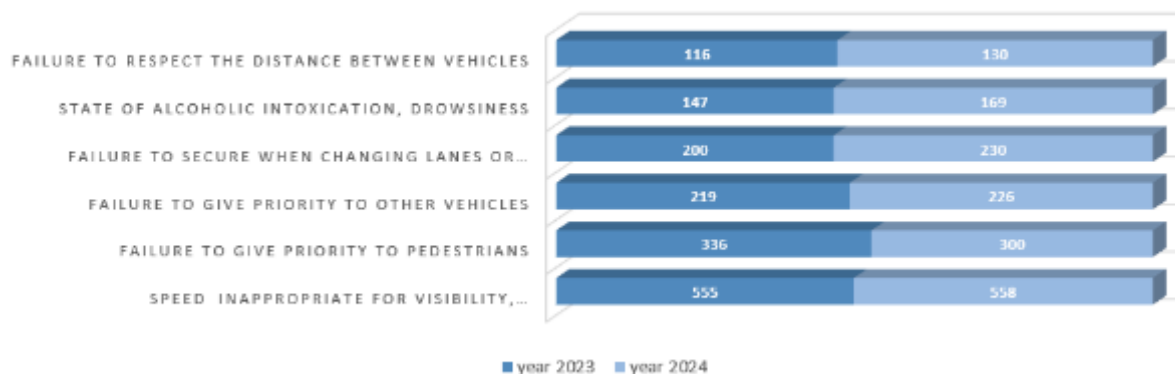


Figure 4-49: Main causes of road accidents

National Road Administration includes roads accidents into an interactive map: www.andsa.md with all details regarding on-line activities on national roads.

The digital map details traffic accidents, their types and causes, as well as other related data, such as road condition, geometry, road surface, flatness index and others. Thus, drivers can use the search engine on the website to choose the safest roads when driving through the country²⁷. From January 2023, INSP (National Inspectorate for Public Security) collected and reported road accidents daily. The information on the map will be continuously updated and offered for use by all interested parties.

The National Road Safety Program 2025–2030²⁸ developed with technical support from FIA Foundation

²⁷ <https://www.undp.org/moldova/press-releases/moldovan-drivers-can-choose-safer-roads-thanks-digital-map-road-accidents>

²⁸ <https://www.fiafoundation.org/news/moldova-launches-five-year-national-road-safety-programme-supported-by-fia-foundation-partners>

partners EASST and the Automobile Club of Moldova (ACM) establishes concrete actions to increase safety on public roads and protect all traffic participants: drivers, pedestrians, cyclists and passengers. The priority measures are organized in the following directions: strengthening road safety management capacities; improving road infrastructure safety; increasing vehicle safety; educating traffic participants and strengthening law enforcement capacities; increasing post-accident intervention and care capacity. In total, the action plan includes 62 specific targets, including capacity building, safer infrastructure, routine vehicle inspections, 30km/h school zones, and improved data collection.

The implementation of the Program will significantly contribute to increasing road safety, by reducing the number of accidents and promoting a culture of responsibility in traffic.

Moldova has already made significant strides in road safety, achieving a 48% reduction in road traffic during the first UN Decade of Action for Road Safety 2011-2020. The rate of road casualties in the country, however, remains significantly higher than the EU average, and in the past year, death rates have risen more than 5%.

4.9.10. Occupational health and safety, Labour and Working Conditions

The Republic of Moldova has been an ILO member state since 1992. The country has ratified 44 ILO International Labour Standards (Conventions) and 1 Protocol, including all ten fundamental conventions. 42 Conventions are in force. The Violence and Harassment Convention, 2019 (No. 190) was ratified in December 2023. The Occupational Safety and Health (OSH) Convention ratified on 28 April 2000 supplements Title IX of the Labour Code²⁹ and provides a detailed legal framework for the protection of worker rights. Foreign workers based in the country are protected by the same legislative framework on occupational health and safety.

The Ministry of Labour and Social Protection is the Central Executive Authority on labour safety.

The State Labour Inspectorate³⁰ is the administrative authority subordinate to the Ministry of Labour and Social Protection, which, according to the provisions of Law 140/2001, ensures the application of the law in the field of labour relations, safety and health at work and exercises state control of enterprises, institutions and organizations of any type of property and legal form of organization, of individuals who employ employees, as well as of central and local public administration authorities, private agencies and unlicensed intermediaries.

The National Agency on Labour and Employment³¹ is a structure of the Ministry responsible for implementation of the employment promotion policy; labour migration; unemployment insurance.

According to the **Law No. 186/2008** (amended 2025) regarding safety and health at work art.9 The employer is obliged to ensure the safety and health of workers in all aspects related to the activity carried out. If the employer uses external protection and prevention services, he is not exempted from his responsibilities in the field of safety and health at work.

And in accordance with point 3 of **GD 95/2009** (amended in 2024) (DECISION for the approval of normative acts regarding the implementation of the Occupational Health and Safety Law no. 186-XVI of July 10, 2008),

²⁹ Labour Code 154/2003, available in Romanian here:

https://www.legis.md/cautare/getResults?doc_id=113032&lang=ro

³⁰ <https://ism.gov.md/>

³¹ <https://www.anofm.md/>

the employer can organize protection and prevention activities in four ways:

- 1) by the assumption by the employer, under the conditions of article 11 paragraph (10) of the Occupational Safety and Health Law of the assigned worker's duties - if he has a certificate that he participated in the OSH course level. 2 (40 hours);
- 2) by designating a worker to carry out protection and prevention activities - if he has a certificate that he has attended the OHS course level. 2 (40 hours);
- 3) by establishing an internal protection and prevention service - if it consists of at least 2 people who hold a certificate that they have participated in the OSH course level 2 (40 hours);
- 4) by calling on external protection and prevention services (outsourcing contract)

Workers employed in non-standard forms of employment (part-time work, fixed-term contracts, flexible working hours, etc.) are fully covered by labour law and enjoy the same rights and guarantees as employees in standard employment relationships³².

The most common types of violations reported by the Ministry are related to **working hours, the lack of providing adequate PPE to the workforce, workers not using the PPE correctly** where they are provided with it, **workers not being paid on time, poor management of occupational health and safety risks, workers who are not based in Chisinau (including foreign workers), and being provided with unsafe accommodation facilities.**

Specific requirements according EBRD Policies:

Specific requirements related to Working Relationships

All employees on the project must have valid, signed contracts for the work they are doing. These contracts should be written in a language employees understand, with clear and transparent communication of each party's roles and responsibilities. Employers need to be respectful of the employees right to privacy and data protection. Information regarding working relationships must be understandable, accessible and available in the main spoken language of the workforce. The employer should ensure open communication about any changes in the working conditions and allow employees to comment or submit grievances regarding working conditions.

Specific requirements related to Child and forced labour

The Client needs to ensure compliance with all relevant national laws or international labour standards regarding employment of minors, whichever provide a higher degree of protection for the child. In the case of employment of persons under the age of 18, additional restrictions of working environments will be enforced. The Client also needs to ensure that there are no work or services performed involuntarily or exacted from individuals under threat of force or penalty. Without proper oversight construction sites can potentially become hotbeds for exploitation of migrant workers. This risk escalated during the international migrant crisis, since most of these workers lack proper documentation or understanding of the local laws. Systems must be in place to ensure that none of the workers on site are being exploited.

Specific requirements related to Non-discrimination and equal opportunity

³² https://gov.md/sites/default/files/media/documents/2025-03/chapter_19_social_policy_and_employment.pdf

Employment decisions should not be based on personal characteristics such as gender, race, nationality, political opinion, affiliation to a union, ethnic, social or indigenous origin, religion or belief, marital or family status, disability, age, sexual orientation or gender identity, unrelated to inherent job requirements. Employment relationships will be based on the principals of equal opportunity and fair treatment and will not discriminate in any of the aspects of employment (recruitment, promotion, job assignment, compensation, working conditions, terms of employment, access to training, termination of employment or retirement, and discipline). **Note: Efforts to maximise local employment opportunities are not considered discrimination but should be clearly defined and communicated.**

Specific requirements related to Workers Organisations

Workers should be allowed to elect representatives, join workers unions or bargain collectively, without any retribution. Workers' organisations should be allowed to negotiate working conditions with the client, with sufficient information and without retaliation.

Specific requirements related to Wages, benefits, and conditions of work (PR 2)

Wages need to be at least comparable to industry standards in the region (in terms of salary, premium rate compensation for overtime, salary reviews, benefits, etc.) The Client also needs to ensure that the national minimum wage will be respected for all workers on site. The Client also needs to ensure that all workers on site are guaranteed reasonable working conditions and terms of employment (which refers to defined working hours, breaks, ability to take holidays and time off, guaranteed sick leave, and voluntary overtime if possible). All sites, from the main compound to remote smaller locations sites, need to be equipped with adequate on-site facilities. These facilities need to be adequate in terms of size and sanitary conditions and accessibility. Separate toilets and changing rooms need to be set up for female workers, with additional consideration given to the location of the female facilities on site to ensure their safety.

Specific requirements related to Occupational Health and Safety (PR 4)

This includes requirements specific to the workers on site such as: Conducting a proper risk assessment, organising sufficient training of staff on potential risks associated with their work areas, preventive measures and required PPE, Providing PPE, Monitoring of injuries, near misses and lost time.

Specific requirements related to Worker accommodation (PR 2)

Workers' accommodation on site needs to comply with the guidance note issued by IFC and the EBRD "Workers' accommodation: processes and standards" from 2009. This guidance note provides information on size, accessibility, sanitary requirements, social areas, and many other aspects of workers' accommodation on site. **General requirements are that:** The accommodation shall be appropriate for its location and shall be clean, safe and, at a minimum, meet the basic needs of workers, and the movement of workers shall not be unreasonably restricted.

Specific requirements related to Retrenchment

Collective dismissals or retrenchment typically happens during the restructuring of the Client's organisation. Collective dismissals in connection with the project are defined in Article 1 of EU Directive 98/59. Prior to any retrenchment the client must conduct an analysis of alternatives to retrenchment. A plan to minimise and mitigate the adverse impacts on workers needs to be developed. This plan needs to include defined compensation packages, training opportunities and a communication plan. Clear and transparent

communication about the process, including a grievance mechanism needs to be established before any actions take place. Termination of contracts at the end of the construction phase is not considered retrenchment – these contracts had always been time restricted.

Specific requirements related to the Grievance Mechanism for the workforce (PR 2/PR4)

This Grievance mechanism should be viewed separately and should operate independently from the External Grievance Mechanism which is also established for the Project to address complaints from third parties. The Grievance mechanism for the workforce should focus specifically on addressing grievances from people working on site. The purpose of this grievance mechanism is to address issues the workers might have with regards to labour and working conditions, personal or community safety, training and equipment required to complete their activities and similar. The client will provide an effective grievance mechanism for workers (and their organisations, where they exist) to raise workplace concerns. The client will inform the workers of the grievance mechanism at the time of hiring and make it easily accessible to them. The grievance mechanism should allow multiple avenues for a grievance to be raised, especially since the grievance could likely be against direct line managers. The mechanism should involve an appropriate level of management and address concerns promptly, using an understandable and transparent process that provides timely feedback to those concerned, without any retribution. The mechanism should also allow for confidential complaints to be raised and addressed. The mechanism should not impede access to other judicial or administrative remedies that might be available under law or through existing arbitration or mediation procedures, nor should it substitute for grievance mechanisms provided through workers unions or collective agreements.

Specific requirements related to Security personnel

When security is required to safeguard the client's personnel and property, the Client will agree a standard of practice and behaviour for the security personnel, guided by the principle of proportionality and Good International Practice in terms of hiring, rules of conduct, training, equipping and monitoring of such personnel. During the procurement process the Client will ensure those considered are not implicated in any past abuses; don't have a history of violence and are trained adequately in the use of force and appropriate conduct towards workers and the local community (particularly in case of armed guards). A suitable grievance mechanism for workers and the local community needs to be established, in addition to the monitoring programme, to raise any concerns regarding security personnel. The Client also needs to ensure that systems are in place to investigate any allegations of unlawful or abusive acts from security personnel and ensure response measures.

Specific requirements related to Employment opportunities

The disruption from construction activities on the local community is often balanced out by the opportunity for temporary employment related to the Project. To utilise the local workforce, the Client needs to ensure that incentives or requirements to mobilise the local workforce are built into the contracts with the contractors, consultants and suppliers. This approach will also mitigate the influx of additional workforce (workers, contractors, service providers and other jobseekers), as well as the related strain on the local infrastructure, services and economy. All parties in the process are asked to assess the local market for labour and services and rely on local labour, as much as possible.

Specific requirements related to non-employees' workers

All PR requirements already mentioned (PR2, PR4) should apply to the non-employees workers apart from

retrenchment. Non-employee workers could however be exposed to different risks and these need to be identified and mitigated. The Client needs to establish policies and procedures for managing and monitoring the performance of non-employees in relation to the project and requirements of the PR. In addition, they need to assess and use reasonable efforts to incorporate these requirements in contractual agreements with such contractors and, where relevant, develop and implement a **Contractor Management Plan**. Non-employee workers need to have access to an effective grievance mechanism. As the employer, it is the Client's role to ensure that all contractors perform their activities in line with the requirements of the loan agreement. During the Preliminary Assessment of contractors, in addition to Professional expertise and Commercial Performance, the Client should look for added value items. Preference can be given to suppliers operating a quality management system as this guarantees they would have defined roles and responsibilities, have conducted their own assessment of impacts, have policies and procedures in place and that they have regular staff training, evaluation and improvement of performance.

Gap analyse of PR4/ESR4 with national legislation is presented below with adequate mitigation measures required.

PR4/ESR 4 Requirement	National Legislation	Gap Identified	Mitigation
OHS Management System & Hierarchy of Controls	Law 186/2008: risk assessments, OSH organisation, designated OSH staff, prevention/protection measures. GD 95/2009: procedures for organising OHS activities, instructions, internal regulations. CP D.02.18: task-level controls for road works, machinery, traffic protection.	No requirement for an integrated project ESMS/ESMP covering OHS + community HS (PR1+PR4). No explicit requirement for alignment with EU OSH directives or ISO 45001.	Prepare a Project OHS Management Plan (OHSP) aligned with PR1 & PR4, referencing EU OSH directives and ISO 45001. Include hierarchy of controls, KPIs, monitoring, and management review mechanisms.
Worker Information, Training, Medical Surveillance & PPE	Law 186: worker information (Art. 14), training (Art. 17), medical surveillance (Art. 21), PPE provision. CP D.02.18: PPE, safe machinery operation, temporary traffic control	Legal minimums only; lacks proactive safety culture (behaviour-based safety, stop-work authority, reporting culture).	Introduce behaviour-based safety, mandatory stop-work authority. Establish near-miss/unsafe act reporting system (anonymous). Integrate reporting into toolbox talks and monthly statistics.
Incident Reporting, Investigation & Learning	National law: mandatory reporting of accidents/diseases; cooperation with Labour Inspectorate; compensation payments.	No requirement for root-cause analysis, trend analysis, or continuous improvement. No requirement for EBRD notification of serious/fatal incidents.	Establish incident management procedure (classification, RCA tools, CAPA tracking). Commit to timely reporting of serious incidents to EBRD.
Contractor & Third-Party Worker Management	Law 186 applies individually to each employer. CP D.02.18 applies to all organisations involved in road works.	No requirement for an integrated OHS management system across all contractors. No requirement to impose PR4-level OHS obligations in contracts or conduct contractor audits.	Develop Contractor OHS Management Procedure: pre-qualification, OHS KPIs, mandatory JHAs (Job Hazards analysis)/method statements, regular audits, contractual PR4/ESR4 compliance.
Community Health & Safety (including Traffic Safety)	Law 186: worker-focused, no community HS obligations. CP D.02.18: road signalling, temporary traffic organisation (indirectly protects public).	No obligation to assess/manage community HS risks (traffic safety, pedestrian risk, dust exposure, vulnerable groups).	Prepare Community Health, Safety and Security Plan. Develop Traffic & Road Safety Management Plan for construction.

PR4/ESR 4 Requirement	National Legislation	Gap Identified	Mitigation
		No required community communication on safety risks (detours, closures).	Implement community notification procedures (mayorality boards, social media, signage). Agree emergency access protocols with local services.
GBV/SEA (Gender-Based Violence / Sexual Exploitation & Abuse)	Not addressed in Law 186 or CP D.02.18. Addressed only under general criminal/equality legislation, not as OHS risk.	Major gap: national system does not treat GBV/SEA as a project-related HS risk.	Develop GBV/SEA Action Plan (PR4/PR2). Worker Code of Conduct with explicit GBV/SEA clauses. Mandatory induction + refresher training. Confidential grievance pathways; zero-tolerance enforcement in contracts.
Security Personnel & Use of Force	No OSH-related provisions; security regulated separately (police/security laws).	No requirement for project-level security risk assessment, vetting, training, or human-rights aligned use of force.	If security personnel are used, prepare Security Management Plan aligned with PR4: vetting, proportional force, conflict de-escalation, GBV sensitivity, incident reporting.
Supply-Chain Health & Safety (High-Risk Supply Chains)	Law 186 applies only to employers within RM territory; no obligation to oversee supplier OHS.	No requirement for HS screening of high-risk suppliers (quarries, bitumen, asphalt plants).	Require suppliers to demonstrate OHS compliance (risk assessments, licenses). Include PR4/EU OSH requirements in procurement. Reserve right to audit high-risk suppliers.
Monitoring, Worker Participation & Worker Grievance Mechanisms	Law 186 provides for OSH committees, worker consultation.	No requirement for worker-specific HS grievance mechanism linked to project GRM. No requirement for worker participation in ESAP monitoring	Integrate worker HS channels into project GRM (PR10). Establish Joint OHS Committees (client + contractors) reviewing audits, incidents, corrective actions.

Table 4-48: Gap analyse of PR4/ESR4 with national legislation

All contractors are required to comply with all relevant national regulatory requirements, as well as any related requirements in the construction permits or other approvals obtained in line with the national procedures. The Contractor is generally responsible to generate the H&S system at work sites including development of an H&S Plan and incorporation of H&S training. Contractor(s) are also responsible for ensuring safe working environment, including the provisions of personal protective equipment.

Major requirements for occupational health and safety during construction works are presented in the project design documentation. Alignment with PR4/ESR4 is mandatory in project financed by EBRD.

Labour and working conditions

Information provided by the Government of the Republic of Moldova to the Questionnaire of the European Commission Chapter 19: Social Policy and Employment on May 2022 ³³ provides a comprehensive screening on compliance of national legislation with EU policy processes in the areas of employment policy, social inclusion and social protection.

Requirement (PR2, PR4 or PR2/PR4)	National Legislation	Gap / Alignment	Implications / Required Measures
Policies on Equal Opportunity, Harassment, GBV, Modern Slavery & OHS			
PR2 Requirement Written policies on equal opportunity, anti-	Non-discrimination and equal opportunity are covered by: Constitution	Partial alignment. National law covers non-discrimination and	Client/Contractor must adopt a Project-specific HR Policy including: non-discrimination,

³³ https://gov.md/sites/default/files/media/documents/2025-03/chapter_19_social_policy_and_employment.pdf

Requirement (PR2, PR4 or PR2/PR4)	National Legislation	Gap / Alignment	Implications / Required Measures
harassment, gender-based violence, modern slavery and OHS must be in place for the Project and contractors.	(art. 43), Labour Code (art. 5, 8, 10, 47, 199), Law No. 5/2006 on equality between women and men, Law No. 121/2012 on equality, Trade Unions Law No. 1129/2000 (mentions sexual discrimination and harassment), plus general OHS framework.	sexual harassment, but: (i) no explicit requirement for employers to adopt comprehensive written policies on GBV/SEA, anti-harassment, and modern slavery; (ii) no explicit requirement to extend these policies to contractors and supply chains.	equal opportunity, anti-harassment, GBV/SEA, prohibition of forced labour/modern slavery, and link it to OHS Policy. Require all contractors to adopt equivalent policies (ESAP action).
Working Relationships & Written Contracts			
PR2 Requirement All workers engaged on the Project have clear, written employment conditions in a language they understand, including rights, wages, working hours, rest, benefits, etc.	Labour Code art. 58 requires written individual employment contracts; art. 49 lists minimum contents; art. 51 allows additional clauses (mobility, confidentiality, housing, transport, etc.). Forms: permanent (art. 54), fixed-term (art. 55), part-time (art. 97), flexible hours (art. 100*).	Substantive alignment for employees, but gaps: (i) Law No. 22/2018 on day labourers and civil-law service contracts are outside labour law; (ii) PR2 expects clarity of terms for all Project workers, including non-standard and non-employee workers.	Ensure all Project workers, including day labourers and those under service contracts, receive written information on terms and conditions in a language they understand. Contractually require contractors to do the same (Contractor Management Plan / HR procedures).
Supply Chain & Non-Employee Workers			
PR2 Requirement Requirements on non-employee workers and supply chain: manage and monitor contractor performance, integrate PR2/PR4 requirements in contracts, provide access to grievance mechanism, and address risks of exploitation/modern slavery.	No specific provisions on supply chain labour standards or mandatory contractor social risk management. Non-employee workers are mainly governed by civil law.	Major gap. PR2 has strong expectations for contractor and supply chain management, while Moldovan law does not impose equivalent requirements on the Client	Develop and implement a Contractor Management Plan: (i) include PR2/PR4 requirements in contracts (no child/forced labour, OHS, working hours, GM, data protection, non-discrimination); (ii) pre-qualification criteria and audits; (iii) monitoring of contractors and key suppliers; (iv) ensure contractor workers have access to the Worker GM.
Working Time, Rest and Overtime			
PR2 Requirement Working hours and rest must be consistent with ILO core standards; overtime should be voluntary and paid at premium rates; clear rules on breaks, holidays, sick leave.	Title IV Labour Code + National Collective Agreement No. 2/2004 regulate working and rest time, including preparation time and certain idle time; art. 104 regulates overtime, which must be exceptional and, in practice, voluntary.	Broad alignment in law, but PR2 expects evidence of implementation and monitoring, particularly in high-risk sectors such as construction (systematic overtime, pressure on workers).	Client/Contractor to: (i) adopt and communicate a Working Time Procedure consistent with national law and PR2; (ii) keep records of working hours and overtime; (iii) verify voluntariness of overtime; (iv) include these obligations in contractor contracts and OHS supervision.
Protection of Personal Data & Privacy			
PR2 Requirement Respect for worker privacy and data protection. Personnel data must be processed lawfully, securely and confidentially.	Labour Code (art. 51, 91) and Law No. 133/2011 on personal data protection – personal data can be processed only for legitimate purposes and in line with law; confidentiality obligations exist.	Good alignment in legal framework, but PR2 requires this to be embedded in HR and GM processes.	Prepare a Data Protection Protocol for HR: limit access to personnel files; regulate data use in grievances and disciplinary investigations; train HR and site management.
Child Labour & Young Workers			
PR2 Requirement Prohibit child labour and ensure compliance with national law or	Covered by Constitution, Labour Code, Family & Civil Codes, Education laws, Contravention	Strong alignment in law, but PR2 requires systematic verification and monitoring on	Client/Contractor must: (i) introduce age-verification procedures (ID check, record keeping); (ii) explicitly prohibit

Requirement (PR2, PR4 or PR2/PR4)	National Legislation	Gap / Alignment	Implications / Required Measures
international standards, whichever is higher. Young workers (<18) must not be employed in hazardous work.	Code. Minimum age 15 with parental consent and conditions (Labour Code art. 46(3)). Chapter III (art. 253–257) of Labour Code + art. 255 explicitly prohibit under-18 in heavy, harmful and dangerous work, including construction activities that may harm health or moral integrity.	construction sites, especially for contractors and migrant labour.	employment of <18 in any construction or hazardous work in contracts; (iii) supervise implementation by contractors.
Forced Labour / Modern Slavery			
PR2 Requirement Prohibit all forms of forced, compulsory, or trafficked labour; no work performed under threat of penalty or coercion; address risks in migrant labour and supply chains.	Constitution art. 44 and Labour Code art. 7 prohibit forced labour. There are general criminal/administrative provisions against trafficking and exploitation, but no specific project-level obligations regarding recruitment practices or passport/fee retention.	Partial alignment. Prohibition exists, but there is no requirement to: (i) control recruitment agencies; (ii) prevent retention of identity documents; (iii) prevent recruitment fees; (iv) monitor contractor practices.	Adopt a Modern Slavery / Forced Labour Procedure: (i) zero tolerance for forced labour; (ii) no retention of passports; (iii) prohibition of recruitment fees; (iv) due diligence on recruitment agencies; (v) monitoring of contractors and migrant workers.
Freedom of Association & Collective Bargaining			
PR2 Requirement Workers are free to form or join organisations, elect representatives and bargain collectively, without retaliation.	Labour Code art. 5 and 8 guarantee freedom of association and prohibit discrimination based on trade union membership; Trade Unions Law No. 1129/2000.	Legal alignment, but PR2 emphasises practical respect and non-interference, especially with contractors.	Client and contractors must formally commit (in HR Policy, Code of Conduct) to: (i) respect workers' rights to join unions; (ii) not interfere with union activities; (iii) allow worker representatives to engage in OHS and labour dialogue.
Retrenchment / Collective Dismissals			
PR2 Requirement Before collective dismissals, analyse alternatives, develop a retrenchment plan with mitigation measures (compensation, training), and consult workers; establish a GM; note that end-of-contract at end of construction is not retrenchment.	Labour Code art. 86 and 185 ¹ : when collective redundancies are envisaged, employer must notify Employment Agency at least 3 months in advance; agency supports re-employment and retraining, together with employer and employee representatives.	Partial alignment. Law regulates notification and some mitigation via public employment services, but PR2 requires: (i) a formal retrenchment plan; (ii) documented analysis of alternatives; (iii) structured consultation and communication strategy; (iv) integration with Worker GM.	If any collective redundancies are linked to the Project (e.g. O&M restructuring), Client shall prepare a Retrenchment Plan consistent with PR2: alternatives analysis, mitigation measures, extended support, and use of Worker GM. For construction, clarify in contracts that time-bound contracts ending with works are not "retrenchment," but still ensure fair treatment.
Grievance Mechanism for Workers			
PR2 Requirement Client must provide an effective grievance mechanism for workers (separate from external GM), with multiple channels, confidentiality, non-retaliation, and clear timeframes.	Labour inspectorate Law No. 140/2001 – safeguards confidentiality of complaint sources, but Law No. 131/2012 on state control limits unannounced inspections based on anonymous sources (identity disclosure needed); workers can use courts, unions, and inspectorate; however, there is no legal requirement to establish an internal project-level worker GM.	Significant gap. PR2 explicitly requires a project-level Worker GM; national legislation relies on external institutions and union mechanisms.	Establish a Worker Grievance Mechanism: (i) written procedure and flowchart; (ii) multiple channels (box, hotline, email, worker reps); (iii) confidentiality and non-retaliation; (iv) clear timelines; (v) tracking and feedback; (vi) access for contractor workers and non-employees. Communicate GM at induction and display on site.

Requirement (PR2, PR4 or PR2/PR4)	National Legislation	Gap / Alignment	Implications / Required Measures
Occupational Health & Safety (PR4 link)			
PR2/PR4 Requirement Systematic OHS risk assessment, training, PPE provision, incident / near-miss reporting, and continuous improvement for all workers (including contractors).	Law No. 186-XVI/2008 on OHS, GD No. 95/2009 on OHS organisation, sanitary regulations (e.g. HG 1025/2016), plus CP D.02.18:2017 for road construction works.	Largely aligned in legal framework, but PR2/PR4 require: (i) structured OHS Management System; (ii) recording of near misses; (iii) active worker participation; (iv) strict supervision of contractors. These are not always fully prescribed or implemented.	Implement a Project OHS Management Plan aligned with PR4 and CP D.02.18:2017, covering all contractors: risk assessments, method statements/JHAs, training, PPE, incident and near-miss reporting, OHS committees with worker participation, and regular audits.
Worker Accommodation			
PR2 Requirement Worker accommodation must follow IFC/EBRD “Workers’ accommodation: processes and standards” (2009): adequate space, sanitation, safety, privacy, and freedom of movement.	Moldovan law sets general sanitary and housing norms, but no specific, detailed standards for temporary worker camps comparable to IFC/EBRD guidance.	Gap. There is no detailed national standard for temporary worker camps equivalent to IFC/EBRD guidance.	If worker camps are used, adopt a Worker Accommodation Plan based on IFC/EBRD 2009 note, covering room densities, WASH, safety, gender-sensitive facilities, and access to GM. Include requirements in contracts with contractors.
Security Personnel			
PR2/PR4 Requirement Security personnel must operate under rules consistent with Good International Practice, proportional use of force, respect for human rights; screened for past abuses; trained; subject to GM and incident investigation.	National legislation regulates private security services and use of force but does not explicitly require screening for past human rights abuses or alignment with international standards such as Voluntary Principles.	Gap. PR2/PR4 expectations go beyond national law: screening, training, behaviour code, and GM for complaints against security.	Develop a Security Management Procedure for the Project: vetting (no past abuses), Code of Conduct, human-rights training, proportionality rules, integration with Project GM, and incident investigation procedure. Include these requirements in security contracts.
Employment Opportunities & Local Hiring			
PR2 Requirement Promote local employment opportunities and ensure that local hiring targets or incentives are defined and communicated; avoid discrimination.	No specific legal obligation to prioritise local labour, beyond general non-discrimination rules.	No legal requirement; PR2 considers this a good practice rather than a strict obligation.	Include in tender documents and contracts local hiring clauses (to the extent feasible), transparently communicate opportunities in local communities, and monitor local employment indicators.
Non-Employee Workers (Contractors, Subcontractors, Suppliers)			
PR2 Requirement Apply PR2 and PR4 requirements to non-employee workers, except retrenchment; identify their specific risks; establish management and monitoring procedures; ensure access to grievance mechanism.	Non-employee workers are generally regulated by civil law and commercial contracts; labour law and PR2-type protections are not systematically extended to them by law.	Major gap. There is no legal obligation to treat non-employee workers in line with PR2/PR4.	Client must: (i) integrate PR2/PR4 requirements into all contracts (contractor, sub-contractor, key suppliers); (ii) implement a Contractor Management Plan; (iii) ensure non-employee workers have access to the Worker GM; (iv) monitor and audit contractor performance.

Table 4-49: Comparison PR2 and national legislation

Moldova hosts an increasing number of refugees, asylum seekers, and foreign migrant workers—primarily from Ukraine, countries of the CIS, and, in construction, from South-East Asia (Vietnam, Nepal, India,

Bangladesh, Filipine). For a large-scale, labour-intensive project such as the R7 road rehabilitation (Lots 1–6), the presence of migrant labour—whether directly employed by contractors or through sub-contractors—creates heightened PR2 and PR4 risks that require a specific management approach.

These risks and gaps are not fully addressed under Moldovan legislation, which does not contain explicit requirements on recruitment practices, recruitment intermediaries, passport retention, language accessibility, or modern-slavery safeguards. PR2 requirements therefore exceed the national framework.

Overall, the Moldovan legal framework provides a solid basis for labour and working conditions, particularly in the areas of non-discrimination, prohibition of child and forced labour, freedom of association, written contracts for employees, and occupational health and safety. However, EBRD PR2 establishes broader and more operationally focused requirements, especially concerning non-employee workers, supply chain management, modern slavery risk, project-level worker grievance mechanisms, worker accommodation and security arrangements.

The main gaps relate to (i) the absence of a mandatory project-level worker grievance mechanism; (ii) limited regulation of labour practices in supply chains and for non-employee workers; (iii) lack of explicit requirements for written GBV/SEA, anti-harassment and modern slavery policies; (iv) absence of detailed standards for temporary worker accommodation; and (v) limited obligations on the management and oversight of security personnel. These gaps will be addressed at project level through adoption of a PR2-compliant HR Policy and Code of Conduct, establishment of a Worker Grievance Mechanism, development of a Contractor Management Plan (including labour and OHS clauses), and preparation of specific management plans for worker accommodation and security personnel.

Emergency Responses (Information to be included by Executive Contractor in Emergency Response Plan)

External emergency response capacity in the R7 project area is provided through the national **112 unified emergency system**, which integrates fire and rescue (IGSU), ambulance/SMURD, police/patrol units, and civil protection structures. Overall capacity is adequate at district level, but uneven across rural localities, with slower response times and limited specialised equipment outside urban centres. Emergency services follow Moldova's national civil protection system under the General Inspectorate for Emergency Situations (IGSU).

The location and capacity of external emergency response providers who may be requested to provide support during an emergency response (construction or operation) - fire and rescue (IGSU) are as follows:

Fire stations in the Project vicinity:

R7 Lot 1-6	Fire stations in Project Vicinity	Project Localities
1-6	National Emergency: Use 112 for situations that require an immediate response from the police, medical, or fire services	all
1,6	General Inspectorate for Emergency Situations (www.igsu.gov.md) Soroca Rescue and Fire Department, mun. Soroca, str. Ocolirii, 11, soroca@igsu.gov.md , +3732324120, +37379604184	Soroca city, Șolcani village, Cosăuți village
1,2,4	Drochia Emergency Situations Section, Drochia city, str. Hotin, 34A, drochia@igsu.gov.md +37325222101, +37379604250	Zgurița Village, Chetrosu village, Drochia city, Țarigrad village, Nicoreni village, Miciurin village
2,3,5	Rîșcani Emergency Situations Section, or. Rîșcani, str. Trandafirilor, 1, riscani@igsu.gov.md +37325624501, +3739604149	Râșcani city, Pîrjota village, Șaptebani village, Hiliuți village, Gălășeni village, Mălăiești village, Petrușeni village, Costești commune (with

		Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)

Table 4-50: Overview of fire fighters' locations

Public security providers along the Project Area:

R7 Lot	Public Security Providers contacts:	Responsible for Communities
1-6	National Emergency: Use 112 for situations that require an immediate response from the police, medical, or fire services	all
1,6	General Police Inspectorate – www.politia.md Police Inspectorate Soroca, str. Ion Creangă 18, mun. Soroca, +37323023602 +37323022980 mob: +37369942555 ip_soroca@igp.gov.md	Soroca city, Șolcani village, Cosăuți village
1,2,4	General Police Inspectorate – www.politia.md Police Inspectorate Drochia, str. 31 August 7, or. Drochia, +37325268101 +37360201226, ip_drochia@igp.gov.md ,	Zgurița Village, Chetrosu village, Drochia city, Țarigrad village, Nicoreni village, Miciurin village
2,3,5	General Police Inspectorate – www.politia.md Police Inspectorate Rîșcani, str. Independenței 36, or. Rîșcani +37325629302; +37325622980 mob: +37369672902, ip_riscani@igp.gov.md ,	Râșcani city, Pîrjota village, Șaptebani village, Hiliuți village, Gălășeni village, Mălăiești village, Petrușeni village, Costești commune (with Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)

Table 4-51: Public security providers along the Project Area

4.9.11. Gender and the role of women in society

The legislative framework for equality between women and men is in line with international commitments. However, implementation lags, and women still face discrimination and inequality in social, economic, and political life.

In February 2006, the Parliament of the Republic of Moldova adopted the Law on Ensuring Equal Opportunities between Women and Men (Law No. 5 of 09.02.2006). The purpose of this law is to ensure the exercise of equal rights by both women and men in the political, economic, social, cultural, other spheres of life, rights guaranteed by the Constitution of the Republic of Moldova, to prevent and eliminate all forms of discrimination based on sex (art.1). Until the adoption of the Law on Equal Opportunities between Women and Men in 2006, the legislative framework of gender equality was provided by the Constitution of the Republic of Moldova, Art. 16, paragraph 2, which stipulates that: "All citizens of the Republic of Moldova are equal before law and public authorities, regardless of race, nationality, ethnic origin, language, religion, sex, opinion, political affiliation, wealth or social origin".

The adoption of the law represented an essential progress, due to the fact that, for the first time in the legislation of the Republic of Moldova, the concept of discrimination was defined, especially based on sex. In addition to defining specific notions, such as equal opportunities, gender, discrimination based on sex, this law establishes the legal and institutional framework in the field of equality between women and men.

Moldova has ratified the Convention on the Elimination of All Forms of Discrimination against Women (CEDAW) in 1994 and its Optional Protocol in 2006.

Women and employment

Labour underutilization by sex (%)

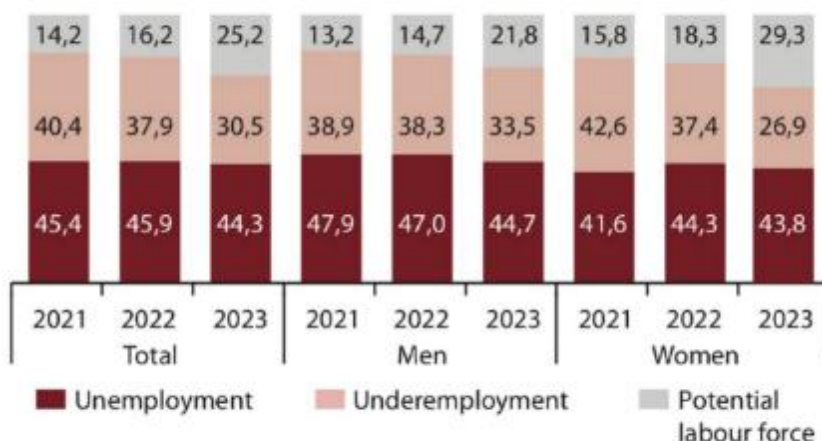


Figure 4-50: Labour underutilization by sex

Women are less active in the Moldovan labour market. The employment rate for men aged 20-64 years was 58,8%, while for women – 53,0%, the gender gap in employment for this age group was 5,8 percentage points. In 2022 men had higher earnings than women in the most of economic activities, the biggest differences were in the activities: information and communications – by 38,1% more; financial and insurance activities – by 32,5%; health and social work – by 22,4%. Women had higher earnings than men only in administrative and support service activities – by 5,7% more; education – by 4,3%; other service activities – by 3,6%.

According to the distribution by economic sectors reveals a higher share of women employed in the service sector (58.4% women and 41.6% men respectively in 2022). Fewer women are found in the agricultural sector (37.2%), construction (7.8%), transport and storage (31.3%), information and communications (36.8%), real estate transactions (35.6%), administrative service activities and support services activities (35.9%), public administration and defence and mandatory social insurance (42.4%), but economic activities such as accommodation and public catering activities (65.1%), financial intermediation and insurance (65.8%), education (81.9%), health and social assistance (82.1%), professional, scientific and technical activities (62.7%), other service activities (59.6%)³⁴.

Women and transport

As stated above, women are much less likely to be in full-time formal employment than men; their travel tends to be more varied and connected to household responsibilities. Across the country, women frequently travel with children, and they travel to educational and healthcare facilities, to visit family relatives, and undertake administrative tasks at local government offices. In 2022, of all drivers at all levels, 55.4% were men, and 44.6% were women³⁵.

Women in political life

Since the adoption of Law No. 5 on Equality of Opportunities for Men and Women in 2006, a series of national

³⁴ https://statistica.gov.md/ro/portretul-statistic-al-femeilor-si-barbatilor-in-republica-moldova-9617_61008.html

³⁵ https://statistica.gov.md/ro/portretul-statistic-al-femeilor-si-barbatilor-in-republica-moldova-9617_61008.html

strategies and action plans have been designed with aim to promote gender equality. In 2016, a law on temporary special measures introduced a 40% quota for each gender in cabinets and electoral lists, and provisions for paternity leave together with a ban on sexist advertising.

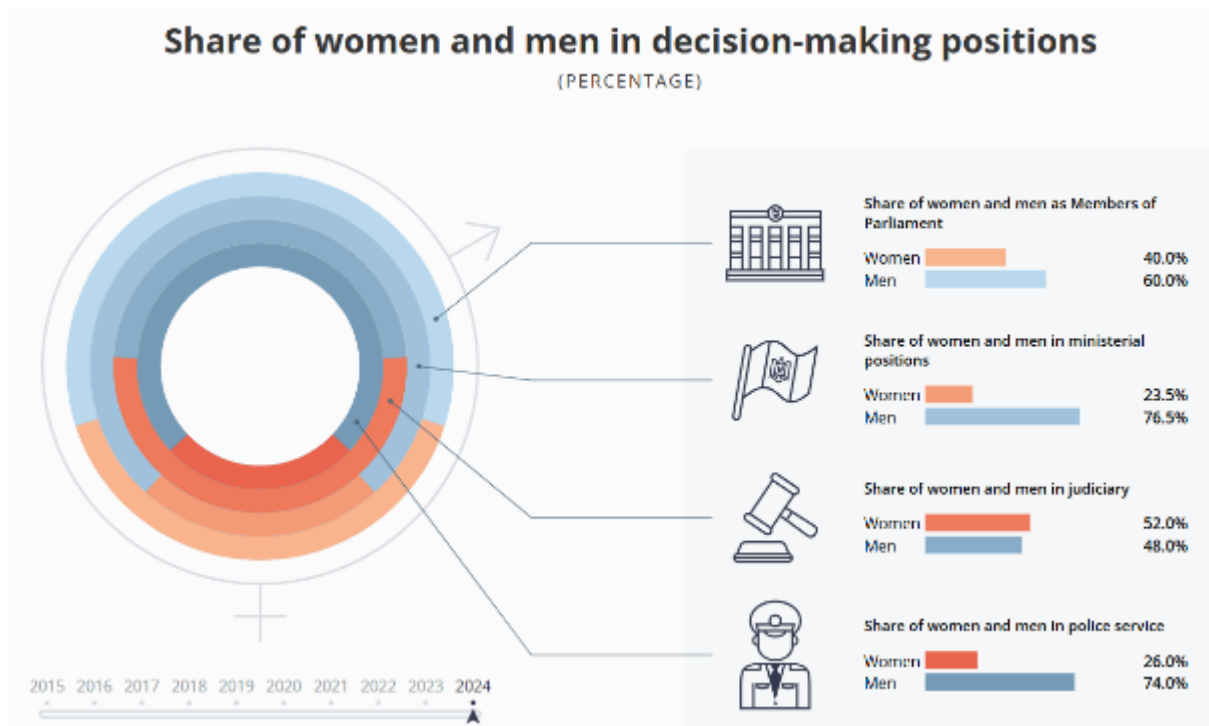


Figure 4-51: Share of women and men in decision-making positions in 2024

Source www.genderpulse.md

However, the implementation of gender equality measures is too slow. Women still face discrimination and inequality in social, economic and political life and their representation in Moldovan politics and decision-making remains below international benchmarks³⁶.

4.10. Cultural heritage and archaeological sites

Cultural heritage is distinguished by the following forms:

- Tangible cultural heritage includes movable cultural heritage (e.g. paintings, sculptures, manuscripts, etc.) as well as immovable cultural heritage (e.g. monuments, archaeological sites, cave dwellings, historic buildings, etc.) that are of outstanding universal value from a historical, artistic or scientific point of view or are of outstanding universal value from a historical, aesthetic, ethnological or anthropological point of view³⁷.
- Intangible cultural heritage includes living traditions or expressions inherited from ancestors and passed on to descendants, such as oral traditions, performing arts, social practices, rituals and festive events.
- Natural heritage includes natural sites with cultural aspects, such as cultural landscapes, physical,

³⁶ https://www.eeas.europa.eu/sites/default/files/country_gender_profile.pdf

³⁷ UNESCO, <http://whc.unesco.org/en/conventiontext/>

biological or geological formations that have outstanding universal value in terms of aesthetics, science, conservation or natural beauty.

In the Republic of Moldova there are thousands of cultural or natural sites, including architectural monuments, settlements from different historical eras and medieval fortresses. This cultural and natural heritage is relatively evenly distributed throughout the country.

The tourist potential of the Development Region North³⁸ is represented by a particularly rich and varied natural setting, which includes **102 state-protected areas** with a total area of about 16.6 thousand ha, **2 beaches of national importance (Soroca, Costești), 20 museums, 178 ecclesiastical buildings of national importance and 454 of local importance.**

In the Development Region North there are **30 sites of ancient and medieval fortifications (fortresses and citadels)**, which are concentrated in the Naslavcea-Mereșeuca, Cosăuți-Zastâncă area.

In the Development Region North there are **279 religious objects** registered (included in the National Register of Monuments). The oldest monastic sites are the monasteries in Călărășeuca, Ocnița, Rudi and Cosăuți, Soroca, Japca, Florești, Zăbriceni, Edineț, Nihoreni, Drochia, etc.

The boyar mansions are architectural monuments of national importance, shrouded in mystery that bear the imprint of the noble families of the past, which are currently in a deplorable state, others being transformed into museums, schools. In the RDN, about **28 mansions** built in the 19th and 20th centuries are registered.

Soroca District in Moldova boasts significant cultural heritage, highlighted by the iconic Soroca Fortress, a well-preserved medieval stronghold on the Dniester River, alongside unique sites like Gypsy Hill, known for its distinctive palaces, and historic monasteries such as Rudi and Japca, preserving Moldovan spiritual and architectural traditions amidst stunning natural landscapes.

Key Cultural & Archaeological Sites:

Soroca Fortress: A crucial medieval monument, built by Stephen the Great and rebuilt in stone, offering insights into military architecture and commanding views of the Dniester.

Gypsy Hill (Dealul Romilor): Famous for its extravagant, palace-like homes, showcasing a unique local architectural style and cultural vibrancy.

Rudi Monastery: An important religious complex featuring ancient ruins and beautiful landscapes, offering spiritual reflection.

Japca Monastery: One of Moldova's oldest monasteries, known for its unique Church of the Lord's Ascension, dating back to the 17th century.

Cosăuți: A location offering breathtaking views of the Dniester River, often visited alongside the fortress.

"The Covering of the Virgin Mary" Monastery, Cosăuți village, Soroca district .the year 1729 has been recorded as the beginning of the Cosăuți hermitage in various acts and works, although old documents that would document the establishment of the hermitage in the first half of the 18th century have not been preserved.

Candle of Gratitude Monument (Monumentul „Candela Luminării”): A symbolic monument on a hill overlooking the Dniester, concluding many regional tours.

The Drochia district features numerous cultural heritage and archaeological sites, including the Mîndîc Villa with park museum complex, the Nicoreni Monastery, and a significant Cucuteni-Trypillia archaeological site

³⁸ <https://www.investnorth.md/tourist-potential/tourism-overview/>

near Petreni and Sofia villages.

Notable Cultural Heritage Sites

Museum Complex "Villa with park Mîndîc": A historical and landscape architecture monument from the late 19th century, this complex offers insight into the region's aristocratic past.

Monastery "Saint Prophet Ilie" Nicoreni village: This men's monastery is an important religious site known for its architecture and location perched on a hill.

Museum of History, Ethnography and Art: Located in Drochia town, the district museum houses a rich collection of artifacts, art, and heritage items from the area.

Wooden Churches: The district is home to several historic wooden churches, including the "Saint Nicholas" church in Fântânița village and the "Assumption of the Mother of God" church in Măcăreuca village.

Jewish Cemetery: An important historical site in the village of Zgurița, dating back to the 19th century.

Key Archaeological Sites

Petreni-Sofia Site: Archaeological surveys have revealed extensive remains of a large Cucuteni-Trypillia settlement (dating to the Late Bronze Age) in the area between Petreni and Sofia villages, indicating ancient habitation.

Odaia-Miciurin Settlement: This Late Bronze Age site near the village of Odaia-Miciurin has been the subject of detailed interdisciplinary research, with findings including pottery fragments, bronze artifacts, and burnt daub.

"Turkish Cannonball": A localized historical artifact found in Fântânița village, which is a point of interest for local history enthusiasts.

Rîșcani District in Moldova boasts significant cultural heritage, notably the mysterious Suta de Movile (Valley of a Hundred Hills), a vast landscape of over 3,000 mounds believed to be ancient Getae tombs, alongside historical sites like the St. Nicolae Cathedral, modern monuments like the Candle of Gratitude, and cultural spots such as the Ceramica Zavatchi workshop, offering glimpses into local history, crafts, and spiritual traditions.

Suta de Movile (Valley of the Hundred Hills): Near Braniște village, this unique geological formation features thousands of mounds, legendary resting places of ancient Getae warriors.

St. Nicolae Cathedral (Rîșcani Town): A significant religious landmark in the district's main town.

Rudi Monastery: While slightly outside Rîșcani district, it's a notable historic and religious site in the region, known for its peaceful atmosphere.

Candle of Gratitude Monument: A prominent memorial in Rîșcani town, honouring important events or figures.

Ceramica Zavatchi: A workshop where visitors can learn about and practice traditional clay modelling and pottery techniques.

Honey Land Apiary: An experiential spot to learn about beekeeping, see traditional hives, and taste local honey.

Vasile Alecsandri Square & Independence Square: Central squares in Rîșcani town, offering insight into local life.

Within the framework of the National Tourism Development Programme "Tourism 2028", the tourism sector in the Republic of Moldova is recognised as having significant development potential, particularly in relation to inbound and domestic tourism, which are key drivers for regional economic growth. However, the Programme

highlights that inadequate tourism and supporting infrastructure continues to place the sector on a volatile and high-risk development trajectory.

Despite notable progress achieved through public policies, international partner support, and increased private sector engagement—resulting in expanded accommodation capacity, diversification of tourism services, promotion of rural destinations, and the establishment of multi-stakeholder partnerships (including public authorities, academia, NGOs, donors, and diaspora involvement)—several structural constraints persist.

In particular, insufficient public investment in critical infrastructure remains a key barrier to tourism development at regional level. This includes limited access infrastructure to tourist destinations, underdeveloped water supply and wastewater systems, inadequate waste management, poor maintenance of national, regional, and local road networks, insufficient street lighting, and limited territorial planning and amenities. Furthermore, the uneven geographical distribution of accommodation facilities, inconsistent quality standards, substandard and limited access roads, and constrained connectivity to air transport hubs contribute to reduced accessibility and attractiveness of tourist destinations.

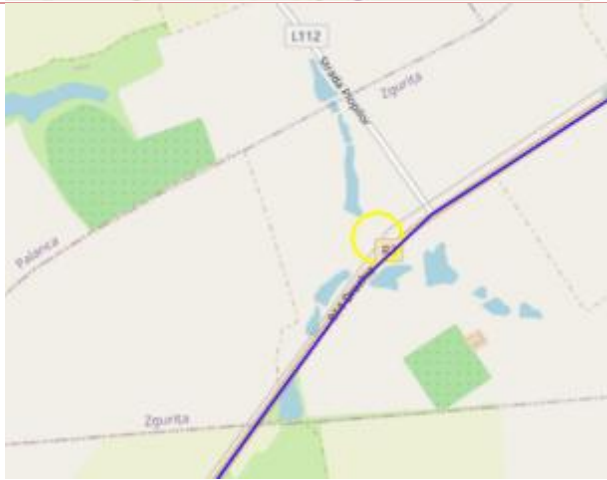
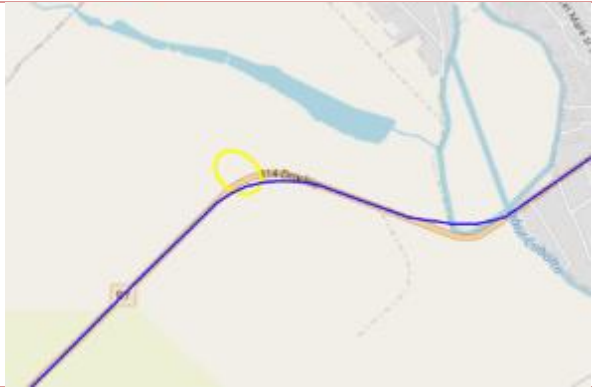
As a result, the Republic of Moldova is often perceived as a short transit destination within international tourism routes, with reduced average visitor stay duration and underutilisation of tourism assets located outside the Chişinău area. These challenges are directly relevant to the R7 road corridor, where improved road infrastructure under the Project has the potential to enhance accessibility to cultural heritage sites and tourism destinations, thereby supporting regional tourism development objectives in line with the Programme.

4.10.1. Archeological sites

Within the area of influence of the R7 road rehabilitation and modernization project, several archaeological sites have been identified based on the available archaeological inventory data. These sites are located in close proximity to the proposed alignment and fall within the project's Lots 1, 2, 3, 4, and 6.

The majority of the identified sites date back to the Late Bronze Age (XV/XIV – XIII centuries BC) and the Eneolithic period (4th millennium BC), reflecting the rich prehistoric heritage of the region. Additional sites from the Late Roman Era (III–IV centuries AD), Medieval period (VI–XVIII centuries AD), and one significant Paleolithic site were also recorded.

	Lot 1 1 - Lat: 48.172 - Long: 28.087 Name: Solcani III Code: 7855.3 Dating: First Iron Age / XII-X centuries BC. 2 - Lat: 48.166 - Long: 28.086 Name: Solcani II Code: 7855.2 Dating: Eneolithic / mil. IV BC; Medieval Era / XVIII century.

	Lot 1 1 - Lat: 48.15 - Long: 28.056 Name: Baxani IV Code: 7812.5 Dating: Late Bronze Age / XV/XIV-XIII centuries BC. 2 - Lat: 48.143 - Long: 28.05 Name: Baxani III Code: 7812.4 Dating: Late Bronze Age / XV/XIV-XIII centuries BC. 3 - Lat: 48.142 - Long: 28.041 Name: Zgurița IV Code: 3642.4 Dating: Medieval era / VI-IX centuries AD.
	Lot 1 Lat: 48.103 - Long: 27.943 Name: Zgurița V Code: 3642.5 Dating: Late Bronze Age / XV/XIV-XIII centuries BC.
	Lot 1 Lat: 48.062 - Long: 27.874 Name: Chetrosu I Code: 3614.1 Dating: Eneolithic / mil. IV BC. Hr.
	Lot 2 1 - Lat: 48.014 - Long: 27.771 Name: Tsargrad VI Code: 3641.6 Dating: Eneolithic / mil. IV BC; Late period of the Bronze Age / XV/XIV-XIII centuries BC. Hr. 2 - Lat: 48.019 - Long: 27.789 Name: Tsargrad VII Code: 3641.7 Dating: Late Roman Era / III-IV centuries AD. 3 - Lat: 48.017 - Long: 27.766 Name: Tsargrad XVI Code: 3641.16 Dating: Late Bronze Age / 15th/14th-13th centuries BC.

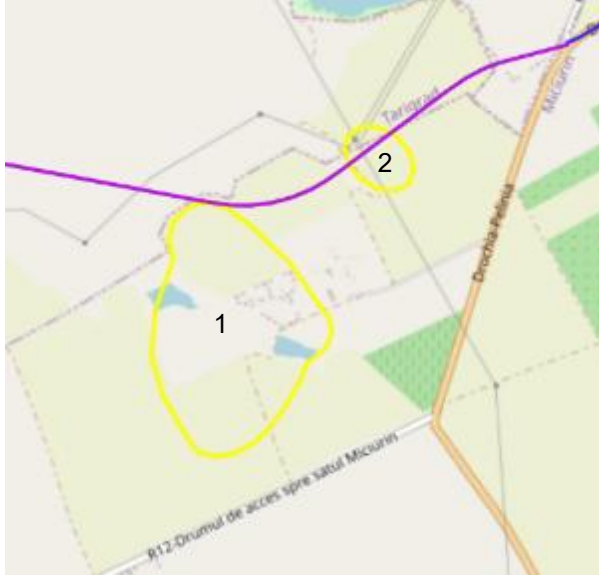
	Lot 3 1 - Lat: 47.884 - Long: 27.329 Name: Mălăiești V Code: 7127.5 Dating: Late Roman Era / III-IV centuries AD. 2 - Lat: 47.881 - Long: 27.332 Name: Mălăiești IV Code: 7127.4 Dating: Late Roman Era / III-IV centuries AD; Medieval Era / Sec. VI-XVIII d.Hr
	Lot 3 Lat: 47.858 - Long: 27.313 Name: Petrușeni III Code: 7136.3 Dating: Late Bronze Age / XV/XIV-XIII centuries BC.
	Lot 4 1 - Lat: 48.007 - Long: 27.804 Name: Miciurin IV - "Yasnaya Poleana I" Code: 3623.4 Dating: Eneolithic / mil. IV BC; Late period of the Bronze Age / XV/XIV-XIII centuries BC. Hr. 2 - Lat: 48.01 - Long: 27.814 Name: Miciurin V - "Yasnaya Poleana II" Code: 3623.5 Dating: Late Bronze Age / XV/XIV-XIII centuries BC.
	Lot 6 Lat: 48.213 - Long: 28.244 Name: Cosăuți I Code: 7817.1 Dating: Paleolithic / 650-10 thousand years BC

Table 4-52: Historical Archaeological sites in the Project area

Source: <https://mc.gov.md/ro/content/patrimoniu-arheologic>

Lot 1 contains the highest number of archaeological sites. Notable findings include multiple settlements from the Late Bronze Age (Baxani III, Baxani IV, Zgurița V) and the Eneolithic period (Solcani II, Chetrosu I). Medieval-era remains were also identified at Solcani II and Zgurița IV. The sites are generally located in the vicinity of the villages of Solcani, Baxani, and Zgurița.

Lot 2 intersects the area of several important sites near Tsargrad. These include settlements with multi-period occupation: Eneolithic and Late Bronze Age layers at Tsargrad VI, a Late Roman Era site at Tsargrad VII, and another Late Bronze Age settlement at Tsargrad XVI.

Lot 3 features archaeological remains from the Late Roman Era (Mălăiești IV and Mălăiești V) with some Medieval continuity, as well as a Late Bronze Age site at Petrușeni III. These sites are situated near the villages of Mălăiești and Petrușeni.

Lot 4 includes two closely located multi-period sites near Miciurin (Yasnaya Poleana): Miciurin IV and Miciurin V, both containing **Eneolithic** and **Late Bronze Age** archaeological layers.

Lot 6 is notable for the presence of **Cosăuți I**, a significant **Paleolithic** site dated between 650,000 and 10,000 years BC. This represents one of the oldest archaeological findings identified within the project's area of influence.

The project corridor crosses an archaeologically sensitive territory with a high density of sites, predominantly from the prehistoric period (Eneolithic and Late Bronze Age). The presence of these cultural heritage assets, some of which show multi-period occupation, underlines the need for careful planning during the detailed design and construction phases. Appropriate mitigation measures, including archaeological monitoring, test excavations where necessary, and close coordination with the competent national authorities for cultural heritage protection, will be required to avoid or minimize potential impacts on these sites.

4.10.2. Historical monuments

The table below presents a list of architectural and historical monuments identified in the communes and villages targeted by the Project.

Locality	Monument	Chronology	Type	Category ³⁹
Șolcani village	War Memorial (1941-1945)	1982	Hist.	L
Cosăuți village	Church of the Nativity of the Virgin Mary 48.228442895211°N 28.281050561743°E	1882	Architectural	L
Cosăuți village	Former credit association building 48.224800897156°N 28.282843200636°E	1901	Architectural	N
Cosăuți village	Memorial Table. At the church.	XX cent	Art	N
Cosăuți village	Memorial tables (3). On the site of the former monastery	XIX cent	Art	N
Cosăuți village	Monument in memory of 48 villagers who fell in 1941-1945	1965	Hist	L
Cosăuți village	Monument at the grave of 5 soldiers (1944)	1965	Hist	L
Cosăuți village	Commemorative sign of the crossing of the Dniester by the troops of the 2nd Ukrainian Front in 1944 48.226685564889°N 28.275280918639°E	1969	Hist	L

³⁹ Category: L- local, N - national

<i>Cosăuți village</i>	Folk sculpture. At the cemetery	XIX-XX	Art	N
<i>Cosăuți village</i>	Primary School	1942	Architectural	L
<i>Drochia city</i>	Monument at the grave of 24 soldiers who fell in the war (1941-1944) 48.030033025175°N 27.811886243928°E	1881	Hist	L
<i>Drochia city</i>	Railway station (urban complex) 48.03072222222°N 27.80997222222°E	XX century	Hist.	N
<i>Drochia City</i>	Wooden Church of the Assumption of the Virgin Mary	1872	Architectural	N
<i>Drochia City</i>	Memorial Table	XIX	Art	N
<i>Drochia City</i>	Monument in memory of 32 soldiers from the village who fell in 1941-1945	1974	Hist.	L
<i>Nicoreni village</i>	"Holy Trinity" Church	1877	Architectural	L
<i>Nicoreni village</i>	Monument in memory of 35 soldiers from the village who fell in 1941-1945 47.9672759°N 27.6958457°E	1975	Hist	L
<i>Țarigrad village</i>	Church of St. Alexander Nevsky 48.044470522897°N 27.752201285373°E	1882	Architectural	L
<i>Tarigrad village</i>	Boris Glavan Memorial House (1920-1940)	1964	Hist	N
<i>Tarigrad village</i>	Monument in memory of 74 soldiers from the village who fell in 1941-1945	1975	Hist	L
<i>Miciurin village</i>	Mansion with park	Mid XIX cent.	Architectural	N
<i>Miciurin village</i>	Church of the "Covering of the Virgin Mary" 47.990746304067°N 27.789843003744°E	1830	Hist.	L
<i>Miciurin village</i>	Monument in memory of 50 soldiers from the village who fell in 1941-1945 47.989229177425°N 27.789097508009°E	1972	Hist.	L
<i>Zgurița Village</i>	Wooden Church "St. Archangel Michael"	1881	Architectural	N
<i>Zgurița Village</i>	Monument in memory of 112 soldiers from the village who fell in 1941-1945 48.127277374411°N 28.006721429091°E	1981	Hist	L
<i>Zgurița Village</i>	Common grave of soldiers fallen in the war	1944	Hist	L
<i>Râșcani city</i>	Church of the Assumption of the Virgin Mary 47.958355894507°N 27.552397471001°E	1859	Architectural	L
<i>Râșcani city</i>	Middle School N1 47.954631782637°N 27.560703441062°E	1930	Architectural	N
<i>Râșcani city</i>	Hospital Building 47.95383350323°N 27.561536980745°E	XX cent	Architectural	N
<i>Râșcani city</i>	War Memorial (1941-1945) 47.970045585781°N 27.546501650866°E	1978	Hist.	L
<i>Râșcani city</i>	Monument in memory of 1643 villagers who fell in the war (1941-1945) 47.955598801639°N 27.563219005921°E	1986	Hist	L
<i>Râșcani city</i>	Monument at the common grave of 72 soldiers in 1941 and 1944 and in memory of 82 villagers who fell in 1941-1945 47.955597722812°N 27.562032988285°E	1977	Hist	L
<i>Pîrjota village</i>	"All Saints" Church with bell tower 47.960128595602°N 27.429192200185°E	1865	Architectural	N

Pîrjota village	Monument at the grave of the soldier who fell in 1944 and in memory of 39 villagers who fell in 1941-1945	-	Hist.	L
Șaptebani village	Church of the "Covering of the Virgin Mary" 47.89475142041°N 27.34636690969°E	1904	Architectural	L
Șaptebani village	Monument in memory of 73 villagers who fell in 1941-1945	1975	Hist	L
Hiliuți village	Wooden Church "St. Archangel Michael" 47.934195957632°N 27.38030911808°E	1808	Architectural	N
Hiliuți village	Monument in memory of 29 villagers	1941-1945	Hist	L
Gălășeni village	Church of the Nativity of the Virgin Mary 47.869227621883°N 27.337926832593°E	1821	Architectural	N
Gălășeni village	Monument in memory of 23 villagers who fell in the war 1941-1945	1962	Hist	L
Mălăiești village	Church	XIX	Architectural	L
Mălăiești village	Monument in memory of 43 villagers who fell in 1941-1945	1962	Hist	L
Petrușeni village	Church of the "St. Archangels Michael and Gabriel" (burnt down)	1702	Architectural	N
Petrușeni village	Monument in memory of 39 villagers who fell in the war 1941-1945	1975	Hist	L
Petrușeni village	The common grave of 2 soldiers 47.849521827381°N 27.299218516205°E	1941	Hist	L
Costești village	Hydrotechnical dam with reservoir on the Prut River 47.839837°N 27.2270182°E	1973-1978	Hist	N
Chetrosu village	Church of St. Archangel Michael 48.077346754063°N 27.887352728078°E	1869	Arch.	L
Chetrosu village	Monument at the grave of the soldier who fell in 1941 and in memory of the soldiers from the village who fell in 1941-1945 48.073583370084°N 27.892643954613°E	1975	Hist.	L

Table 4-53: List of architectural and historical monuments in the Project area

Source: [Register](#) of monuments of the Republic of Moldova protected by the state.

All the listed monuments are located within the residential centres of their respective localities. They are situated on public land, generally near local administrative buildings, churches, or other community spaces, serving as accessible cultural and memorial landmarks. According to Article 12 of Law No. 1530/1993, the monument protection zones are defined as follows:

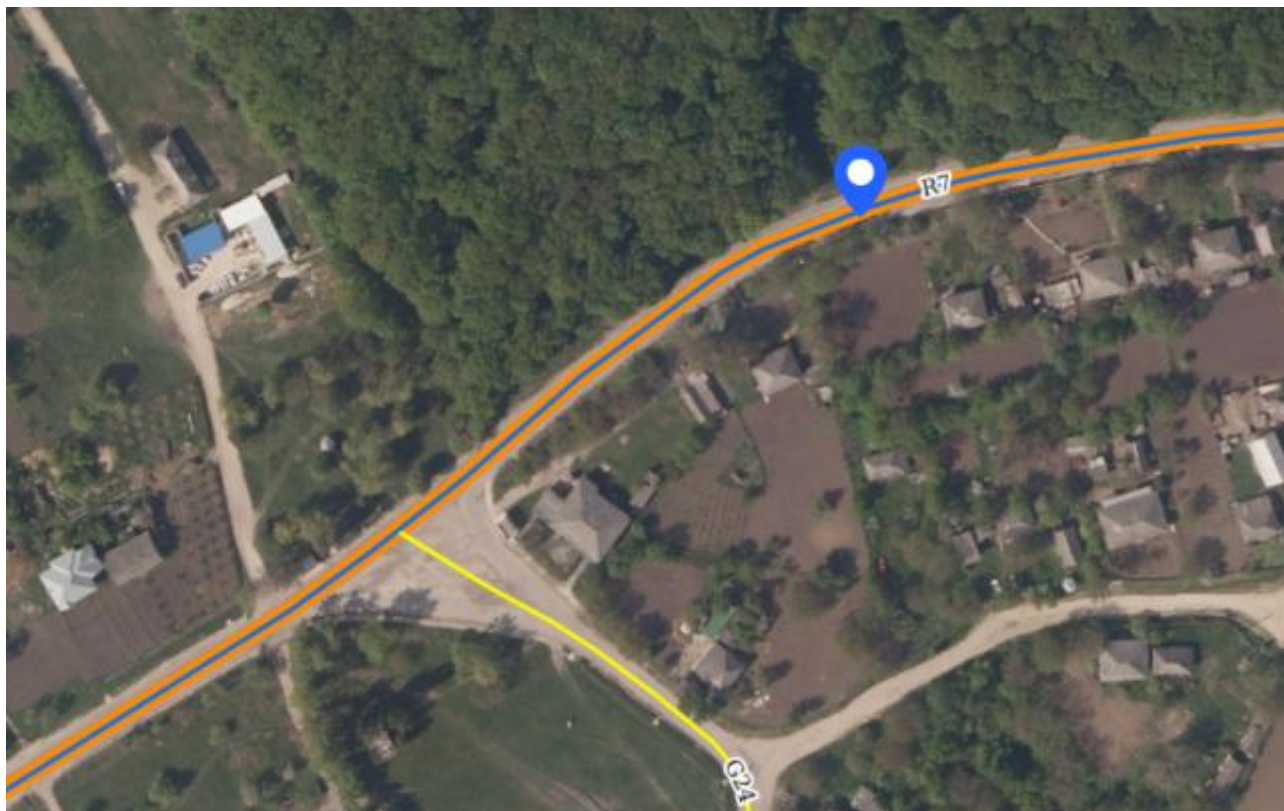
- In urban areas: 100 m radius
- In rural towns: 200 m radius
- In the outskirts: 500 m radius

To maintain the authenticity and integrity of the monuments, their owners are obliged to implement appropriate protection measures and to prevent any demolition, alteration, damage, neglect, or abandonment.

The exact locations of the monuments and their legally established protection zones are situated at a considerable distance from the project alignment and its area of influence. Therefore, there is no spatial overlap or direct interference between the construction works and these cultural and memorial sites. The only Monument in memory of 39 villagers who fell in the war 1941-1945 situated in Petrușeni village at km 83+400 on the right side have the closest distance of 15 m from the centreline of R7. Consequently, all monuments and churches identified within the Project area will be fully preserved, and their protection zones will remain unaffected by the road construction, rehabilitation, or operation activities.



The only potential impacts are indirect and minor in nature, such as a temporary increase in traffic volume or noise levels within localities. However, these are not expected to endanger either the physical condition or the symbolic value of the monuments.



4.11. Land tenure and land acquisition

Land acquisition in Moldova is governed by a framework of laws and regulations that ensure public interest projects can proceed while safeguarding the rights of private landowners. These laws align with international standards, including those set forth by the European Convention on Human Rights (ECHR), emphasising the principles of legality, proportionality, and fair compensation. Article 1 of Protocol No. 1 of the ECHR guarantees

the right to property and allows for deprivation of property only in the public interest and subject to legal processes. Moldova's commitment to these standards strengthens its legislative framework.

Key statutes include the Constitution of the Republic of Moldova (CRM1/1994 from 29.07.1994), the Civil Code (COD Nr. 1107 from 06-06-2002), the Land Code (CF22/2024 from 15.02.2024).

The Constitution of the Republic of Moldova establishes the foundation for land expropriation. Article 46 explicitly guarantees the right to private property while allowing expropriation under specific conditions:

- **Public Interest:** Land may only be expropriated if it serves a clear and justified public interest.
- **Legal Basis:** Expropriation must comply with the law.
- **Fair Compensation:** Owners are entitled to prior and fair compensation for their property.

The Land Code CF22/2024 from 15.02.2024⁴⁰ defines land as a fundamental resource subject to state regulation, establishes categories of land use, including agricultural, residential, and industrial purposes, and provides procedures for land reclassification and expropriation.

The Civil Code (No. 1107-XV of 2002) provides general rules on property rights and obligations and stipulates conditions under which ownership can be transferred or restricted, including through expropriation.

Specific legislative acts addressing expropriation procedures for public needs are: Law on Expropriation for Public Utility No. 488 of 08.07.1999, related to Project the **Law No. 204 of 25-07-2024** regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, including: R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure, **GD 868/2024 from 18.12.2024** regarding some measures to ensure the expropriation process for the construction, rehabilitation, modernization and expansion of national roads, carrying out the complex of cadastral works (identification of private property, delimitation of public property, correction of errors made when assigning public property land, modification of cadastral plans, development of territorial organization projects, development of geometric plans, initiation and approval of real estate formation works), evaluation for the purpose of determining the amount of compensation for objects subject to expropriation, development of soil studies and preparation of files for changing the land use category, submit, by notification, the expropriation proposals (offers) to the owners of the objects subject to expropriation, nominalisation composition of the committees for resolving objections of expropriated persons (GRM).

The Law on Expropriation for Public Necessity No. 488-XIV of 1999 (last amended 1 April 2025) is the primary legislation governing the expropriation process, defines "public necessity" and outlines the procedural steps for expropriation, including notification, grievance redress mechanism, and compensation. However, the national framework presents several key gaps when measured against the mandatory financing standard, the EBRD PR 5 on involuntary resettlement.

⁴⁰ https://www.legis.md/cautare/getResults?doc_id=150480&lang=ro

Gap	Moldovan legislation	PR5	Bridging gaps
Potential resettlement impacts	Moldovan legislation does not specify the potential impacts of resettlement.	Involuntary Resettlement: refers both to physical displacement (relocation, loss of land or shelter), and/or economic displacement (loss of land, assets or restrictions on land use, assets and natural resources leading to loss of income sources or other means of livelihood). Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use, other assets and natural resources, even if compulsory acquisition is used only as a last resort after a negotiated process. Project land acquisition may result in orphan land, remaining land being unusable, unviable, or inaccessible for their intended use as a result of partial land acquisition or land acquisition nearby.	If involuntary land acquisition, physical displacement and/or economic displacement will be triggered, the project will develop Resettlement Action Plans (RPs) and/or Livelihood Restoration Plans (LRPs) according to PR5. These documents will be revised and approved by the EBRD. Orphan land is common in linear projects and may apply to e.g. agricultural land plots. The RP is expected to identify and categorize orphan land situations and define eligibility criteria and include relevant entitlements.
Key objectives of PR5	Moldovan regulations do not consider resettlement as a sustainable development program nor do they provide grounds for alternative options. Also, they do not specify benefits and opportunities that may be provided by resettlement to improve the livelihoods of the affected populations.	The key objectives of PR 5 are defined by the overarching mitigation hierarchy: Avoid or minimise involuntary resettlement; Avoid forced eviction: Mitigate unavoidable displacement impacts by: providing timely compensation for loss of assets at full replacement cost assisting affected persons in their efforts to improve or at least restore their livelihoods and standards of living improving the affected livelihoods of people living in poverty improving the living conditions of physically displaced vulnerable people by providing adequate housing with security of tenure ensuring that all involuntary resettlement activities are planned and implemented with meaningful consultation, participation and disclosure of information providing affected persons with access to grievance mechanisms in accordance with PR 10: Stakeholder engagement enabling displaced persons to benefit directly from the project.	Infrastructures' designs will be reviewed and examined to assess if there is room for improvement in terms avoiding involuntary resettlement. If it will be assessed that resettlement is unavoidable, the project will develop RPs and/or LRPs according to PR5. These documents will be revised and approved by the EBRD.
Involuntary resettlement instruments	Moldovan legislation lack provision on developing resettlement instruments such as Resettlement Framework, Resettlement Plan, Livelihood Restoration Plan.	PR 5 Instruments and applicability: Resettlement Plan (RP): Mandatory when ESR 5 is triggered (physical and/or economic displacement), covering all applicable requirements regardless of scale. Resettlement Framework (RF): Acceptable as a first step when	If involuntary land acquisition, displacement and/or economic displacement will be triggered, the project will develop RPs and/or LRPs according to PR5. These documents will be revised and approved by the EBRD.

Gap	Moldovan legislation	PR5	Bridging gaps
		the project footprint is not fully defined for compelling reasons, with a commitment to prepare the full RP later Livelihood Restoration Plan (LRP): Mandatory when the project causes economic displacement to assist affected persons in improving or restoring livelihoods. It can be a standalone document or a chapter within the RP.	
Different categories of resettlement such as economic or physical	Displacement and land acquisition take place under the Law on Expropriation for Reasons of Public Use No. 488 of 7 August 1999 or the Eminent Domain Law and the Land Code that only apply to physical resettlement.	PR 5 defines involuntary resettlement as encompassing both physical displacement (loss of dwelling) and economic displacement (loss of income or livelihood) resulting from project land acquisition or restrictions on land use. Consequently, requirements of ESR5 in respect of physical displacement and economic displacement may apply simultaneously	The project will apply ESR5 throughout the project cycle, therefore making sure all possible impacts are considered and are addressed accordingly.
Displaced people without legal rights	Moldovan laws do not recognize displaced persons without legal rights. The Land Code covers only the rights of the legal landowners, legal users of land (legal tenants), and the businesses that have legal rights to the land and other property. It therefore has a restrictive approach regarding compensation to populations lacking legal title.	PR 5 classifies eligible persons into three categories based on tenure: (i) formal legal rights holders; (ii) holders of recognizable claims; and (iii) informal users who have no recognizable legal right or claim to the land or assets they occupy or use. The census identifies and establishes the status of these affected persons.	RP and LRP developed under the project will provide compensation arrangements for displaced people without legal rights as per ESR5
Livelihood restoration	Specific considerations for the livelihood restoration are not present in the Moldovan regulations.	Livelihood restoration is mandatory under ESR 5 to improve or at least restore displaced persons' livelihoods and standards of living relative to pre-displacement levels.	The project will develop the RP/LRP to consider for the livelihood restoration for the affected persons based on ESR5 provisions
Full replacement cost	Specific considerations for full replacement costs that are disaggregated by types of affected assets are not present in the Moldovan regulations.	PR 5 objectives mandate mitigating unavoidable displacement impacts by providing timely compensation for loss of assets at full replacement cost and ensuring resettlement is implemented with meaningful consultation, participation, and disclosure of information. In orphan land situations, the client should consider the options provided in national law and offer to acquire the entire land parcel. If the land plot is not considered for full acquisition, the market value of the remainder may decrease significantly, and this should be considered in the valuation of the affected part.	RP and LRP developed under the project will provide compensation at full replacement cost as per PR5.
Informed participation of	Limited legal basis to provide public disclosure	PR 5 mandates meaningful consultation and participation for	The project will plan and implement meaningful

Gap	Moldovan legislation	PR5	Bridging gaps
project affected persons PAP	of land acquisition and resettlement activities. However, a number of existing regulations and international conventions, to which Moldova is a party provide a basis for developing specific regulations on public participation and consultation processes for resettlement. Convention on Access to Information, Public Participation in the Decision-Making Process and Access to Justice in Environment (Aarhus, 1998). Law on Access to Public Information No. 148/2023.	all involuntary resettlement activities. Special efforts must be made to ensure that vulnerable groups, who are disproportionately affected by displacement, have a voice in the consultation and planning processes.	consultation and participation for all resettlement activities throughout the project cycle. This includes disclosing information using simple, practical, accurate, and culturally appropriate documentation intended for broad dissemination, organizing meaningful consultation with affected communities and Project Affected Persons. Special efforts will be made to ensure vulnerable groups have a voice in the consultation and planning processes, thereby mitigating disproportionate adverse impacts on them. The engagement plan must cover further consultation in the resettlement implementation period.
Grievance Redress Mechanism	Limited legal basis to establish a grievance mechanism consistent with ESR requirements. However, a number of existing regulations provide a basis for addressing grievances Administrative Code no. 116 as of 19.07.2018.	PR 5 requires that clients establish an accessible, transparent, and responsive GRM, typically aligned with PR 10/PR1, early in the project development phase. The GRM concerns and the timely resolution, including a recourse mechanism capable of resolving disputes in an impartial and transparent manner. The mechanism should be operational before the cut-off date and commencement of asset surveys. The grievance mechanism should be able to accommodate the consideration of orphan land issues.	The project will establish a GRM consistent with EBRD standards as early as possible in the project development phase before the cut-off date and commencement of asset surveys. A specific grievance management exercise may be needed at the end of the land acquisition process to identify and address these situations.
Preference for negotiated agreements	Limited legal basis for preference of negotiated agreements.	PR 5 strongly encourages clients to pursue negotiated settlements to obtain land rights, even when they possess legal authority for compulsory acquisition. This approach minimizes the need for expropriation and delays, significantly reducing adverse impacts on affected persons. Such settlements must meet PR 5 requirements, which include principles of good faith, adequate time, transparency, balance of power, freedom from coercion, and access to support (such as legal advice and grievance mechanisms). Negotiations should be documented in detail to prove these principles were met.	The RP/LRP developed under the project will consider and provide grounds for negotiated settlement. The preference for negotiated settlement will be advocated by the project and adequate methodology will be established. The RP should also detail the process for negotiated settlements (collective then individual negotiations, offers, acceptance, refusal, and formalization of agreement).
Minimization of displacement	There is no provision in Moldovan legislation regarding minimization of displacement.	PR 5's primary objective is to avoid or minimize involuntary resettlement. When displacement is unavoidable, the client's first duty is to seek avoidance of displacement, consistent with the mitigation hierarchy. This	Infrastructures' designs will be reviewed and examined to assess if there is room for improvement in terms avoiding involuntary resettlement. If it will be assessed that resettlement is unavoidable,

Gap	Moldovan legislation	PR5	Bridging gaps
		requires a comprehensive assessment of alternative project designs commensurate with the magnitude of potential displacement. The outcome of the avoidance and minimization process, including justification for residual impacts being unavoidable, must be documented and available prior to financing approval.	the project will develop RPs and/or LRPs according to PR5. These documents will be revised and approved by the EBRD.
Baseline and Cut-off date	There is no provision in Moldova legislation relating to cut-off date establishment.	PR 5 mandates that the client establish a cut-off date for eligibility to prevent opportunistic claims. In the absence of government procedures, the project must establish its own, typically set at the end of the census/inventory process. This date must be transparently established and disclosed to be considered valid. Disclosure should occur locally, use culturally appropriate methods, be disseminated throughout the project area at regular intervals, and be well-documented in the Resettlement Plan.	The project will establish a cutoff date for eligibility. The establishment of the cut-off date will be documented and disseminated through e.g. flyers, public displays, media announcements and social networks in the project area.
Preference for in-kind compensation over cash compensation	While Moldovan expropriation law provides grounds for in-kind compensation (land-for-land) there is no provision to enact preference for in-kind compensation over cash compensation.	PR 5 supports the use of in-kind compensation over cash compensation, wherever feasible. Specifically, where displaced persons have land-based livelihoods or the land is collectively owned, the client is expected to offer land-based compensation. If land-based (in-kind) compensation is claimed to be unfeasible or unacceptable to the PAPs, the client must provide a clear demonstration and justification in the RP that livelihoods will not be negatively affected.	The project will strongly advocate for in-kind compensation especially in cases where vulnerable groups assets will be affected.
Compensation for loss of economic activities and loss of income flow	There is no provision in Moldovan legislation referring to compensation for loss of economic activities and loss of income flow.	PR 5 mandates that the client implements livelihood restoration measures for all involuntarily resettled persons whose livelihoods or income are affected. This is an obligation under PR 5 whenever there is economic displacement. Physically displaced people are also economically displaced in the vast majority of cases. The requirements in PR 5, therefore also apply to physically displaced people. Livelihood restoration activities must also be devised for informal users who may not be eligible for compensation for the land itself.	The project will develop the RP/LRP to consider for the livelihood restoration for the affected persons based on PR5 provisions.
Allowances and support during the transition period	There is no provision in Moldovan legislation allowing the provision of	PR 5 requires transition support for all economically displaced persons. This support covers the period between the impact on	The project will develop the RAP/LRP to provide transitional support and allowances: e.g.: separate

Gap	Moldovan legislation	PR5	Bridging gaps
	transition support and allowances.	livelihoods and the time when restoration activities yield results. The duration and amount of this support should be based on a reasonable estimate of the time needed to restore their income-earning capacity, production levels, and standards of living.	transition allowance or a cash payment factored into the compensation calculation to offset lost income, covering income lost during the period of lost agricultural cycles (e.g. between land entry and access to replacement land), Supporting relocated businesses to cover income lost while they take time to become operational again.
Measures for the most vulnerable population.	There is no provision in Moldovan legislation to offer additional assistance to vulnerable groups in resettlement activities.	PR 5 requires clients to identify, assess, and address risks and impacts on vulnerable groups throughout project phases, as they may be disproportionately affected. Specific measures and support for vulnerable people should be included in the project plan, such as: Developing tailored individual action plans for each vulnerable household. Providing specific support activities and facilitation of access to social welfare support. improving the living conditions of physically displaced vulnerable people by providing adequate housing with security of tenure. Seeking meaningful improvement of livelihoods for people living in poverty whose livelihoods are affected, rather than just restoration. Ensuring that consultation processes incorporate culturally appropriate methods and safeguards, especially where Indigenous Peoples are involved. Enhanced Monitoring: Conducting specific livelihood and social monitoring (more frequent or longer) in the post-displacement period to ensure effective mitigation.	The RP/LRP developed under the project will consider special provisions and compensation arrangements for vulnerable groups. This may be tailored into additional compensation packages or special support.

Table 4-54: Gap Analysis (table extracted from LARF – Land Acquisition and Resettlement Framework)

The Client explicitly commits to implementing the project according to PR 5 principles, which override national law where gaps exist. This requires specific supplementary measures, financed by the Project, to ensure all affected people are protected.

4.11.1. Land Tenure and Land Use

Land tenure in Moldova refers to the legal and institutional arrangements governing the ownership, use, transfer, and management of land. It defines who owns land, who can use it, for what purpose, for how long, and under which conditions.

Land Tenure based on Land Code:

Land Classification/Tenure Rights	Categories
Type of ownership	Public property lands of the state: - Includes land essential for national functions: roads, railways, forests of national interest, water bodies of national importance, protected areas, military sites. - Managed by central authorities (e.g., NRA for roads, Moldsilva for Forest Fund, Apele Moldovei for Water Fund). ➤ Generally non-transferable except under strict legal procedures Public property lands of administrative-territorial units: - Land owned by districts (Rayon), municipalities, towns and communes. - Includes local roads, municipal forests, parks, public squares, communal grazing land, and infrastructure land. - Managed by local councils. - Transfer/disposal follows local procedures + land legislation. Privately owned land: - Land held by natural or legal persons under private ownership title, including agricultural plots, construction land, industrial sites, vineyards, orchards, household plots, and other privately used parcels. - Owners hold full property rights—possessing, using, and disposing of land—subject to national planning, environmental and land-use restrictions (e.g., water protection zones, forest protection belts, protected areas). - Transfer is permitted through sale, donation, inheritance, lease, exchange, or other civil contracts, provided cadastral registration is complete and ownership is undisputed. - Land is subject to taxation and must comply with land-use destination established in the Land Code and local urban plans. Expropriation for public utility is allowed only with prior compensation, following the Law on Expropriation and PR5-aligned negotiated procedures where applicable. - Privately owned land may include plots with multiple heirs, shared (co-owned) titles, easements, or long-term leases, which can complicate land access, compensation, and permitting processes in infrastructure projects. - Any changes in category of use require administrative approval from competent authorities (local councils or specialized agencies), ensuring alignment with land-use planning and environmental requirements.
Field	Public land - Land owned by districts (Rayons), municipalities, towns and communes. - Includes local roads, municipal forests, parks, public squares, communal grazing land, and infrastructure land. - Managed by local councils. - Transfer/disposal follows local procedures + land legislation. Private land - Held by individuals, households, cooperatives, private companies, NGOs, churches. - Includes agricultural plots, vineyards, orchards, construction land, industrial land. - Fully transferable (sale, lease, inheritance). - Subject to land registration in Real Estate Cadastre.
Destination	- Agricultural land; - Lands intended for forestry; - Lands intended for water bodies; - Land intended for construction and development; - Land intended for transport, electronic communications networks and mining; - Special purpose land; - Lands intended for the protection of nature and cultural heritage assets.
Tenure rights	Ownership Rights - full rights: possess, use, transfer Lease Rights - most common form for agricultural operations Use Rights without Ownership - State or LPA may grant use rights for social services or community infrastructure, often used for irrigation routes, access paths, public utilities Servitudes (Easements) - Right of way for roads, pipelines, cables Possession without documents - exists in rural areas but requires formalization

Table 4-55: Land Tenure in Moldova

Land in each destination category may have multiple uses. **The National Agency for Land Improvements (NALI)** is administrative authority implementing policies in the field of land improvements, land relations and land monitoring and approves the Land Classifier by category of destination and use – Order OANÎF23/2024 of 13 November 2024, aligning with the Regulation on the content of land cadastre documentation (Government Decision No. 940/2023). Summary of Land use description with relevance to assessment and for resettlement in the Table 4-56:

Main Category	Land Use Description	Relevance for assessment ESIA	Relevance for resettlement LARF/PR5
Agricultural Land	1.1 Land for agricultural production (arable land, fallow, orchards, vineyards, nut plantations, berry plantations, household gardens, meadows, pastures, agroforestry areas, garden cooperative plots)	Baseline land productivity, soil quality, ecosystem services; potential impacts from land take or access restrictions	Compensation for crops, perennial plantations; livelihood restoration; identification of affected farmers
	1.2 Agricultural infrastructure (storage, processing halls, cold rooms, post-harvest facilities, livestock farms, irrigation/drainage systems, research labs, agrotourism structures)	Physical impacts on facilities; impacts on agricultural value chains	Compensation at replacement cost for structures; business interruption compensation
	1.3 Land for woody energy crops	Assessment of long-term vegetation and income sources	Compensation for perennial plantations; crop valuation
	1.4 Land for solar photovoltaic systems	Assessment of land conversion; cumulative impacts	Verification of land tenure; assessment of loss of productive land
	1.5 Land for protective forest belts	Assessment of erosion control, ecosystem services	Restricted land use; compensation generally limited (if owned by LPA/state)
	1.6 Agricultural technological and access roads	Traffic, dust/noise impacts; access during construction	Temporary access restrictions; compensation for temporary occupation
	1.7 Garden cooperative orchard plots	High-value fruit production land	Compensation for perennial crops; verification of cooperative land rights
	1.8 Degraded land	Soil quality baseline; erosion risk	Usually low compensation value; used for alignment or temporary works
Forest Fund Land	2.1 Forest-covered land	Biodiversity assessment; habitat impacts	Typically excluded from private compensation (state-owned); requires permits
	2.2 Land under regeneration or plantations	Habitat impact, species composition	Compensation not applicable (state land); permits required
	2.3 Afforestation & reforestation land	Carbon sequestration baseline	State regulatory relevance
	2.4 Forestry nurseries and cultivation land	Impact on forestry production	Compensation if privately leased
	2.5 Forestry production land (willow, Christmas trees, etc.)	Ecosystem and biodiversity baseline	Compensation for planted trees / production losses
	2.6 Forestry administration land	Administrative impacts	Permits; temporary occupation compensation if applicable
	2.7 Land for forest resource management (buildings, utilities, forest roads, etc.)	Infrastructure interaction; cumulative impacts	Compensation for buildings if privately

Main Category	Land Use Description	Relevance for assessment ESIA	Relevance for resettlement LARF/PR5
Water Fund	2.8 Non-productive forest land (swamps, rocks, steep slopes)	Sensitive habitats; geohazard assessment	owned; state land requires approvals Sensitive habitats; geohazard assessment
	3.1 Land under water bodies	Hydrology, aquatic ecosystems	Excluded from compensation; state public property
	3.2 Riverbeds	Hydrological flow impacts	No compensation (state land); permits required
	3.3 Lake/pond/reservoir basins	Water quality baseline; aquatic habitats	Compensation for fish losses only (if applicable)
	3.4 Wetlands	High ecological sensitivity	Avoidance priority; no compensation (state land)
	3.5 Hydrotechnical structures (dams, pumping stations, irrigation systems)	Water infrastructure interactions	Compensation only if privately owned ancillary assets
	3.6 Fish-farming facilities	Aquaculture baseline	Compensation for economic losses if privately managed
	3.7 Riverbank protection and diversion strips	Erosion and hydrology impacts	No compensation; access restrictions managed
	3.8 Water-supply infrastructure land (wells, pumping stations)	Community health & safety; water access	No compensation; ensure alternative access
Construction and Development Land	4.1 Residential construction land	Resettlement risks; noise/air impacts	Replacement cost for structures; relocation assistance
	4.2 Commercial & services buildings	Economic displacement	Compensation for businesses, income restoration
	4.3 Public buildings (schools, health centres, cemeteries, administration buildings)	Community service continuity	Avoidance priority; relocation of public assets if required
	4.4 Industrial construction land	Industrial baseline and risk assessment	Compensation at replacement cost (if private)
	4.5 Transport infrastructure	Traffic impact, safety, noise	Temporary access compensation
	4.6 Technical–utility infrastructure	Interference with existing utilities	Utility relocation; temporary
	4.7 Mining exploitation land	Ground stability; environmental legacy impacts	Compensation for private rights; permits for others
	4.8 Recreational facilities	Landscape & tourism impacts	Compensation for assets and vegetation
	4.9 Municipal utility facilities	Public services baseline	Avoidance priority; relocation of community services
Special purpose land	5.1 National security and defence land	Restricted access zones	No compensation; interaction with military authorities
Land Nature and Cultural Heritage	6.1 Nature-protection areas	Biodiversity sensitive areas; PR6	Strict avoidance; no compensation—state protected land
Land Nature and Cultural Heritage	6.2 Cultural heritage land	Archaeological and cultural heritage (PR8)	Chance finds procedures; no compensation unless privately owned monument

Table 4-56: Land use description and relevance to ESIA/LARF

Public property is further divided into **public domain** and **private domain**. Comparison of public domain vs

private domain:

Aspect	Public Domain (State/Administrative Territorial Units)	Private Domain (State/ Administrative Territorial Units)
Legal status	Public property with special protection	Public property without special protection
Alienation	Not allowed	Allowed under law
Use	Public utility, infrastructure, heritage	Economic activities, commercial use
Legal regime	Administrative/public law	Civil/administrative law
Examples	Roads, water bodies, forests, parks, protected areas	Agricultural land, land for development, plots for privatization
ESIA impact	Requires permits, cannot be acquired	Can be acquired, rented, exchanged

Table 4-57: Public domain/Private domain

Moldovan legislation also supports specific legalization and regularization processes:

1. **Cadastre System:** The underlying system for recording land ownership and tenure details is the unified cadastre system, managed by the Agency for Public Services (PSA). The legal framework for this is established by the Law of Real Estate Cadastre (LP1543/1998).
2. **Cadastral Correction and Formalization:** National procedures exist for the correction of cadastral errors, such as those provided by Law no. 354/2004. Cadastral works are mandated in the expropriation process (e.g., under GD 323/2025 and GD 781/2013) for the identification of private property and correction of errors.
3. **Inheritance and Dispute Resolution:** The national framework includes procedures to resolve complex issues such as unregistered transactions or inheritance procedures, often addressed through the courts.

These processes ensure that individuals who are determined to have a legal claim can formalize their status and receive compensation.

A Land Acquisition and Resettlement Framework (LARF) is being prepared in parallel and ESA cross-references that document in accordance with EBRD ESR 5.

4.11.2. Permanent Land Acquisition

The Project is being developed mostly within land plots designated for road operation, excepting Lot 4 (partial new construction), Lot 5,6 access roads to new bridges over river Nistru and Prut, which will require private land acquisition. The land plots of state property are managed by NRA according to GD 362 /2011 on the approval of the list of public state property lands occupied by national roads.

GD No. 489 of 10-07-2024 on the approval of the Regulation on the procedure for issuing the urban planning certificate for design and the construction/demolition authorization for public utility works of national interest enter into force on 30th of December 2025. Urban Planning certificates (Certificates of Urbanism) for the design of roads for Lot 1, Lot 2 and Lot 3 have been issued according with the Law 163 from 09.07.2010 regarding the authorization of the execution of construction works, which was repealed by The New Code of Urbanism and Construction 434 of 28.12.2023, entered into force on 30.01.2025. The Table 4-58 describes the land tenure allocated preliminary indicated in Planning Certificates elaborated for project designing.

Lot 1-6	Existing road/New Construction	Planning Certificates elaborated by/date	Land Tenure	Designer of the Project

Lot 1 R7 R14 Drochia-Costești-Border with Romania, 29 km Soroca-Drochia) km 0+000 – 29+000 – Rehabilitation	Existing road/ Project design 510/2020	Drochia district administration/ Certificate 81/ 12/04/2021	Existing land located outside/inside the built-up areas of localities Drochia city, Țarigrad village, Nicoreni village public land.	FPC Universinș SRL Moldova
		Soroca District/ Certificate i02/1-20/1034 /16.12.2020	Existing land located outside the built-up areas of localities Șeptelici village, Șolcani village, Baxani village, public land.	
Lot 2 R7 R14 Drochia-Costești-Border with Romania (Drochia-Rîșcani), 30.5 km) km 29+000 – 59+500 – Rehabilitation	Existing road/ Project Design 510/2020	Rîșcani District/ Certificate 77/16.12.2020	Existing land located outside the built-up areas of localities Rîșcani city, Nihoreni village, public land.	FPC Universinș SRL Moldova
		Drochia district administration/ Certificate 81/ 12/04/2021	Existing land located outside/inside the built-up areas of localities Drochia city, Țarigrad village, Nicoreni village public land.	FPC Universinș SRL Moldova
Lot 3 R7 R14 Drochia-Costești-Border with Romania, (Rîșcani-Costești) - 30 km) km 59+500 – 89+571 – Rehabilitation	Existing road/ Project Design 210/2022	Rîșcani District/ Certificates 880/18.12.2020 11/21.12.2020 5/21.12.2020 3/21.12.2020 4/21.12.2020 22/21.12.2020 4.20/28.12.2020	Existing land located outside/partial inside the built-up areas of localities Rîșcani city, Pîrjota village, Hiliuți village, Șaptebani village, Gălășeni commune, Petrușeni village, Costești city, public land.	SIMBO-PROIECT SRL Moldova
Lot 4 R7 R14 Drochia-Costești-Romanian Border Drochia Ring Road, 7.3 km) - 4.2 km rehabilitation of the existing road R12, and 3.1 km - new construction	Existing Road R12/ new construction/ Feasibility Study stage	Certificate of Urbanism on Execution Project is subject to be obtaining according the GOVERNMENT DECISION No. 489 of 10-07-2024	Existing land located outside the built-up areas of localities Drochia city, Miciurin village and Țarigrad village, public land.	FPC Universinș SRL Moldova
Lot 5 R7 R14 Drochia-Costești-Romanian border, connection road to the new bridge over the Prut River at the Romanian border, 5 km) - new construction	New Construction	Prefeasibility stage	Prefeasibility stage	Prefeasibility stage
Lot 6 R7 R14.3 Soroca-Ukrainian Border connection road with the new bridge over the Dniester River at the border with Ukraine, 7.7 km) area of the localities of	New Construction	Execution Design is in progress	Land located outside the built-up area of commune Cosăuți, public /private land mostly agriculture land and a small distance of 300m the urban area of Cosăuți village public/private land. The distance to the first residential house is about 350 m.	Execution Design is in progress

**Cosăuți – Yampil -
new construction**

Table 4-58: Overview of planning certificates

The public lands necessary for the construction of the new road/rehabilitation section, are divided into following categories:

1. Existing public road, which does not require expropriation.
2. Existing public land, owned by the Local Public Administration (LPA), outlying area. Expropriation for the road construction area.
3. Private land for construction/ Private arable land/grden, Local Public Administration (LPA), outlying area. Expropriation for the road construction zone.
4. Existing public land, owned by the Local Public Administration (LPA) outlying area. Expropriation for the road safety zone, according to Law 509 on Roads.
5. Private land for construction/ Private arable land/garden, Local Public Administration (LPA), outlying area. Expropriation for the road safety zone, according to Law 509 on Roads.

The permanent land acquisition foreseen for the rehabilitation/construction works under Lots 1–6, based on the information available at this stage of the Project, is described below:

R7 (Tranche 1) project components	Potential footprint / land impacts (construction/operation phase)
Lot 1 (R14 – Drochia, 29km)	Detailed design available Total 7 ha, including 77 lands: Public land: 5,16ha (including 18 lands); Private land: 1.84 ha (including 59 lands). The construction works will be carried out in an area where there are no cultural heritage assets to be protected. Estimate data for trees removal: 557 units
Lot 2 (Drochia – Riscani, 27.4km)	Detailed design available Total 2,56 ha, including 126 lands Private land: 81 lands of which 20 agricultural land; 54 uncategorized; 7 land intended for construction and development) Public land: 12 lands of which 3 water-fund lands; 9 uncategorized) 33 Indefinite ownership land (of which 33 uncategorized land use) The construction works will be carried out in an area where there are no cultural heritage assets to be protected. Estimate data for trees removal: 386 units
Lot 3 (Riscani – Costesti, 30km)	Detailed design available Total: 3,62 ha, including 58 lands: Private land: 53 lands (of which 37 agricultural, 4 land intended for construction and development and 12 gardens) Public land: 5 lands (of which 1 agricultural; 2 water-fund land; 1 forest-fund land; 1 land intended for transport, electronic communications networks and mining) The construction works will be carried out in an area where there are no cultural heritage assets to be protected. Estimate data for trees removal: 615 units
Lot 4 (Drochia Bypass)	There is no detailed design available Total 19.71 ha, including in total 67 private lands (66 agricultural lands; 1 land intended for construction and development); 16 public lands (12 uncategorized; 3 water-fund land; 1 land intended for construction and development): New sector road: Private land: 13,39 ha Public land: 6,17 ha Rehabilitation: Sector road Private land: 0,15 ha Economic Displacement: - The private land under consideration for expropriation is primarily agricultural land and serves as a source of income - Specifically, retired individuals often lease their land to agricultural

	associations, which cultivate it and return a percentage of the profits to the landowners. In some cases, this is their main income next to the pension. - The private land is used for annual crops. The average size of the parcel is 1 ha, 1 household can have 1 or 2 parcels. For the construction of the bypass, public land will be affected as well. Currently, this land is used for grazing by the local community. Local authorities confirmed that there is alternative public land that could be used for grazing. Possible areas with cultural heritage assets (to be confirmed) Estimate data for trees removal: 70 unit
Lot 5 (Connection with new bridge over River Prut at the Romanian border, 5km)	There is no detailed design available There is no exact data regarding the expropriations Possible areas with cultural heritage assets (to be confirmed) There is no data regarding the trees removal
Lot 6 (Soroca – Ukrainian border, 7.4km)	There is no detailed design available Total: 41,73 ha, including in total 281 lands: - Private lands (236 lands; 34,67 ha) - Public lands (45 lands; 7,06 ha) of which 3 forest fund land; 4 water fund land, 1 agricultural; 2 lands intended for transport, electronic communications networks and mining; 2 gardens and 33 uncategorized). Possible areas with cultural heritage assets (to be confirmed) There is no data regarding the trees removal.

Table 4-59: Project Footprint and Land Impact by Lot

Moldovan legislation provides only a limited basis for negotiated agreements, relying primarily on compulsory acquisition procedures. In contrast, PR 5 strongly encourages the use of negotiated settlements to obtain land rights, emphasizing good-faith engagement, transparency, adequate time, balanced negotiation conditions, and access to support for PAPs. Negotiations must be well-documented to demonstrate compliance with ESR 5 principles.

The Project will therefore develop a RAP (Resettlement Action Plan) that defines a clear methodology and step-by-step process for negotiated settlements (collective and individual), including offer preparation, acceptance/refusal pathways, and formalization.

4.11.3. Temporary used land

Temporarily land plots might be required at the construction stage to organize borrow pits, construction sites, storage areas, etc. Construction sites to be arranged in line with the requirements of state construction norms and will include areas for machinery parking, mechanical workshops, materials storage areas and personnel facilities. The exact location of the construction sites and their area will be defined within the construction Works Execution Plans, which will be developed by a Contractor(s) based on the Construction Management Plans and detailed design documentation after completion of the tendering process. The Project may also require some temporary land take for construction laydown areas, temporary storage of excavated materials/soil, cut trees etc.

State lands will be used for establishment of construction camps, work sites borrow pits, access roads, etc. Private lands can be used only if no state land is available and with approval of NRA (no agricultural lands shall be used). The temporary use of lands shall be done in accordance with the provisions set in LARF (Land Acquisition and Resettlement Framework) – a separate document to ESA.

The Contractor will provide to the Investor (or by proxy to the Supervising Engineer) all agreements for temporary land lease from private owners for review to ensure:

- Compensation for all losses (including income, crops, and assets) is calculated at full replacement cost and delivered prior to land entry.
- Specifically defined lease period.
- Baseline survey of the land plot (to document existing conditions prior to use).
- A requirement to reinstitute the land and property to its original state at the end of the lease period, or pay compensation for any residual damage

Temporary occupation of land for construction purposes must be compensated. Any unavoidable temporary use of private land must be compensated at full replacement cost and the land must be handed back after proper reinstatement to its original state.

4.11.4. Land expropriation phases under National Legislation

The presented below plan provides a detailed guide to the stages required for the expropriation of land for public utility and real estate in the Republic of Moldova, according to the latest legislative amendments. The durations of each stage are approximate and may vary depending on the number of lands and the specifics of each project.

Step	Duration	Activities
1. Preliminary Research (Preliminary Research Committee)	1-2 months	1. Formation of the commission according to GD no. 660/2006 for the approval of the Regulation on the method of preliminary research for declaring the public utility of the object of expropriation. 2. Identification of land and real estate. 3. Assessment of social and economic impact. 4. Preparation of the preliminary research report.
2. Declaration of Public Utility (Parliament)	1-2 months	1. Presentation of the preliminary research report to Parliament. 2. Adoption of the decision declaring the project to be of public utility.
3. Cadastral Works (Formation and Error Correction)	2-3 months	1. Delimitation and identification of affected lands. 2. Correction of cadastral errors according to Law no. 354/2004. 3. Preparation of updated cadastral documentation.
4. Evaluation (Determination of Compensation Value)	1-2 months	1. Hiring within tender the appraiser according to Law No. 989/2002 regarding the evaluation activity. 2. Evaluation and determination of the market price. 3. Preparation of the evaluation report.
5. Submission of Proposals (Notification to Owners)	1-2 months	1. Preparation of expropriation proposals. 2. Notification of owners and publication in the Official Gazette.
6. Grievance Redress Mechanism (Grievance Redress Committee)	1-2 months	1. Establishment of the Grievance Redress Committee. 2. Analysis and resolution of objections and grievances.
7. Determination of the Amount of Compensation (Authorized Body)	1 month	1. Determination of the amount of compensation based on the assessment. 2. Preparation of the compensation decision.
8. Recording of amounts (Bank Account)	1 month	1. Transfer of compensation amounts to the owners' bank accounts. 2. Issuance of payment confirmations.
9. Expropriation Decision (Authorized Body)	1 month	1. Adoption of the expropriation decision by the competent body 2. Issuance of the expropriation decision
10. Registration of Rights in the Real Estate Registry (RER)	1-2 months	1. Submission of documentation for registration of expropriation rights in Real Estate Registry (RER) 2. Updating information in Real Estate Registry (RER)
11. Destination Change File (Pedology, Loss Calculation)	1-2 months	1. Preparation of the file for changing the destination of expropriated lands. 2. Assessment of the pedological impact and calculation of losses according to Government Decision No. 1170/2016
12. Adoption of the Government Decision on the Change of Destination (Government)	1-2 months	1. Presentation of the file to the Government for the adoption of the decision regarding the change of land use.

Step	Duration	Activities
13. Changes in Real Estate Registry (RER)	1-2 months	1. Updating records in Real Estate Registry (RER) to reflect changes in destination. 2. Issuing updated cadastral documents.
Total estimated period	15-22 months	

Table 4-60: Overview of expropriation stages

Feasibility Study/Project Documentation	Declaring public utility and issuing special GD for the expropriation procedure	The stage of the expropriation procedure at the ESA assessment phase (preliminary research, cadastral works/cadastral assessments, informing owners, compensation decision, etc.)
Lot 1 R7 R14 Drochia-Costești-Border with Romania, 29 km) km 0+000 – 29+000 – rehabilitation of the existing road		
DD510/2020	Law No. 204 of 25-07-2024⁴¹ regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, including: R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure. GD 868/2024 from 18.12.2024 ⁴²regarding some measures to ensure the expropriation process for the construction, rehabilitation, modernization and expansion of national roads.	According with tender acquisition plan for 2025 is ongoing execution of cadastral works https://achizitii.md/ro/public/tender/21433523/ Evaluation services for the purpose of determining the amount of compensation in the process of expropriation of land is estimated for 2026 acquisition plan. Offers (expropriation proposals): planned after completion of the evaluation phase.
Lot 2 R7 R14 Drochia-Costești-Border with Romania (Drochia-Rîșcani), 30.5 km) km 29+000 – 59+500 – rehabilitation of the existing road		
DD 509/2020	Law No. 204 of 25-07-2024 regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, including: R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure. GD 868/2024 from 18.12.2024 regarding some measures to ensure the expropriation process for the construction, rehabilitation, modernization and expansion of national roads. evaluation for the purpose of determining the amount of compensation for objects subject to expropriation	According with tender acquisition plan for 2026 cadastral works and evaluation services for the purpose of determining the amount of compensation in the process of expropriation of land is estimated in the first semester. Offers (expropriation proposals): planned after completion of the evaluation phase.
Lot 3 R7 R14 Drochia-Costești-Border with Romania, (Rîșcani-Costești) - 30 km, km 59+500 – 89+571 – rehabilitation of the existing road		
DD 210/2020	Law No. 204 of 25-07-2024 regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, including: R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure.	According with tender acquisition plan for 2026 cadastral works and evaluation services for the purpose of determining the amount of compensation in the process of expropriation of land is estimated in the first semester. Offers (expropriation proposals): planned after completion of the evaluation phase.

⁴¹ https://www.legis.md/cautare/getResults?doc_id=144446&lang=ro

⁴² https://www.legis.md/cautare/getResults?doc_id=146356&lang=ro

	GD 868/2024 from 18.12.2024 regarding some measures to ensure the expropriation process for the construction, rehabilitation, modernization and expansion of national roads. evaluation for the purpose of determining the amount of compensation for objects subject to expropriation	
Lot 4 R7 R14 Drochia-Costești-Romanian Border Drochia Ring Road, 7.3 km) - 4.2 km rehabilitation of the existing road R12, and 3.1 km - new construction		
Feasibility Study Nr. 652/2024 Execution Design is in progress	No Special Law and GD was elaborated	Tenders for contracting cadastral and evaluation services – not initiated Expropriation proposals – not submitted
Lot 5 Connection with new bridge over River Prut at border with Romania		
Prefeasibility Study is in progress from Romania side	No Special Law and GD was elaborated	No available data
Lot 6 Connection with new bridge over River Nistru at border with Ukraine		
Feasibility Study 2021 Elaborated by LLC "International Design Institute". Detailed Design is in Progress	Law No. 204 of 25-07-2024 regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, including: R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure. GD 868/2024 from 18.12.2024 regarding some measures to ensure the expropriation process for the construction, rehabilitation, modernization and expansion of national roads, carrying out the complex of cadastral works (identification of private property, delimitation of public property, correction of errors made when assigning public property land, modification of cadastral plans, development of territorial organization projects, development of geometric plans, initiation and approval of real estate formation works) evaluation for the purpose of determining the amount of compensation for objects subject to expropriation	According with tender acquisition plan for 2025 is ongoing execution of cadastral works https://achizitii.md/ro/public/tender/21433523/ Evaluation services for the purpose of determining the amount of compensation in the process of expropriation of land is estimated for 2026 acquisition plan. Offers (expropriation proposals): planned after completion of the evaluation phase

	development of soil studies and preparation of files for changing the land use category. submit, by notification, the expropriation proposals (offers) to the owners of the objects subject to expropriation nominalisation composition of the committees for resolving objections of expropriated persons (GRM)	

Table 4-61: Expropriation level per lots linked to Table 4-59

Legacy Land Acquisition (land acquisition or displacement processes that occurred before the involvement of the international financier) - in respect to R7 Expropriation Phase: The PR5 gap analysis elaborated in Land Acquisition Resettlement Framework (LARF), part of the Project, concluded that Moldovan legislation has no provisions for managing legacy land acquisition. Under EBRD PR5, such cases require an independent audit, a risk-based approach to address remaining gaps, and full compliance with ESR5 for any ongoing land acquisition. For R7, the Project may require an audit as a stand-alone document, apply corrective actions as needed, and prepare a supplemental resettlement plan if gaps are identified.

4.11.5. GRM during expropriation according to national Law

Along with the GRM envisaged for mitigation of the Project's social impact, there is a Grievance redress mechanism provided for by the Law (Administrative Code) related with complaints linked to the amount of compensation due to PAPs for permanent or temporary land expropriation.

After having received the Notification on expropriation and the proposal/offer, the Project affected persons, if the proposed offer is not considered acceptable, can address a complaint/grievance to the Grievance Redress Committee within 45 days after the proposal receipt. In order to be informed when their grievance has been well-received and is being processed, the complainants can either bring it personally to the entity responsible for dealing with the complaints (NRA), where the documents are registered and taken in the works by the Grievance Redress Committee, or send it to that entity by registered mail.

The Grievance Redress Committee will be established by decision of the RM Government and will include 3 permanent members, experts in the field of activity in which run the works of national interest, and 3 members of the local council of the municipality, town or village where the properties proposed for expropriation are located, without including the owners and holders of other rights in rem over the expropriation of objects, their family members and relatives up to the fourth degree inclusive, persons holding positions in Central or local government and who have an interest in expropriation. The Committee will examine the claims and relevant supporting documents, not later than 60 days from the date of registration thereof. The Committee's decision concerning the claim formulated in response to the complainants, will notify the person affected no later than 15 days from the time of the decision's issue.

If the complainant is content with the Committee's decision on his/her claim the grievance is closed. In the opposite case, the Commission decisions may be subject to judicial process (contested in the Court). The law on Declaration of public utility will determine the limits of the right of appeal in the Court. The affected persons may contest only the amount of compensation payable, and not the fact of expropriation/use of the land in question.

The Law on Declaration of public utility for construction works will assign the responsible authorities with the right to process personal data of the persons affected, with the right to request relevant information from the object of expropriation of any public or private institution, etc. This responsibility is expected to be assigned to NRA. The relevant documents shall be registered and archived by them.

As a result, the national grievance pathway—although clearly defined through the Administrative Code and the Government-appointed Grievance Redress Committee—is limited to contesting the amount of compensation, not the terms of acquisition or alternative solutions. This creates a gap with PR5, which promotes early engagement, meaningful negotiation, and exploration of alternatives before compulsory land acquisition is used.

5. Stakeholder Engagement

5.1. Information disclosure during ESA

In accordance with national legislation, public access to environmental and social information is a core requirement for public infrastructure projects. The National Road Administration (NRA) is responsible for ensuring timely disclosure and communication with stakeholders through multiple channels. The Mass Media and Communications Department manages regular website updates and coordinates public notices.

Grievance management is carried out in line with national procedures. Complaints may be submitted verbally or in writing to the NRA Secretariat (Registration Office) and are then directed to the relevant department. Issues related to Project roads are forwarded to the Project Implementation Unit (PIU), which provides responses within 30 days in accordance with the Administrative Code 116/2018. Urgent cases are handled through an accelerated process; if additional time is required, a new deadline and responsible officer are assigned.

An online petition form for public submissions is available at: <https://www.and.md/petitii-online/>.

In line with EBRD Performance Requirement 10 (Information Disclosure and Stakeholder Engagement), the ESIA package, NTS, SEP, ESAP, ESMP, RSA and LARF will be disclosed in both Romanian and English before Project approval. Documents will be accessible via the NRA website, municipal offices, and the EBRD disclosure platform, with notices published in local media. The NRA will maintain a disclosure log recording locations, dates, and materials disclosed to the public.

5.1.1. Early Stakeholder Engagement

The methodology applied for early stakeholder engagement was informed by a comprehensive assessment of contextual factors most relevant to affected and interested parties. The approach considered the current level of advancement of the Detailed Design, the status of environmental permitting processes, the national land acquisition framework and its implementation progress, category of the road (express road), as well as the degree and intensity of community interactions observed along Lots 1–6. These elements collectively shaped the identification of priority topics, stakeholder groups, and the required depth and timing of engagement activities.

Category B projects are required to carry out a formalized, participatory consultation process integrated into the environmental and social assessment (ESA) process.

The early-stage stakeholder engagement for the R7 Tranche 1 corridor set out to identify who is affected or interested, capture location-specific concerns, and refine the depth of public consultations and baseline data collection. Stakeholders were mapped through an internal workshop on 29th of August 2025 with NRA against two dimensions—degree of impact and level of interest—and grouped as: national ministries and agencies; regional and district authorities; municipal administrations; project-affected communities (residents, landowners, businesses); workers and labour representatives; potential suppliers and contractors; civil society and thematic NGOs; and local press and online media. Detailed Stakeholder Register and Contacts are presented in **ANNEX B**.

Consultation meetings were conducted as ongoing process of early stakeholder engagement in August - September 2025 and subsequent identification October 2025.

The Methods used for R7 Engagement following *EBRD Guidance Note Information Disclosure and Stakeholder Engagement 2023* are detailed below.

Information Disclosure Tools

Announcements were posted by the National Road Administration and by district and local authorities across their websites and social media. Given the prevalence of community Viber and Facebook groups, local administrations also used these channels to reach residents quickly and collect feedback. Where online presence is limited, notices were displayed physically at mayoralty buildings. This multi-channel approach improved reach and ensured that even small or remote communities were aware of the project, upcoming consultations, and the route for questions or complaints. The **A4 Leaflet** used in early stage is presented in

ANNEX D – Early Stakeholder Engagement Detailed Record.

Lots (1-6)	Stakeholder	Published Announcement (on-line, in front of the mayoralty)
1-6	National Road Administration	https://www.andsa.md/featured/anunt-cu-privire-la-lansarea-proiectului-de-evaluaire-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-r7-r14-drochia-costesti-frontiera-cu-romania-si-r14-1-soroca-frontiera-cu-ucraina/
1,2,4	District Council Drochia	https://drochia.md/anunt-cu-privire-la-lansarea-proiectului-de-evaluaire-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-r7-r14-drochia-costesti-frontiera-cu-romania-si-r14-1-soroca/
3	District Council Rîșcani	https://consiliulriscani.md/?pag=news&tip=anunturi&opa=view&id=2695
1,6	District Council Soroca	https://www.facebook.com/share/169JhQGhT6/?mibextid=wwXlfr www.soroca.org.md
1	Solcani Village	https://www.facebook.com/primaria.solcani/
1	Zgurita Village	https://www.facebook.com/primariazgurita.rnuldrochia/
1	Chetrosu Village	www.primariachetrosudrochia.info , https://www.facebook.com/share/1Vs2XCcnYg/?mibextid=wwXlfr
2,4	Tarigrad village	www.tarigrad.sat.md , https://www.facebook.com/share/175pGZAwgF/?mibextid=wwXlfr
2	Nicoreni village	https://www.facebook.com/share/1ar5ZWYxhu/?mibextid=wwXlfr
2,3	Rîșcani City	www.riscani.info https://www.facebook.com/share/1A5aRk6A4u/?mibextid=wwXlfr
3	Pîrjota Village	https://www.facebook.com/share/1PQNLZ5THi/?mibextid=wwXlfr
3	Hiliuți village	https://www.facebook.com/share/1YmWKn6BSU/?mibextid=wwXlfr
3	Șaptebani village	https://www.facebook.com/share/g/16vnMfFLWF/?mibextid=wwXlfr
3	Gălășeni village	https://www.facebook.com/share/g/16NKSSStHkw/?mibextid=wwXlfr
3	Petrușeni village	https://www.facebook.com/share/g/17k4yJmii1/?mibextid=wwXlfr
3	Costești village	www.primariacostesti.md
4	Miciurin village	https://www.facebook.com/share/g/17VH5sV56k/?mibextid=wwXlfr
6	Cosăuți village	https://www.facebook.com/comunaCosauti/
1-6	Observatorul de Nord – local press	https://observatorul.md/evaluare-impact-mediul-traseul-r7/

Table 5-1: Overview of published announcement

Information boards in villages from Aol of the Project, especially in front or inside mayoralty buildings are useful and familiar for providing regular updates, notifications and contact or grievance mechanism details to local communities, particularly where information boards are already an established means of information dissemination.



Figure 5-1: Information boards

In-person meetings with Key Stakeholders and representatives of the villages per Lot 1-6

Date	Locality / Stakeholder Engaged	Feedback/Concerns/Issues
14.08.2025	Lot 2-3 District Council Rîșcani, Department of Roads	Dust, noise, biodiversity impacts, Safety and access management, cross-cutting impacts, construction impacts Representatives of the District mentioned Duruitoarea stone quarry from Costesti as an existential negative impact because the adjacent road which switch with R7 is not rehabilitated and moving trucks from Duruitoarea quarry create a massive dust pollution. It is feasible to analyse this aspect. It is necessary to take into consideration for Technical Due Diligence the ongoing project "Improving water supply and sanitation services in the localities of Păscăuți, Dămășcani, Proscureni, Gălășeni, Mălăiești, Hiliuți, Rîșcani district". World Bank project "Security of water supply and sanitation in Moldova". Implemented by the National Office for Regional Local Development (ONDRL) Protected Areas are subject to detailed impact assessment.
14.08.2025	(Lot 1,2,4) District Council Drochia, President of the District	Construction Impacts, Cross-cutting impacts, Land Acquisition Impacts Drochia bypass will have a great positive social impact from road safety aspect, because R7 is the only access and pass through Drochia city with potential noise risk to medical institutions, schools, businesses, residential areas along the route and security of pedestrians as Central Bus Station and Car Market is located along the route. Administration emphasized Sugar Factory Sudzucker which could avoid the city via bypass.
14.08.2025	(Lot 1,6) Soroca District Council	Construction Impacts, Cross-cutting impacts, Biodiversity Land Acquisition Impacts, Transborder Impacts At public consultations regarding new connection the population disagreed the previous Plan of road layer because it crossed the path to water access. The population of Cosauti is intended to be connected to SAAPA NORD, aqueduct Soroca-Nord in less than one year. https://monitorul.fisc.md/ru/editorial/crearea-unui-operator-regional-puternic-esentiala-pentru-avansarea-proiectului-apa-nord-moldova.html/ . Soroca – Ukrainian border connection is estimated to have a great positive transborder social impact from connection aspect. Negative impacts were detailed estimated during evaluated alternatives.
20.10.2025	(Lot 1,2,4) District Council Drochia, consultation with Representatives of: Zgurița village - Mayor Chetrosu village - Mayor Nicoreni village - Mayor Drochia city - Mayor Țarigrad	Construction Impacts on local roads, land acquisition, safety and access concerns at junctions and along densely settled frontages, Road Safety, signed and lit junctions with accel/decel lanes Particular danger for pedestrians crossing to the opposite side of the villages was raised. The district pointed to a network of regional strategies (water, waste, transport, climate, public health) that should frame the project's mitigation and

	village - Mayor Miciurin village - Mayor District Police Inspectorate, Land Department of District Council	monitoring. Communes asked that all accesses be audited for safety, poor night-time visibility can contribute to collisions, and that agricultural machinery movements be explicitly accommodated in design. Local authorities are essential for communication, approvals, and grievance handling, but coordination with national authorities is weak. Land expropriation is the main concern. Construction traffic may damage local roads and cause safety risks, requiring mitigation and alternative routes. A functional local grievance mechanism exists, with active community and social activist involvement. Affected land is mainly small agricultural parcels critical to household income, especially for retirees. Contractors will face local resource constraints (water, waste management) and must coordinate closely with mayors.
21.10.2025	National Road Administration meeting with consultants	The National Road Administration (NRA) does not have a fully integrated ESHS management system aligned with ISO 14001 or EU standards, relying instead on standalone policies and procedures governed primarily by national legislation. Institutional capacity for ESHS management exists but is limited, with a small dedicated E&S team responsible for both oversight and on-site monitoring, which may constrain effectiveness as project volumes increase. ESHS compliance during project implementation is ensured mainly through contractual mechanisms (FIDIC-based contracts, ESMPs, BoQ integration) and supervision by independent engineers combined with periodic NRA inspections. Grievance management is functional but largely informal and locally driven, with escalation to NRA only when issues cannot be resolved at community level, indicating the need for a more centralized and documented system. Land acquisition and resettlement processes are clearly defined in national law, with recent legislative changes strengthening state authority and predictability, although social acceptance challenges remain, particularly for bypass projects Gaps in feasibility study documentation, especially at border crossings with Romania and Ukraine (Lot 5,6), represent a key implementation risk and may delay strategic connectivity projects if financing and studies are not secured.
21.10.2025	MIDR - Ministry of Infrastructure and Regional Development meeting with consultants	National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.
21.10.2025	ANTA – National Road Transport Agency meeting with consultants	National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.

Table 5-2: Overview of the in-person meetings

Early Stakeholder engagement is described in **ANNEX D** to SEP, including detailed feedback.

Individual in-person with businesses along the roadside: Examples



Figure 5-2: Pictures from in-person meetings with businesses

Site visits and targeted site visits with mayors were conducted as a key engagement method to directly identify social receptors, observe local conditions, identify the principal concerns of residents within the Project's Area of Influence, and gather context-specific feedback related to the proposed road rehabilitation and new construction works. These visits enabled the Project team to validate community priorities, assess potential impact pathways, and integrate locally informed insights into the ongoing design and planning process.



Figure 5-3: On-site visits of the different Lots

Workshops with NRA, ANTA was held to discuss organization of the road project in terms of capacity and capability, policies and management systems in place, current compliance with the EU policies and strategies, future programs. Organization of works for the proposed project (management / oversight of contractors for construction work, management of labour), management of environmental and social impacts, stakeholder engagement and management of grievances (labour, communities), management of land displacement and

compensation, past legacies, monitoring, reporting and communication, Road Safety Audits performance.

29 th of August 2025 NRA	21 st of October 2025 NRA	21 st of October 2025 ANTA
		

Figure 5-4: Table: Meetings with the NRA

The engagement also outlined the grievance redress mechanism (GRM) to be operated through the National Road Administration. Core design principles were presented: accessible and free to use; available in Romanian and Russian with male and female contact points; accepting anonymous submissions; providing acknowledgement within seven working days; and allowing escalation to independent mediation or the courts at any time. Special provisions were highlighted for land acquisition and resettlement contexts (advance distribution of leaflets before surveys and at valuation disclosure; field presence to explain options; and recording of grievances centrally to allow trend analysis and timely corrective action). The GRM will be tied to contractor complaint logs during construction and integrated with the NRA/PIU reporting system, with periodic public summaries to build confidence in responsiveness.

During the Scoping phase for the R7 Road Rehabilitation Project (Lots 1–6), a targeted **media search** was conducted to complement stakeholder identification and understand the public discourse surrounding the project. The review focused on national and local news outlets, official institutional websites (Customs Service, NRA, MIDR), EU/CEF communications, and public consultation platforms.

The purpose of this media scan was to: identify **community concerns, expectations, and perceptions**, particularly around the Drochia bypass (Lot 4), access roads to new bridges (Cosăuți-Yampil Lot 5 and Costești Stâncă – Lot 6) and adjacent border infrastructure; track **ongoing institutional consultations** relevant to road rehabilitation, land needs, and customs infrastructure; identify **projects or initiatives linked to or influencing R7 Lots 1–6**, such as border modernisation, TEN-T extensions, or public procurement plans; provide contextual background to inform the ESA's stakeholder engagement strategy.

The findings showed that media coverage is strongest for the **Cosăuți-Yampil border area** (Lot 6), where community expectations and EU-funded initiatives receive significant attention. Local voices reflect concerns about traffic, safety, noise, and the alternative for construction. Institutional portals (Customs Service, NRA) highlight procedural consultations, design and land needs, and coordination with EU programmes such as the CEF. A summary of the articles reviewed is presented in the **ANNEX D**.

5.1.2. Public Consultation and Baseline Data Collection

Between 19th of March –1st of April 2026, the Project Implementation Unit (NRA) and ESA consultants conducted a comprehensive stakeholder engagement and baseline socio-economic survey campaign across

all settlements within the Area of Influence (AoI) of R7 Lots 1–6. Activities aligned with EBRD Performance Requirement 10 and Moldovan legislation on public consultation and access to information.

Lot	Communities/Key Stakeholders	Engagement and Primary Data Collection	Proposed Type of Engagement	Responsibilities	Link to publication	Participants
All	NRA	19 March-02 April 2026	Primary Data Collection and Community Engagement	ESA Consultants/ NRA	https://www.andsa.md/consultarii-publice-anunturi-si-procese-verbale/anun-cu-privire-la-organizarea-consult-rilor-publice-privind-proiectului-de-evaluare-a-impactului-de-mediu-social-i-siguran-rutier-pe-traseul-r7/	On-line Publication
Lot 2,3,5	Râșcani District villages Pârjota, Hiliuți, Șaptebani, Gălășeni, Petrușeni, Costești city	19 th of March 2026 10.00 - 11.00-12.00	Representatives of Communities meeting, Brochure presentation with Project Information and GRM FGD with Landowners and Businesses	ESA Consultants/ NRA	https://consiliulriscani.md/index.php?pag=news&opa=view&id=2794&tip=anunturi&start=&di= https://consiliulriscani.md/index.php?pag=news&opa=view&id=2793&tip=anunturi&start=&di=	Engagement - 19 participants inclusive Mayors from the villages of Râșcani District. FGD with landowners and businesses near R7 – identified 71 businesses (petrol stations, agricultural companies, warehouses, refrigerators, coal depot, brick factory, mill, children's holiday camp „Vulturăș”, trade companies, SA „Drumuri Râșcani”, poultry farm, service companies, customs and CBP Costești Stâncă)
Lot 2,3	Râșcani city (with village Balanul-Nou and Râmăzan)	19 th of March 2026 14.00-15.00	Community meeting, FGD with businesses near R7 RoW, Baseline survey, FGD with vulnerable group, Brochure presentation with Project Information and GRM	ESA Consultants/ NRA	https://www.facebook.com/p/Prim%C4%83ria-R%C3%AE%C5%9Fcani-100064693753274/	Community Engagement - 16 participants FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women) Surveyed – 16 residents
Lot 1,2,4	Drochia City	24 th of March 2026 11.00-12.00	Community meeting, FGD with businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey Leaflet presentation with Project Information and GRM	ESA Consultants/ NRA	https://www.facebook.com/share/p/1CSSvi4pDt/?mibextid=wwXlfr https://primariadrochia.md/2026/03/23/%f0%9f%97%a3%ef%b8%8f-anunt-privind-organizarea-consultarii-publice/	Community Engagement - 19 participants FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women) Surveyed – 17 residents
Lot 2,4	Țarigrad Village	24 th of March 2026	Community meeting, FGD with agricultural	ESA Consultants/ NRA	https://primariatarigrad.md/2026/03/13/anunt-cu-privire-la-	Community Engagement - 18 participants

Lot	Communities/Key Stakeholders	Engagement and Primary Data Collection	Proposed Type of Engagement	Responsibilities	Link to publication	Participants
		13.00-14.00	landowners near new construction (Drochia bypass), Meeting with LPA social assistant and FGD with vulnerable groups, Leaflet presentation with Project Information and GRM, Baseline Survey		organizarea-consultarilor-publice-privind-proiectul-de-evaluare-a-impactului-de-medi-social-si-siguranta-rutiera-pe-traseul-m7/	FGD with agricultural landowners near new construction (Drochia bypass) and FGD with vulnerable group (elderly people, women) Surveyed – 16 residents
Lot 4	Miciurin Village	24 th of March 2026 13.00-14.00	Community meeting, FGD with agricultural landowners near new construction (Drochia bypass), Meeting with LPA social assistant and FGD with vulnerable groups, Leaflet presentation with Project Information and GRM, Baseline Survey	ESA Consultants/ NRA	https://www.facebook.com/groups/3088207404797575/permalink/4339597612991875/?mibextid=wwXlfr&rdid=fKLOIY8pXe3SxkJ0&share_url=https%3A%2F%2Fwww.facebook.com%2Fshare%2Fp%2F1FrzxsG9d%2F%3Fmibextid%3DwwXlfr#	Community Engagement - 18 participants, FGD with agricultural landowners near new construction (Drochia bypass) and FGD with vulnerable group (elderly people, women) Surveyed – 16 residents
Lot 2	Nicoreni Village	24 th of March 2026 16.00-17.00	FGD with women, Elderly households' consultation near the road's residential area, Leaflet presentation with Project Information and GRM, Baseline Survey	ESA Consultants/ NRA	https://www.facebook.com/share/18ATNvoHAJ/?mibextid=wwXlfr	Community Engagement - 15 participants, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents
Lot 1	Chetrosu Village	27 th of March 2026 11.00-12.00	Community meeting, FGD with businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey Leaflet presentation with Project Information and GRM	ESA Consultants/ NRA	https://www.facebook.com/share/p/1CC91v6ehQ/?mibextid=wwXlfr	Community Engagement - 23 participants, FGD with businesses near R7, FGD with vulnerable group (elderly people, women) Surveyed – 25 residents
Lot 1	Zgurița Village	27 th of March 2026 13.00-14.00	Community meeting, KII with LPA social assistant and FGD with vulnerable groups, Baseline Survey, Leaflet presentation with Project Information and GRM	ESA Consultants/ NRA	Information board	Community Engagement - 17 participants, FGD with vulnerable group (elderly people, women) Surveyed – 11 residents
Lot 1	Șolcani village (including Cureșnița-Nouă village)	27 th of March 2026 15.00-16.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with	ESA Consultants/ NRA	https://www.facebook.com/share/1Ctc2eUSu9/?mibextid=wwXlfr	Community Engagement - 19 participants, FGD with landowners and businesses

Lot	Communities/Key Stakeholders	Engagement and Primary Data Collection	Proposed Type of Engagement	Responsibilities	Link to publication	Participants
			vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.			near R7, FGD with vulnerable group (elderly people, women) Surveyed – 17 residents
Lot 6	Cosăuți Village	27 th of March 2026 16.00-17.00	Community meeting, FGD farmers & landowners at new construction road, Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	Information Board	Community Engagement - 21 participants, FGD with farmers & landowners, FGD with vulnerable group (elderly people, women) Surveyed – 15 residents
Lot 3,5	Costești commune (inclusive Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)	1 st of April 2026 11.30 – 12.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	www.primariacostesti.md	Community Engagement - 15 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 15 residents
Lot 3	Petruseeni village	1 st of April 2026 11.30 - 12.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	https://www.facebook.com/share/g/17k4yJmii1/?mibextid=wwXlfr	Community Engagement - 9 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents
Lot 3	Gălășeni commune (with Mălăiești village)	1 st of April 2026 14.00-14.30	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	https://www.facebook.com/share/g/16NKSStHkw/?mibextid=wwXlfr	Community Engagement - 19 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 16 residents
Lot 3	Șaptebani village	1 st of April 2026 13.00-14.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with	ESA Consultants/ NRA	https://www.facebook.com/share/p/1ECrnfvpoo/?mibextid=wwXlfr	Community Engagement - 11 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 14 residents

Lot	Communities/Key Stakeholders	Engagement and Primary Data Collection	Proposed Type of Engagement	Responsibilities	Link to publication	Participants
			Project Information and GRM.			
Lot 3	Hiliuți village	1 st of April 2026 14.30 - 15.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	https://www.facebook.com/share/p/16qctv8Z1m/?mibextid=wwXlfr	Community Engagement - 27 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 15 residents
Lot 3	Pîrjota village	1 st of April 2026 15.30 - 16.00	Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.	ESA Consultants/ NRA	https://www.facebook.com/share/1PQNLZ5THi/?mibextid=wwXlfr	Community Engagement - 15 participants FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents

Table 5-3: Overview of public consultations

Over 280 participants attended community meetings and more than 220 baseline surveys were conducted.

Across all localities, a standardised and multi-modal engagement approach was applied, ensuring inclusiveness and accessibility.

Methods of community engagement and primary data collection: Information Board, Focus Group Discussions, Leaflet presentation with GRM included and detailed explained to communities, On-line announcement on public consultations, Baseline Survey, Individual meetings.



Figure 5-5: Community engagement

During the consultation process, public was asked to provide comments on the existing restraints and impacts on using actual roads by communities, businesses and landowners which are in everyday contact with the roads related to the Project. As meaningful consultation plan was not performed to the latest Project designs, the SEP has the aim of improving the design and avoiding/reducing adverse environmental and social risks and impacts in accordance with the mitigation hierarchy. This information is developed in the ESA Report.

A summary of this stakeholder feedback shall be incorporated into the first Annual Environmental and Social Performance Report that will be prepared during the construction stage, to demonstrate how stakeholder feedback is continually being used to improve the overall design and performance of the Project.

Summarise of key conclusions and feedback (Detailed Baseline Assessment and Public Consultation in Annex G)

Lot	Localities	Key Conclusions
Lot 1	(Drochia – Chetrosu – Zgurița – Șolcani)	Poor road condition significantly affects safety, vehicle damage, and daily mobility. High exposure of residential areas to dust, vibration, and noise due to proximity to the road. Deficient safety infrastructure (lack of markings, lighting, signage, accel/decel lanes). Pedestrian safety risks (lack of crossings, unsafe bus stop access, daily movement of children). Need for improved local access and service roads, including safer connections to properties and agricultural land.
Lot 2	(Rîșcani area, Nicoreni, Țarigrad)	Critical need for road rehabilitation and climate-resilient design due to accelerated degradation (winter 2026). High accident risk driven by lack of speed enforcement and unsafe junctions. Mixed traffic conflicts (agricultural machinery vs. fast traffic). Need for improved junction design (roundabouts, controlled intersections, pedestrian crossings). Temporary access restrictions during construction identified as key socio-economic concern.
Lot 3	(Rîșcani district villages: Hiliuți, Pîrjota, Șaptebani, Gălășeni, Petrușeni)	Systemic road safety deficiencies (lighting, signage, crossings, dangerous curves). Strong need for integrated safety upgrades (sidewalks, drainage, barriers, bus stops). Agricultural crossings and livestock movement create major collision risks. Dust impacts from quarry operations and transport routes affecting health and visibility. Geotechnical risks (landslides, hilly terrain) requiring engineering solutions. Need for half-lane / slow vehicle accommodation and improved traffic management.
Lot 4	(Drochia bypass – new construction: Țarigrad, Miciurin)	Primary concern: land acquisition and economic displacement due to new alignment. Impacts on agricultural landowners and need for fair compensation/consultation. Construction impacts (dust, noise, access disruption) on nearby communities. Need for early stakeholder engagement and clear GRM communication. Requirement for safe integration of new alignment with existing local road network.
Lot 5	(Costești – border connection)	Traffic pressure from border crossing (Costești–Stâncă) is a dominant issue and cumulative with new bridge and access road. Heavy truck traffic causing noise, dust, and safety risks, especially near settlements from CBP. Need for traffic organization infrastructure, including proposed parking area. Construction phase risks (traffic disruption, safety for pedestrians and cyclists). Strategic importance of corridor for international connectivity and trade.
Lot 6	(Cosăuți – border area, new construction context)	Concerns related to new road construction footprint, especially on agricultural land and near the Cosăuți settlement – community totally disagree the proposed alternative for construction. Environmental and health impacts from quarry activities (dust, blasting, transport). Potential transboundary sensitivity due to proximity to border and river corridor. Need for mitigation of construction impacts (dust control, traffic management). Importance of protecting local livelihoods (farmers/landowners).

Table 5-4: Key feedback

5.1.3. Cross - cutting stakeholder engagement requirements

Stakeholder engagement under **PR10** is a **horizontal (cross-cutting) requirement** that supports the effective implementation of all other EBRD Performance Requirements (PRs). SEP does not operate in isolation—it enables all other PRs to function effectively by ensuring that affected people are informed, consulted, heard, and protected throughout the project lifecycle.

Linkage of PR10 with Other Performance Requirements related to Project:	Summary of stakeholder engagement-related requirements
PR1: Assessment and Management of Environmental and Social Risks and Impacts	Stakeholder identification and meaningful engagement during ESIA are an integral part of the assessment process; Identification of stakeholders who are disproportionately impacted; Actions to address E&S risks and impacts (as contained in ESMP) to take account of outcomes of stakeholder engagement; Monitoring to address grievances from workers and external stakeholders; Regular reporting to the EBRD on implementation of stakeholder engagement plan (SEP) Additional stakeholder engagement required if material changes arise to environmental and/or social risks and impacts
PR2: Labour and working conditions	Specific requirements on communication with workforce, consultation during collective dismissals and a grievance mechanism for workers;
PR4: Health, safety and security	Specific requirements on stakeholder engagement relating to community health and safety and security providers and on provision of confidential channels to report incidents, where appropriate, when gender-based violence risks are identified
PR5: Land acquisition, involuntary resettlement and economic displacement	Displacement impact assessment process must take into account views of affected people and key relevant stakeholders; Resettlement planning proportionate approach will consider level of stakeholder interest; Stakeholder engagement requirements for resettlement planning, implementation and monitoring phases in accordance with PR10, including: consultation methods to consider vulnerable groups and use of simple, practical, accurate and culturally appropriate documentation. Grievance mechanism for land acquisition and resettlement process, including requirements for a recourse mechanism (also referred to as an appeals process) being available to resolve disputes in an impartial manner;
PR6: Biodiversity conservation and sustainable management of living natural resources	Requirement for stakeholders to be consulted in accordance with PR10 and specifically where project activities impact priority biodiversity features and/or critical habitat.
PR8: Cultural heritage	Specific requirements include meaningful consultation and information provision during identification of cultural heritage (tangible on likelihood of chance finds)

Table 5-5: Linkage of PR10 with Other Performance Requirements and Summary of Stakeholder Engagement Obligations

5.1.4. Information Disclosure and Consultation Plan

The purpose of the following sub-chapter is to define how ESA will be disclosed, the pre-construction, construction, and operation phases of the R7 Road Tranche 1 Project. The approach ensures timely, accessible, and inclusive communication in both Romanian and Russian and fulfils the requirements of the EBRD PR10. The disclosure of the Environmental and Social Assessment (ESA) for the R7 Road Rehabilitation Project (Lots 1–6) is undertaken in accordance with the requirements of the European Bank for Reconstruction and Development (EBRD) Performance Requirement 10 – Information Disclosure and Stakeholder Engagement, the Environmental Protection Law of the Republic of Moldova, and the national provisions governing public access to environmental information and public consultation processes

The following information will be disclosed electronically and in hard copy:

Document	Purpose
Non-Technical Summary (NTS)	Provide concise, bilingual summary of ESA findings
ESA (ESMP, ESAP, LARF)	Provide detailed technical and mitigation information
Stakeholder Engagement Plan (SEP)	Describe engagement and grievance process
Grievance Redress Mechanism (GRM)	Explain complaint procedure

Table 5-6: Overview of disclosure documents

Disclosure of the ESA package (with SEP, NTS, LARF, RSA, ESMP, ESAP):

Lot	Communities/Key Stakeholders	Consultation schedule (indicative)	Type of Engagement	Responsibilities
All	National Road Administration Ministry of Infrastructure and Regional Development	Tbc 2026	Workshop ESA Package Disclosure Present ESA findings and mitigation measures. Reiterate GRM channels and monitoring requirements.	NRA / MIDR / ESA Consultants
All	National Road Administration	Tbc 2026	Publish ESA package, SEP, NTS, GRM procedure on NRA website. Media release + social media notifications.	NRA / MIDR / ESA Consultants

Table 5-7: Indicative ESA Disclosure Package

5.2. Stakeholders' engagement activities during project lifecycle

5.2.1. SEP and further engagement

A Project-specific SEP and a dedicated Grievance Mechanism have been developed in accordance with national requirements and EBRD PR 10. These instruments will be approved and implemented by the NRA and Contractors to ensure continuous, transparent, and inclusive engagement throughout the Project lifecycle. Further stakeholder engagement will continue during detailed design and construction phases to ensure that all affected groups remain informed and consulted. Ongoing engagement will address the following priority areas:

- Access arrangements to residential properties, commercial facilities, and agricultural land;
- Land acquisition (temporary, permanent)
- Community Health and Safety during construction;
- Pedestrian infrastructure design (crossings, sidewalks, access to schools, churches, kindergartens, and other social facilities);
- Coordination with local development plans and schedules of community infrastructure projects (e.g. water supply and sanitation);
- Access to pastures and agricultural plots along the road;
- Road-safety measures identified in the Road Safety Audit (e.g. reducing access points, removing visibility obstructions, and introducing speed-calming within settlements);
- Long-term planning of the regional road network (traffic forecasts, future bypass plans); and
- Public information on final design solutions, construction schedules, job opportunities, safety precautions, and the Grievance Redress Mechanism.

The SEP will be implemented jointly by the NRA PIU and Contractors, under supervision of the NRA Environmental and Social (E&S) Team, which will coordinate, monitor, and report engagement activities. Stakeholder engagement outcomes and grievance statistics will be summarized in semi-annual environmental and social monitoring reports submitted to the EBRD.

The SEP will remain a living document, updated as the Project design, construction schedule, or stakeholder priorities evolve, ensuring continuous compliance with EBRD PR 10 and ToR requirements.

5.2.2. Methods of engagement during project lifecycle

SEP present key stakeholder's engagement activities to take place during the project preparation stage through to implementation and closure. Additional activities can be included following consultations with project beneficiaries, stakeholders and contractors if these are deemed useful and necessary. SEP and ANNEXES provide a comprehensive Stakeholder Engagement Program to be followed during the lifecycle of the project. Engagement methods will be tailored to the stakeholder group and stage and are proposed below:

Engagement Methods	Purpose/Description
Electronic publications	On-line publications as announcements, invitation to public consultations (publication 10 days earlier before consultations) are available on web-platforms of lead stakeholders, NRA/PIU and LPA (Local Public Administration) and social platforms as Facebook/Viber to assure a more transparent communication with communities. The links to on-line publications of stakeholders used in early stakeholder engagement and during public consultations are included in SEP.
Media releases	The press and media outlets used will raise awareness of the availability of the above documents during each stage of the Project, including links to the PIU's website where the documents will be available electronically. The press and media outlets shall also be used to inform people where physical copies of the documents are, so that they can comment on them, and also physically attend meeting venues when these are organized and the actual date, time and location is known.
Public meetings and hearings	The disclosure of information should support consultation. Consultation is a two-way process of dialogue between the Project implementation team and its stakeholders. These consultations will be held at least twice per year during lifecycle of the Project and provide opportunity for all citizens to raise issues with NRA/PIU. NRA/PIU will also request communities' feedback on how to make consultations more effective into implementation. The results of such consultations will be documented, agreed with community leaders, and posted on NRA/PIU website.
Workshops	The workshops with experts will be held to consult the revision and development of designs during the preconstruction, construction and operational phase. Also, several workshops with citizen/ stakeholders will be carried out. The main topics of these workshops will be the ways of information and awareness of stakeholders on project benefits, established implementation procedure, timing for project implementation, GRM. Other topics relevant for these workshops will be identified during project implementation.
FGD (focus group discussions)	FGDs help identify local concerns, expectations, site-specific risks, and opportunities, ensuring that the ESA integrates community knowledge, vulnerabilities, and context-specific mitigation measures. Detailed Focus Group Discussions with communities are presented in ANNEX G.
Key informant interviews	Targeted stakeholder engagement method to gather expert, experience-based insights from individuals with in-depth knowledge of local conditions, institutional processes, and potential project impacts. They support scoping and impact assessment by providing qualitative information on environmental, social, land-use, health, and governance issues, helping to identify risks, refine mitigation measures, and complement data from surveys and public consultations.
Social Baseline/Land use and Resettlement Questionnaire	Document the socio-economic conditions of households, existing land use patterns, and the presence of any formal or informal land rights. It helps identify potentially affected people, understand livelihood dependencies, and establish the reference point for assessing project impacts, eligibility for compensation, and future resettlement or livelihood restoration measures. Presented in ANNEX A
Leaflets/Informative Notes	Leaflets with information that might present more interest for affected parties, such as the benefits of proposed investments, will be developed and distributed in the meetings/ public consultations/ public institutions (LPA, FGD etc.). The leaflets available in Romanian/ Russian languages. ANNEX C
Information Boards	Using Information Boards of LPA. On these information boards will be placed the information related to the Project, relevant for every phase of Project implementation.
Letters	The letters will be an instrument used in order to facilitate the Project implementation process through good collaboration between the implementing entities and other stakeholders.

Engagement Methods	Purpose/Description
Reports	The reports will be used to monitor the Project implementation and to keep informed the main stakeholders of the Project.
E-mails	To facilitate communication between implementing entities
GRM	GRM will be established in line with the EBRD's PR10 requirements. A dedicated grievance mechanism will be set up for the Project. The stakeholders will be able to raise grievances anonymously by phone or online using the PIU's on-line GRM form.
Grievance Log	Where grievances, including those delivered through the online platform, are registered (including grievance delivered by letter mail or in writing) and maintained, followed up and resolved through a database.

Table 5-8: Overview engagement methods

All consultations will be documented (minutes, attendance lists, photos, summaries).

Methods for Collecting Feedback

Stakeholders may submit comments through:

- GRM submission forms (online and printed)
- Email and postal addresses of NRA and ESIA consultants
- Registers at mayoralities
- Feedback boxes placed at local administrative buildings
- Direct submission at public meetings

6. Potential Impacts

The Environmental and Social Impact Assessment (ESA) was prepared in accordance with the EBRD Environmental and Social Policy (2019) and its relevant Performance Requirements (PRs).

Its objective is to identify, describe, and evaluate the potential environmental and social impacts associated with the R7 Road Rehabilitation Project and to propose mitigation and enhancement measures proportionate to the assessed level of significance. Assessment process. The ESIA combined desk-based research, field investigations, GIS spatial analysis, and stakeholder engagement to build a robust understanding of existing conditions and potential changes resulting from the Project.

The process aimed to integrate both technical data and community perspectives within a consistent, semi-quantitative framework.

Key steps included: Review of existing information – technical studies, design documentation, and planning reports provided by the Client or national institutions.

- Field verification – structured site visits to confirm baseline conditions, identify sensitive receptors, and collect primary environmental and social data.
- Stakeholder engagement – consultations with project-affected persons (PAPs), community representatives, and NGOs to capture local concerns and validate preliminary findings.
- GIS-based analysis – overlay of spatial data to locate potential conflict zones or cumulative sensitivities.

Scope of topics addressed. Fieldwork and analysis covered both biophysical and socio-economic domains, including:

- Environmental conditions – land use, vegetation, water resources, geology, soil quality, biodiversity, and potential natural hazards;
- Infrastructure and mobility – existing road geometry, traffic flow, and safety constraints;
- Community aspects – livelihoods, access to services, and vulnerability patterns (women, children, elderly, low-income households);
- Public health and safety – exposure to noise, air emissions, and construction-phase hazards;
- Gender dimensions – accessibility, safety, and mobility differences between women and men;
- Socio-economic linkages – employment, local enterprise development, and regional connectivity;
- Opportunities for positive impacts – improved access to education, healthcare, markets, and jobs.

6.1. Impact assessment methodology

The method proposed for the ESA report will determine the **significance of an impact** on an environmental / social component (the impact receptor) according to three (3) criteria:

- (i) *intensity* (determined according to the value/vulnerability of the impact receptor and the magnitude of the effect),
- (ii) *duration* (the temporal aspect)
- (iii) *extent* (spatial aspect).

The significance of an impact is decided by evaluating its intensity, duration, extent and the likelihood of an

impact occurring within the certain context (geographic scope and scale).

The decision about the significance of impact is proposed to be taken by using the following approach / logic:

Significance of impact = Intensity of impact + Duration (temporal aspect) + extent (spatial aspect),

where

Intensity of impact = Magnitude of effect + Receptor value,

where

Magnitude of effect - the magnitude of effect assesses the extent to which the structural and functional characteristics of the component are adversely affected (High: where the effect results in the loss or modification of the whole or the main characteristics of the receptor, to the extent that it risks losing its identity: for example, destruction of fertile layer of soil, irremediably eroded (washed away) by devastatingly powerful runoff; Moderate: when the effect results in the loss or modification of certain characteristics of the affected component, thus reducing its qualities though without compromising its identity: for example, wind erosion of soil; Low: when the effect does not significantly alter the characteristics of the affected element, so it retains its identity and its qualities are not excessively degraded: for example, dust being deposited on plants affecting its photosynthetic function until the first rain which will re-establish totally this function).

Receptor value - environmental/social value expresses the relative importance of an impact receptor. It is determined by considering the environmental and/or social value of the receptor as established by the regulations or the judgement of the assessor or other specialists.

Duration - Duration indicates the temporal aspect of the impact. It assesses, in relative terms, how long the impact will interact with the receiving environment. The terms “long-”, “medium-” and “short-term” are used to describe this period of time.

Extent - Extent refers to the spatial aspect of the impact. For practical reasons, as with duration (the temporal aspect), we need to categorize this dimension. Three levels of extent are thus defined: Regional, Local, and Limited.

Duration	Extent	Intensity		
		High	Moderate	Low
Long-term	Regional	H	H	M
Long-term	Local	H	M	L
Long-term	Limited	M	M	L
Medium-term	Regional	H	M	M
Medium-term	Local	H	M	L
Medium-term	Limited	M	L	L
Short-term	National	H	M	M
Short-term	Regional	M	L	L
Short-term	Local	M	L	L

Colour key: Yellow = Low (L), Orange = Moderate (M), Red = High (H)

Table 6-1: Semi-quantitative assessment grid

Significance is ultimately classified as High, Moderate, or Low according to this matrix. Where the likelihood of an impact is uncertain, it is qualified as Certain, Probable, or Possible.

6.2. Physical environment

6.2.1. Air and Climate Change

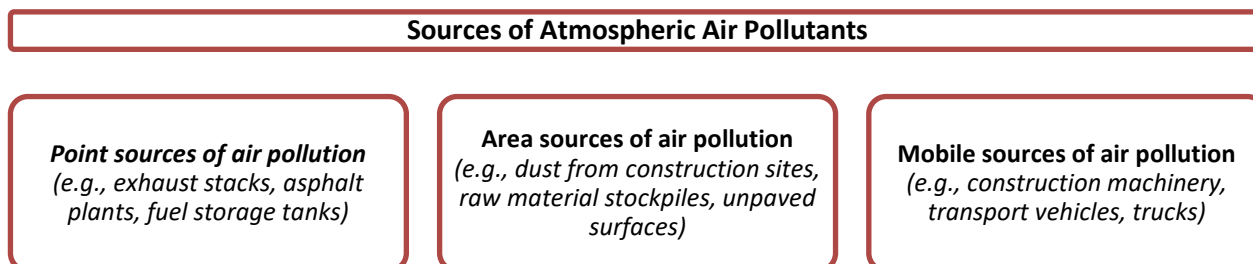


Figure 6-1: Sources of atmospheric air pollution

Construction Phase

Air emissions are expected to arise from activities associated with the reconstruction and rehabilitation of the R7 road corridor, which includes six sections with a total length exceeding 100 km.

The primary sources of air pollution during the construction works will include:

- Mechanically generated dust, resulting from earthworks (excavation, grading, soil compaction, and material handling), traffic on unpaved surfaces, and wind erosion from storage areas.
- Exhaust emissions, generated by diesel-powered construction equipment and vehicles used for the transport of materials, personnel, and waste.
- Emissions of volatile organic compounds (VOCs) during asphalt laying operations.
- In addition, given the already elevated turbidity observed in some water sources (e.g., Țarigrad – 8.33 NTU), strict dust suppression measures through controlled water spraying must be implemented in built-up areas. This is necessary to prevent further sedimentation of surface water bodies and potential contamination of groundwater through infiltration of fine particles mobilized during construction activities.

Operation and maintenance

The impact of dust is expected to be localized and temporary, primarily affecting construction workers, residents in nearby settlements (e.g., Șolcani, Zgurița, Chetrosu, Rîșcani), and local vegetation.

The following specific emissions are anticipated:

- Dust emissions generated from vegetation clearing and excavation activities.
- Exhaust gases containing critical pollutants such as nitrogen dioxide (NO₂) and carbon monoxide (CO).
- Volatile emissions during the application of asphalt layers.

Although construction activities will temporarily increase greenhouse gas (GHG) emissions due to fuel consumption, the overall contribution to climate change is expected to be negligible at the regional scale.

In the long term, the rehabilitation of the R7 road will improve traffic flow and reduce vehicle idling time.

The Environmental and Social Action Plan (ESAP) requires periodic air quality monitoring at representative points along the road corridor during the first years of operation. The purpose of monitoring is to verify compliance with national air quality standards and to confirm that the Project does not contribute to deterioration of ambient air quality in adjacent communities.

Phase	Impact	Intensity	Duration	Extend	Significance of impact
C	Dust emissions from construction activities	High	Short term	Local	Moderate
C	Emissions of air pollutants associated with construction-related traffic	Moderate	Short term	Local	Low
O	Dust emissions associated with road traffic	Low	Long term	Local	Low
O	Air emissions generated during operational traffic flow	Moderate	Long-term	Local	Moderate

Table 6-2: Assessment matrix of potential impacts on air quality

6.2.2. Soil

The impact of the project on soil and subsoil is assessed for both the construction and operational phases, based on Figure.

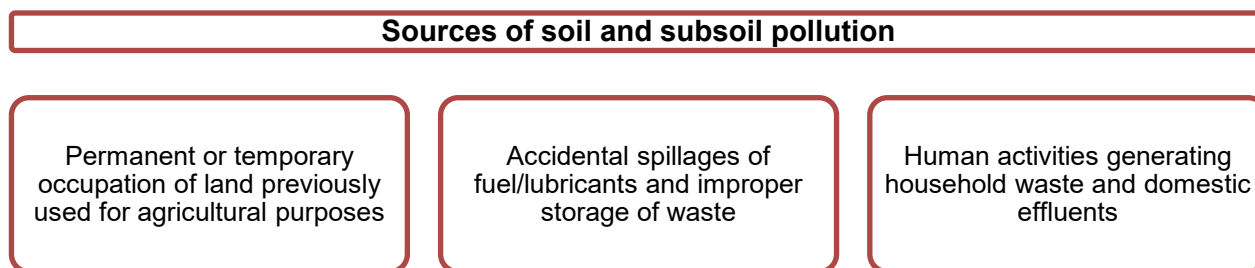


Figure 6-2: Sources of soil and subsoil pollution

Construction Phase

Rehabilitation and reconstruction activities along the six sections of the R7 road may generate the following impacts on soil resources:

- Accidental spills of fuels and lubricants: The use of heavy machinery and transport vehicles poses a risk of soil contamination due to accidental leaks during operation or inadequate maintenance.
- Improper management of construction materials and waste: Uncontrolled storage of technological residues or domestic waste at construction sites may lead to chemical soil pollution.
- Loss of soil quality and fertility: Site organization, temporary access roads, and improper stripping of the topsoil layer may degrade the structure of fertile soil.
- Increased vulnerability to erosion: Excavation works and the creation of foundation pits may trigger erosion processes, particularly in areas with undulating terrain, such as the Soroca Hills and the Middle Prut Hills.
- Impact of borrow pits: The extraction of materials required for earthworks involves temporary loss of topsoil and alteration of the local landform.

Operation and maintenance

After the completion of the works, the risks to soil are reduced but remain present through:

- Erosion caused by stormwater runoff: Water flowing from the road surface and embankments may cause erosion if drainage systems (ditches, channels, culverts) are not properly maintained.
- Accidental pollution: Risks associated with leaks from vehicles in transit or from road maintenance equipment.

Phase	Impact	Intensity	Duration	Extend	Significance of impact
C	Accidental losses of fuel and lubricants	Low	Short term	Local	Moderate
C	Non-compliant management of construction materials and waste	Moderate	Short term	Local	Low
C	Loss of fertile soil quality due to the organization of the construction site	High	Short term	Local	Moderate
C	Increased vulnerability to erosion due to excavation and creation of foundation pits	High	Short term	Local	Moderate
C	Temporary loss of topsoil for the borrow pit and access road; risk of erosion; alteration of the local relief.	Moderate	Medium-term	Local	Moderate
O	Soil erosion caused by rainwater runoff	Low	Short term	Local	Low
O	Accidental losses of fuel and lubricants	Low	Short term	Local	Low

Table 6-3: Assessment matrix of potential impacts on soil/subsoil

6.2.3. Water resources

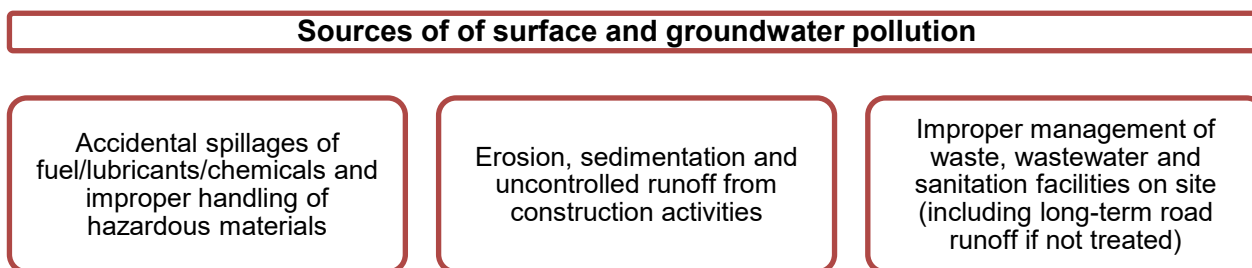


Figure 6-3: Sources of water pollution

Water pollution is a significant environmental concern in the Republic of Moldova. The main sources include both point sources (e.g., municipal and industrial wastewater discharges) and diffuse non-point sources (e.g., agricultural runoff, households not connected to sewerage systems, and runoff from roads, industrial areas, and landfills). According to the Environmental Protection Inspectorate, untreated domestic wastewater accounts for a substantial portion of pollution, with approximately 65% of households lacking connection to centralized sewerage systems. Diffuse pollution is particularly difficult to monitor and control.

Construction Phase

The project does not involve significant water extraction for construction purposes. Water demand during construction will be low, primarily for dust suppression, concrete works, and domestic use by workers. Technical water will be sourced from local water supply operators only after coordination with local public authorities (APL) to ensure no adverse effects on community water availability. Drinking water for workers will be supplied in bottled form from licensed commercial providers. The results indicate that water from the investigated wells is not potable due to significant microbiological and chemical contamination.

Potential sources of surface and groundwater pollution during construction are mainly accidental and of low probability, arising from equipment malfunction or improper site management. Impacts on surface waters are expected to be limited and short-term, while no significant impacts on groundwater are anticipated, given that

groundwater tables are generally deeper than 3.0 m below carriageway level (Lots 1–2) or sporadically present (Lot 3).

Potential sources of pollution during the construction phase include:

- Improper storage or handling of raw materials (fuels, oils, lubricants, cement);
- Oil and fuel leaks from machinery and vehicles;
- Inadequate management or storage of construction and domestic waste;
- Damage or improper placement of sanitary facilities;
- Local alterations to natural drainage patterns due to excavation, embankment works, or temporary stockpiles;
- Erosion and sedimentation from cleared areas or stockpiles, particularly during heavy rainfall events near watercourses (e.g., Camenca River – Lot 3, Copăceanca River – Lot 2, Prut River – Lot 5, Nistru River – Lot 6).

Given the already degraded status of surface waters (Class IV and V) in the project area, particularly in the vicinity of bridge rehabilitation works (Cubolta, Răut, Camenca rivers), any accidental release of suspended solids or hydrocarbons would result in disproportionately severe environmental impacts.

Therefore, the installation of sediment barriers (silt fences) and temporary sedimentation/settling facilities (decantation basins) shall be implemented as mandatory mitigation measures at the following locations: PC 241+45 (Cubolta), PC 384+26 (Răut), and PC 624+95 (Camenca).

Operation Phase

During the operational phase, the primary potential impact on water resources relates to stormwater runoff from the road surface, which may contain suspended solids, hydrocarbons, heavy metals from tyre/brake wear, and other road-related pollutants. Accidental spills from vehicle incidents represent another low-probability risk. The project incorporates adequate drainage systems across all lots, with specific stormwater collection and treatment facilities in sensitive areas. On Lot 6 (within the Nistru River protection zone), two hydrocarbon separators (OilMega H1300-10 and H1300-30) have been designed to treat the most polluted portion of runoff before discharge, significantly reducing pollutant loads to the receiving water bodies.

With proper maintenance of drainage infrastructure, impacts during operation are expected to be minor and localised.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Oil and fuel leaks from machinery and vehicles	Moderate	Short-term	Local	Low
C	Water pollution due to improper waste/wastewater management	High	Short-term	Local	Moderate
C	Erosion and sedimentation from earthworks and stockpiles	Moderate	Short-term	Local	Low
C	Local modification of drainage patterns	Low	Short-term	Local	Low
C	Use of local water resources for construction (dust suppression, etc.)	Low	Medium-term	Local	Low
O	Stormwater runoff containing road pollutants	Low	Long-term	Local	Low
O	Accidental spills from vehicle incidents	High	Short-term	Local	Moderate

Table 6-4: Assessment Matrix of Potential Impacts on Water Resources

Provided that the proposed mitigation measures (including emergency response plans, waste management, erosion control, and dedicated stormwater treatment systems on Lot 6 and similar adapted measures in the Prut River protection zone on Lot 5) are fully implemented and regularly monitored, no significant adverse

impacts on surface or groundwater quality are anticipated. The project is not expected to cause further deterioration of the existing water quality status in the Prut and Nistru river basins.

6.2.4. Noise and vibration

Identified Sensitive Receptors. Residential areas located within less than 100 m from the road have been identified as sensitive receptors in the following localities:

- Lots 1 & 6: Cosăuți, Soroca, Cureșnița Nouă, Șolcani, Zgurița, Chetrosu
- Lots 2 & 4: Drochia, Nicoreni, Rîșcani
- Lot 3: Pîrjota, Hiliuți, Șapte Bani, Gălășeni, Petrușeni

Construction Phase

Rehabilitation and reconstruction activities will generate temporarily increased levels of noise and vibration, with an overall impact significance assessed as Moderate:

- Noise sources: Operation of heavy machinery (excavators, bulldozers, compressors, vibratory rollers, asphalt milling machines) and diesel trucks.
- Material transport: Noise generated by truck movements along access roads and through settlements.
- Community impacts: Prolonged exposure may affect the health and comfort of residents in areas adjacent to the road, particularly in sections where houses are located at short distances (as little as 10–15 m) from the carriageway.
- Impacts on buildings: Vibrations resulting from machinery–ground interaction and compaction activities may cause structural fatigue or minor damage (e.g., cracks) to older or vulnerable nearby buildings.
- Impact on biodiversity: Noise and vibrations will act as disturbance factors for wildlife, particularly in sensitive areas such as Emerald sites and forest reserves (e.g., Lot 3 and Lot 6).

Operation Phase

Following the completion of the works, the primary source of noise will be road traffic (tyre–road interaction, aerodynamic effects, and engine operation). The overall impact significance is assessed as Moderate to Low:

- Increase in traffic volume: Road upgrading may attract a higher traffic flow, including heavy vehicles, which could lead to increased noise levels, particularly during nighttime.
- Positive impact from the Drochia bypass (Lot 4): The construction of the Drochia bypass will generate a significant positive social impact by diverting heavy transit traffic away from the urban center, thereby substantially reducing noise and vibration levels for medical facilities, schools, and central residential areas.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Construction noise from machinery (excavators, bulldozers, compressors, vibrators, diesel trucks, asphalt milling machines)	High	Medium-term	Limited	Moderate
C	Temporary noise from material transport along haulage roads	Moderate	Medium-term	Local	Moderate
C	Potential impact on sensitive receptors (schools, hospitals, etc.)	High	Short-term	Limited	Moderate
O	Noise levels from automobile transport is expected to be reduced due to improved road surface but increase is also possible due to traffic levels growth.	Moderate	Long-term	Local	Moderate

Table 6-5: Assessment matrix of potential impacts on noise and vibration

6.2.5. Waste

Rehabilitation and reconstruction activities of the R7 national road (Lots 1–6) will generate a wide range of waste streams, originating both from technological processes (asphalt milling, demolition of existing structures, excavation works) and from auxiliary site activities (packaging, material residues, municipal-type waste).

Proper waste management represents a key component of environmental protection and compliance with national legislation (Law No. 209/2016 on waste) and international standards (EBRD Performance Requirement 3 – PR3).

Main Waste Types Identified for the R7 Project and Specific Measures

- Inert construction and demolition waste:
 - Milled asphalt: To be largely reused through cold recycling with hydraulic binder stabilization, an environmentally friendly solution planned for Lots 1, 2, and 3.
 - Broken concrete and curbstones: Generated from culvert demolition and reconstruction of the 7 major bridges along the route (e.g., Cubolta River, Răut River, Copăceanca River).
 - Excavated soil and quarry materials: Surplus material will be used for backfilling local erosion areas or transported to authorized disposal sites.
- Metal waste: Steel reinforcement and metal structures recovered from the rehabilitation of existing bridges.
- Wood waste: Used formwork, damaged pallets, and temporary timber elements.
- Green waste (vegetation): Resulting from slope clearing and tree removal (estimated at approximately 1,628 trees for Lots 1, 2, 3, and 4). Timber will be harvested only based on cutting permits issued by the Environmental Agency.
- Packaging waste: Cement bags, plastic sheets, cardboard boxes, and containers from site organization areas.
- Hazardous waste: Used oils, oil and fuel filters, petroleum-contaminated rags, paints, and adhesives. These require strict handling to prevent soil and water contamination.
- Municipal and domestic waste: Food waste and used personal protective equipment generated from worker camps.

General Waste Management Principles for the R7 Project

- Application of the “3R” principle – Reduce, Reuse, Recycle: Prioritizing the use of recycled materials (e.g., reclaimed asphalt) to minimize air emissions and consumption of natural resources.
- Establishment of temporary storage areas: The Contractor shall set up designated, clearly marked areas on site for separate waste collection, equipped with appropriate containers.
- Strict prohibitions: Dumping, burying, or burning of waste on-site or in adjacent areas (forests, watercourses) is strictly prohibited.
- Compliance and reporting: The Contractor shall prepare a Waste Management Plan as part of the C-ESMP, continuously monitor waste quantities, and report monthly to the Supervising Engineer and the National Road Administration (NRA).
- Staff training: All personnel shall be trained on proper waste handling procedures, especially for hazardous waste, to minimize the risk of accidental spills.
- Final disposal: Waste that cannot be reused shall be transported and disposed of exclusively at authorized

facilities, under contracts with licensed operators.

6.3. Biodiversity

The present road alignments cross some sensitive areas for biodiversity, such as: Emerald sites, NPAs, including wetlands and forest ecosystem.

Due to the risk of the presence of mammal species, especially *Felis silvestris*, *Lutra lutra*, others, it is recommended to the Constructor will hire an environmental/biodiversity specialist who will carry out pre-construction monitoring to estimate in particular the adjacent forest sectors (Saptebani), the locations of bridges and the Prut River and Nistru River before construction. If otters or other mammals are found, then further advice should be sought from a qualified zoologist at the Institute of Zoology (USM). The zoologist can also advise on the remedial actions required, according the requirements from environmental/biodiversity legislation (Law on animal kingdom no.439/1997, Law no. 325/2005 on the Red Book of the Republic of Moldova, Law No. 1538/1998 on the fund of natural areas protected by the state, etc.).

The data obtained at the detailed design stage of monitoring the animals (birds) species in the Road construction areas have established the following potential impact, by Lots:

Lot 3:

- At the Road construction and operational stages, forest ecosystems and habitats from Emerald site "Prutul de Mijloc" and NPAs "Şaptebani" and "Lucaceni" adjacent to the Road zone will be affected directly. The forest is located along the road and the planned deforestation will directly affect the flora of the habitat, and the fauna will be disturbed by noise, vibration, air pollution by dust and others.
- In the construction and operation phases of the road, for bird habitats and common melliferous species in the fields of sensitive areas (NPAs, Emerald network sites, forest ecosystems) adjacent to the operational area of the roads, a moderate impact is estimated for them.
- For other ecosystems: agricultural, steppe and marshes in the area of this Lot, a low impact is estimated.

LOT 1, 2 and 4:

- The Emerald sites "Lunca Baraboi" (Lot 2) and NPA are located at a fairly long distance to the Road, so their habitats cannot be influenced by the risk of degradation or change of the areas of the target species of animals and plants, so the impact at the construction stage can be considered moderate, especially from noise, vibration and air pollution, and at the operational stage a low impact is estimated.
- For other ecosystems: forestry, agricultural, steppe and marshes in the area of this Lot, a low impact is estimated.

LOT 6:

- At the Road construction and operational stages, forest ecosystems and habitats from Emerald site "Stancile Nistene", and NPAs (Landscape reserves) adjacent to the Road zone will be affected directly. The Fauna along the road can be disturbed by noise, vibration, air pollution by dust and others.
- In the construction phases of the road, for aquatic fauna (waterfowl, fish and others) in the sensitive areas of the aquatic and palustic ecosystems of the Dniester River, near the road area, a high impact is estimated for them, and in the operational phases of the road a moderate impact is estimated.

After analysing the impact on species, their habitats, on natural ecosystems, in particular forestry, aquatic, palustric etc., for sensitive areas, the main types of impact have been established for the stages of the project, its duration and intensity (Table 6-6)

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
LOT 3					
C	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C	Impact on forest ecosystems and flora	Moderate	Medium-term	Local	High
C	Impact on fauna	Moderate	Medium-term	Limited	Moderate
C	Impact on aquatic fauna (birds, fish other)	Moderate	Medium-term	Limited	Low
O	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Moderate
O	Impact on forest ecosystems and flora	Low	Long-term	Local	Moderate
O	Impact on fauna	Low	Long-term	Limited	Moderate
O	Impact on aquatic fauna (birds, fish other)	Low	Long-term	Limited	Low
LOT 1, 2 and 4					
C	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C	Impact on forest ecosystems and flora	Moderate	Medium-term	Local	Moderate
C	Impact on fauna	Moderate	Medium-term	Limited	Moderate
C	Impact on aquatic fauna (birds, fish other)	Moderate	Medium-term	Limited	Low
O	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Low
O	Impact on forest ecosystems and flora	Low	Long-term	Local	Low
O	Impact on fauna	Low	Long-term	Limited	Low
O	Impact on aquatic fauna (birds, fish other)	Low	Long-term	Limited	Low
Lot 6					
C	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C	Impact on forest ecosystems and flora	Moderate	Medium-term	Local	Moderate
C	Impact on fauna (Mammalia, Reptilia, amphibians)	Moderate	Medium-term	Limited	High
C	Impact on aquatic fauna (water birds, fish other)	Moderate	Medium-term	Limited	High
O	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Moderate
O	Impact on forest ecosystems and flora	Low	Long-term	Local	Low
O	Impact on fauna	Low	Long-term	Limited	Moderate
O	Impact on aquatic fauna (birds, fish other)	Moderate	Long-term	Limited	Moderate

Table 6-6: Assessment matrix of potential impacts on biodiversity

In order to avoid the potential impact on sensitive areas, in the pre-construction period, it is important that the Constructor considers not only the main infrastructure itself, but also all related installations and facilities, such as temporary access roads, storage facilities and equipment, construction compounds, concrete foundations, temporarily installed cables, residues and spaces for depositing excavated earth, etc., to avoid as much as possible damage to the habitats of plants and animals, including birds.

Construction Phase

The more potential impacts for biodiversity that may occur during construction of Road phase include:

- Soil disturbance can affect the habitats of flora and fauna
- Dust and exhaust emissions from construction plant, vehicles and equipment
- Disturbance and/or destruction of small shrubs and bushes
- Noise, vibrations, can create a disturbance factor for wildlife due to noise pollution, but also a fragmentation effect on the migration routes of wild animals
- Air pollution due to equipment and vehicles can affect the habitats of flora and fauna.

The implementation of the project will have high impact on the species of flora and fauna in the forests of the Forest Fund existing in the area of the studied sector (in special in Saptebani, Lucaceni forest -Lot 3).

Deforestation of trees in Lots 1,2 and 4 may be necessary in places, but there will be a small number of common species, not marked by shrubs, which have grown spontaneously along the way.

In this regard, the Contractor will be responsible for reducing any impact on species, especially fauna and flora, at the construction stage. In particular, a permanent assessment of the impact of deforestation and destruction of accidental vegetation, direct or indirect, unplanned due to the activities carried out will be carried out.

All deforestation will be carried out only in the road protection strips, by assessing the wood mass it will be necessary to obtain the authorization from the Environment Agency, according to the legal requirements. The contractor will be responsible for any deforestation and illegal destruction of vegetation, direct or indirect, unplanned due to the activities carried out. For any such actions, fines and damage will be applied by the Environmental Protection Inspectorate, according to the legal requirements.

As for the fauna, it is important to note that the project will not cause loss of valuable habitat of species with national and international protection. Of course, the R7 road represents a barrier to the free migration of wildlife, fragmenting the natural habitat of the forests around the road. This is crucial for species migrating or moving in search of food, mates or new territories. Collisions between animals and vehicles on the R7 road exist, not so often, but they represent a danger to both wildlife and the safety of drivers and passengers. The identified bridges, which can be used by animals as ecoducts, would significantly reduce the number of these collisions, thus protect animals and prevent road accidents, and would have several significant positive effects, both for wildlife and biodiversity conservation and for road safety.

Operational phase

The main risks to biodiversity and habitats identified during the operation period are identified for sensitive areas of the Emerald sites, NPAs, forests, the Nistru River and are specific: increased vehicle traffic, noise, vibrations, can become a factor in disturbing wildlife due to noise and air pollution. In addition, dust and gas pollution can increase in the areas of the 150-meter impact corridor along the road. At the same time, it is important mentioning that, on the renovated road, vehicles travel at a stable speed, without frequent stops in the deteriorated places of the road, as it is currently, which will considerably reduce air pollution along the road with less influence on natural habitats.

It is also expected that the anthropogenic factor on the forests of the Emerald Sites and the forest fund adjacent to the road will increase, thus increasing the number of short-term visitors, sports and camping rest and people who spontaneously visit the forests, which will require increased monitoring by forestry entities on the risks that can be brought to the forest, flora and fauna in them.

Another factor of possible impact on biodiversity may be the repair, and maintenance works of the roads, aspects that will also require increased monitoring in the areas of the Emerald Sites, ANPS and the forest fund adjacent to the road.

At the same time, it is expected that the successful implementation of the measures proposed by ESA for the R7 Road Rehabilitation Project, in accordance with national and international environmental standards, will bring several benefits, strengthening the ecological network along the Emerald Sites, thus contributing to the protection and conservation of habitats and their biodiversity.

For **Lot 5 (border with Romania)** and **Lot 6 (border with Ukraine)** at the preliminary stage, the Ministry of Environment of the Republic of Moldova will initiate the Environmental Impact Assessment Procedure in a cross-border context (according to Article 11 of Law no. 86/2024 and international treaties, to which the Republic of Moldova is a party (**Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention) and the Protocol on Strategic Environmental Assessment (SEA Protocol)**). The competent authorities and the public of the potentially affected neighbouring states will be informed and consulted. The outcomes of the transboundary consultations will be considered during the environmental decision-making process. All procedures for initiating cross-border impacts and their results will be published on the official website: <https://mediu.gov.md/ro/evaluarea-impactului-asupra-mediului-context-transfrontalier>.

For Lots 5 and 6, located in proximity to the Romanian and Ukrainian borders, respectively, the Ministry of Environment of the Republic of Moldova will determine whether the Project may cause significant transboundary environmental effects. If such effects are identified, the transboundary EIA procedure will be initiated in accordance with national legislation, the Espoo Convention and the SEA Protocol. The competent authorities and the public of the potentially affected neighbouring states will be informed and consulted. The outcomes of the transboundary consultations will be considered during the environmental decision-making process.

6.4. Socio-economic and health, safety and security risks and impacts

6.4.1. Land acquisition and economic displacement

Major social and economic impacts will have local impact during the construction phase and both local and regional impact during the operation phase and include the following:

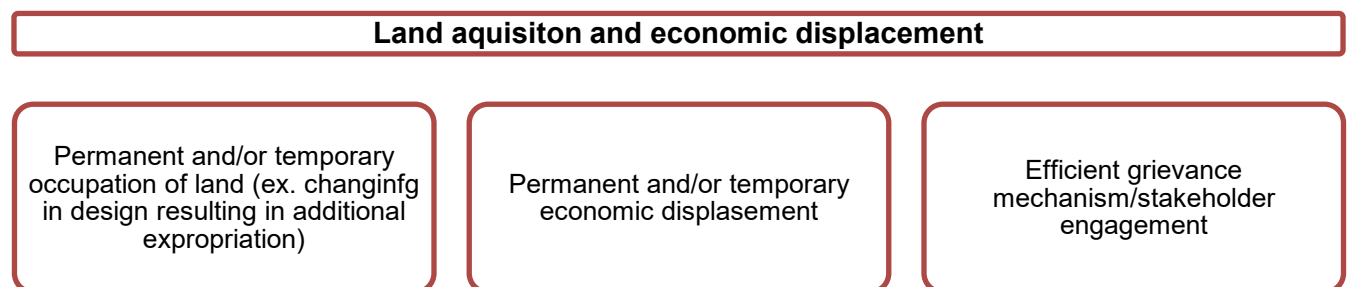


Figure 6-4: Land acquisition and economic displacement

The R7 Project has been designed, where technically feasible, to maximize the use of the existing road corridor and existing Right-of-Way (RoW). However, land acquisition impacts differ substantially between Lots, depending on whether the works involve rehabilitation of the existing road, local widening/safety improvements, bypass construction, or access roads to border-crossing infrastructure.

Lot 1 – R7/R14–Soroca - Drochia

Lot 1 involves rehabilitation works with limited additional land needs. Available data indicate a total estimated footprint of 7 ha, including 77 land plots, of which 5.16 ha are public land and 1.84 ha are private land. Potential impacts are expected to be limited and mainly associated with road rehabilitation, safety improvements, drainage works, local access arrangements and tree removal.

Lot 2 – R7 Drochia–Rîșcani

Lot 2 is mostly a rehabilitation section, and consultations in Drochia indicated that land acquisition is not expected to be a major concern where works remain within the existing RoW. However, design data still indicate an estimated land footprint of 2.56 ha, including 126 land plots, with private, public and indefinite ownership categories. Consultation findings also confirm that residents did not raise major land acquisition concerns for Lot 2, while emphasizing the need for safe access, traffic management and prior engagement during construction.

Lot 3 – R7 Rîșcani–Costești

Lot 3 includes rehabilitation and road safety improvements along a corridor with agricultural land, roadside businesses, public institutions and border-related traffic. Available data indicate a total estimated land footprint of 3.62 ha, including 58 plots, mainly private land, with agricultural land, gardens and some public land categories affected. Consultations in Rîșcani District identified numerous businesses and institutions near the R7 corridor, including petrol stations, agricultural companies, warehouses, refrigerators, a coal depot, brick factory, mill, children's holiday camp, service companies, customs and Costești-Stânca CBP.

Lot 4 – R7 Drochia Bypass

Lot 4 represents a most significant land acquisition impact because it includes a new bypass alignment. Available data indicate 19.71 ha of land acquisition, including 67 private land plots and 16 public land plots. The private land is mainly agricultural, including 66 agricultural land plots and one plot intended for construction and development. Consultations in Țarigrad and Miciurin confirmed that both localities fall within the Area of Influence due to the bypass alignment, and that the primary impacts relate to permanent land acquisition, temporary access restrictions and construction-related disturbance.

Lot 5 – New Border Crossing and Bridge Access Road (Costești Area – Distinct CBP)

Lot 5 comprises a new construction component, consisting of an access road to a planned new bridge and associated distinct border-crossing point (CBP) in the Costești area. This infrastructure is separate from the existing Costești–Stânca CBP and is currently at feasibility study stage. At this stage, no detailed alignment, cadastral data, or land plot information is available, and therefore the exact land acquisition footprint cannot be quantified. However, given the nature of the intervention, the Project will require: establishment of a new road alignment outside the existing R7 Right-of-Way; land take for bridge infrastructure, embankments, and approach roads; land for customs, border control, inspection facilities and traffic organization areas; potential relocation or reconfiguration of local access roads and agricultural connections.

As a result, permanent land acquisition is expected to be moderate to significant, primarily affecting agricultural land and possibly other land use categories, depending on the final alignment selected during the feasibility and design stages.

Lot 6 – Cosăuți Area (New Construction / Border Connection)

Lot 6 represents a new construction section, including the development of an access road and associated infrastructure to the Cosăuți–Yampil border crossing, and therefore has significant land acquisition implications. At the current stage, no detailed design is available; however, preliminary cadastral and planning data indicate a substantial land acquisition footprint, estimated at: Total: 41.73 ha, comprising 281 land plots, including: Private lands: 236 plots (34.67 ha), Public lands: 45 plots (7.06 ha), including: 3 forest fund lands; 4 water fund

lands; 1 agricultural land; 2 lands for transport, electronic communications networks and mining; 2 gardens; 33 uncategorized lands. This confirms that Lot 6 has the highest land acquisition impact along the R7 corridor, both in terms of area and number of affected plots.

Given the new alignment outside the existing RoW, land acquisition will predominantly affect: agricultural landowners and farmers; land users and tenants (including informal or lease-based arrangements); public land categories, including environmentally sensitive areas such as forest and water fund lands. As such, this Lot presents a high likelihood of permanent land acquisition, significantly exceeding impacts anticipated for Lots 1–3 and comparable or higher than other new construction sections.

Overall, the updated data confirm that the highest land acquisition impacts along the R7 corridor are expected for Lot 6, followed by Lot 4, while Lot 5 presents uncertain but potentially significant impacts, pending finalization of feasibility and detailed design.

Temporary land use: Temporarily land plots might be required at the construction stage to organize borrow pits, construction sites, storage areas, etc. Construction sites to be arranged in line with the requirements of state construction norms and will include areas for machinery parking, mechanical workshops, materials storage areas and personnel facilities. The exact location of the construction sites and their area will be defined within the construction Works Execution Plans, which will be developed by a Contractor(s) based on the Construction Management Plans and detailed design documentation after completion of the tendering process. The Project may also require some temporary land take for construction laydown areas, temporary storage of excavated materials/soil, cut trees etc.

State lands will be used for establishment of construction camps, work sites borrow pits, access roads, etc. Private lands can be used only if no state land is available and with approval of NRA (no agricultural lands shall be used). The temporary use of lands shall be done in accordance with the provisions set in LARF (Land Acquisition and Resettlement Framework) – separate document to ESA.

Temporary occupation of land for construction purposes must be compensated. Any unavoidable temporary use of private land must be compensated at full replacement cost and the land must be handed back after proper reinstatement to its original state.

LARF will include measures to address potential negative impacts related to land acquisition and economic displacement during Project implementation. Based on the information from NRA and visual observations during the site visit no buildings are expected to be demolished for the Project and no physical displacement is expected to occur.

Temporary/Permanent Economic displacement

The construction work may cause impacts to landowners, small businesses and shops on either side of the adverse roadway during construction, for example through temporary lack of access to businesses, to agricultural land from the roadway. The Contractor will need to provide for alternative access routes in advance and create such facilities on site so that accessibility to the properties in question, including agricultural land, is always ensured. Early communication with those affected will be important in order to ease such temporary discomfort and to improve relations with the native population. No temporary economic or permanent economic displacement is foreseen for Lot 1-3 and 4 (existent R12). Permanent economic displacement is related to Lot 4 (new alignment), Lot 5 and Lot 6.

NRA is carrying out the complex of cadastral works (identification of private property, delimitation of public property, correction of errors made when assigning public property land, modification of cadastral plans, development of territorial organization projects, development of geometric plans, initiation and approval of real estate formation works). Evaluation for the purpose of determining the amount of compensation for land plots subject to expropriation is foreseen in 2026 after finalisation of cadastral works. For Lot 6 the tender has already been announced <https://achizitii.md/ro/public/tender/21589763/>.

If design changes and require additional land acquisition, the Project may face procedural delays, and implementation risks due to the time needed to complete the formal expropriation process.

Temporary land lease for contractor compounds and material storage areas will be secured through direct agreements with private or public landowners. Such arrangements fall under the scope of EBRD Performance Requirements and must be based on transparent, negotiated contracts between the contractor and the landowners. In the event that the alternative route option is not implemented as part of the road rehabilitation and expressway alignment works, temporary economic displacement may arise from temporary impediments to accessing private agricultural land.

Consultations and socio-economic baseline surveys conducted across all AoI localities confirm that **land acquisition impacts differ substantially between Lots**, reflecting the varied design maturity and historical land management processes along the R7 corridor. The findings also demonstrate that **economic displacement—both temporary and permanent—remains a central community concern**, primarily due to access restrictions, business connectivity, and agricultural mobility, particularly for Lot 4, Lot 5 and Lot 6 (new construction).

In contrast, **Lot 1, Lot 3 and Lot 4 (existent R12)** still present areas where *final confirmation of the RoW* is required, and **potential land acquisition cannot be excluded**, particularly where: access roads will need redesign, safety elements (accel/decel lanes, channelization, protection barriers) require additional footprint, and Lot 4 involves **a new section of bypass alignment**, Lot 5, 6 access roads to new bridges where land acquisition will be necessary, as confirmed in meetings with Drochia city, Țarigrad, Miciurin villages, Cosăuți and Costești commune. Retired landowners often lease their land to agricultural associations and receive a share of agricultural production or income, which may represent an important supplement to pensions. Therefore, compensation should not be limited only to land value, but should also consider livelihood losses, lease arrangements, standing crops, transitional support and any residual land fragmentation.

Across all Lots, respondents were informed that land acquisition will comply with **Moldovan law** and **EBRD PR5 requirements**— the stringent one applied - a message that communities acknowledged positively.

Permanent economic displacement may arise where project design changes impact the long-term viability of: **roadside businesses with direct R7 access, fuel stations, commercial depots, recreational facilities, and agricultural enterprises located adjacent to the RoW**.

Communities expressed clear expectations for transparent processes, early communication, adequate alternative access routes, and livelihood restoration measures in accordance with EBRD PR5. Integrating these findings into project design and construction planning will be critical to minimizing adverse impacts and ensuring fair, inclusive outcomes for all affected land users and businesses.

Across all AoI settlements, residents and businesses anticipate that construction activities will generate **temporary constraints**, particularly relating to: blocked or limited access to commercial premises; reduced customer circulation; interruptions for roadside market areas; slower mobility for service vehicles; temporary loss of access to agricultural parcels; and reduced visibility and diminished marketability of roadside businesses during heavy construction months. Local entrepreneurs, stressed the importance of: **early notice** of works, maintaining **continuous access** to shops, farms, storage facilities, and fuel stations, clear **Traffic Management Plans**, temporary access arrangements that do not redirect heavy machinery through settlement centres, and direct contractor–business communication channels.

Across all Lots, **no residential physical displacement** is expected, as communities consistently confirmed that dwellings are located outside the RoW and for new constructions private agricultural lands situated outside the built-up area of the communities are required. No occupied residential structures requiring demolition have been reported to date.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Permanent land acquisition (Lots 1–3)	Moderate	Long	Local	Moderate
C	Permanent land acquisition (Lots 4,5,6)	High	Long	Local	High
C	Temporary land acquisition (Lots 1-3)	Low	Medium	Local	Low
C	Temporary land acquisition (Lots 4,5,6)	Moderate	Medium	Local	Moderate
C	Temporary economic displacement	Moderate	Short	Local	Low
C	Land fragmentation (Lots 4–6)	Moderate	Long	Limited	Moderate
C	Delays in expropriation process (all lots)	Moderate	Medium	Local	Moderate
C/O	Permanent economic displacement Lot 1-3	Low	Long	Limited	Low
C/O	Permanent economic displacement (Lots 4–6)	High	Long	Limited	High

Table 6-7: Assessment matrix of land acquisition

6.4.2. Access and Traffic Restrictions

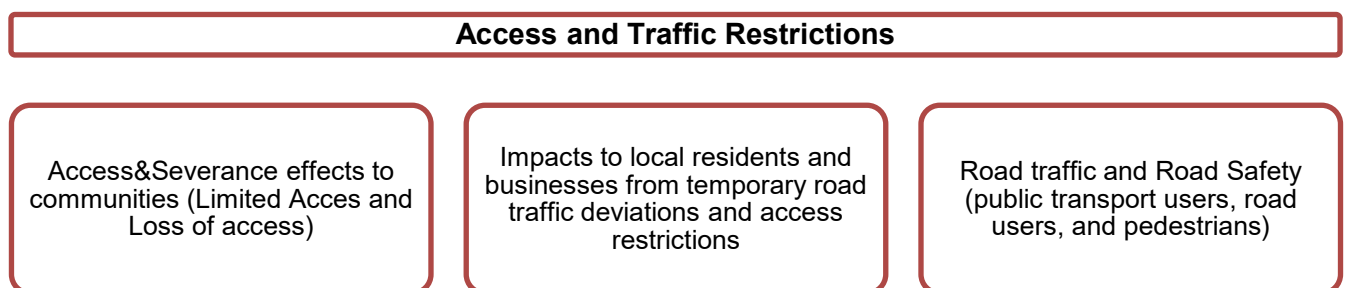


Figure 6-5: Access and Traffic Restrictions

The R7 is a **Republican Road**, not intended to serve as an expressway. Therefore, the impact assessment does not assume full controlled-access standards or systematic closure of all direct accesses. Instead, the R7 must continue to perform a **dual function**: (i) regional/national transit between districts and border areas, and (ii) local access for settlements, farms, businesses, public transport users and vulnerable road users. The Road Safety Audit confirms that the R7 has both transit and distribution functions, while the absence of

alternative local routes means that agricultural vehicles and local traffic frequently enter or cross the road directly.

Baseline conditions and receptors The R7 corridor passes through or near several settlements, where residential areas, schools, cemeteries, businesses, bus stops, agricultural land and public services are located close to the carriageway. Baseline consultations confirm that communities already experience safety and access constraints due to poor pavement condition, insufficient lighting, missing acceleration/deceleration lanes, inadequate signage, limited pedestrian infrastructure and frequent movement of agricultural machinery along or across the road.

Key receptors affected by access and traffic restrictions include:

- residents living along the R7 with direct frontage access;
- pedestrians, schoolchildren, elderly people and persons with disabilities;
- users of public transport and bus stops;
- farmers and agricultural machinery operators;
- roadside businesses, petrol stations, service facilities, warehouses and local markets;
- emergency services and public utility operators;
- border-related traffic and logistics users in the Costești and Cosăuți areas.

In all communities, residents confirmed that the R7 is used for daily access to work, education, health services, trade and agricultural activities. Agricultural land is frequently located on both sides of the road, requiring regular crossing by machinery, livestock and small motorised vehicles.

Construction-phase impacts

During construction, access and traffic restrictions are expected to be among the most important temporary social impacts along the R7 corridor. Works may require temporary lane closures, traffic diversions, partial closure of side roads, temporary relocation of bus stops, restrictions near drainage and culvert works, and temporary disruption of direct access to houses, businesses, schools, agricultural land and public facilities.

Because the R7 remains a Republican Road serving both transit and local access functions, construction traffic management must avoid treating the corridor as a fully access-controlled expressway. Access restrictions should be temporary, clearly communicated, and accompanied by safe alternative arrangements.

The main construction-phase impacts include:

- temporary detours and increased travel time for residents and commuters;
- temporary blockage or reduced access to private properties, businesses and agricultural plots;
- disruption to public transport users due to bus stop relocation or unsafe access to stops;
- increased risk for pedestrians where sidewalks, crossings or shoulders are affected by works;
- delays for agricultural activities during planting, harvesting and transport seasons;
- reduced customer access and visibility for roadside businesses;
- increased safety risks due to construction vehicles, poor visibility, dust, temporary signage and narrowed carriageways.

Consultations in the villages identified temporary access restrictions as a key impact for roadside residents, together with the need for improved traffic safety design, controlled access measures, lighting, sidewalks, safe crossings and safer conditions for agricultural machinery. In Chetrosu, social receptors including houses,

markets and a school are located close to the R7. Residents during engagement reported that children, elderly people, farmers and users of small motorised vehicles are among the most exposed groups.

Operation-phase impacts

During operation, the rehabilitated R7 will improve travel comfort, reduce vehicle damage and support regional mobility. However, improved pavement conditions may also increase vehicle speeds, especially through settlements and at settlement entrances/exits. If not properly managed, this may increase risks for pedestrians, agricultural machinery, cyclists, small motorised vehicles and vehicles entering from side roads or businesses.

Operational impacts may include:

- higher traffic speeds after rehabilitation;
- increased conflict between transit traffic and local traffic;
- unsafe merging or turning movements where access geometry is not improved;
- continued use of the R7 by agricultural machinery due to limited alternative routes;
- unsafe pedestrian crossing movements to schools, cemeteries, bus stops and local services;
- increased accident severity where lighting, crossings, speed control and barriers are insufficient.

The RSA notes that although R7 accidents represent a small share of national accidents, fatal outcomes are proportionally significant, and the most frequent accident types include vehicle reversals and side or rear-end collisions, which may be linked to unsafe manoeuvres, narrow or inadequate turning areas, visibility issues and residential or agricultural access points.

Lot-specific impact considerations

Lot 1 – R14/Soroca–Drochia Access restrictions will mainly relate to rehabilitation works, road safety upgrades, drainage, local access arrangements and works near settlements such as Șolcani, Zgurița and Chetrosu. Communities requested safe access during construction, improved signage, lighting, sidewalks, safe crossings, improved bus stops, and dedicated space or half-lane sections for slow-moving agricultural vehicles.

Lot 2 – Drochia–Rîșcani Lot 2 will generate temporary access restrictions near residential areas, businesses, public institutions and agricultural land. Rîșcani consultations identified accident risks at settlement entries and at intersections such as R7/G17/L152, with requests for roundabouts, sidewalks, pedestrian crossings, speed control and lighting.

Lot 3 – Rîșcani–Costești Lot 3 includes several settlement sections and border-related traffic. The RSA indicates that the design includes road axis improvements, side-road redesign, sidewalks in towns and at public transport stations, and repair or construction of bus stop pavilions. Access management will be particularly important for agricultural machinery, businesses, bus stops and local roads leading to Costești and surrounding villages.

Lot 4 – Drochia Bypass Lot 4 is a new construction section. During construction, impacts will include temporary detours, changes in local road circulation, restricted agricultural access and increased interaction between construction vehicles and local traffic. During operation, the bypass is expected to reduce heavy traffic through Drochia city, improving safety and reducing congestion, dust, noise and vibration in the urban centre. However, new junctions, roundabouts and connections with the existing road network must be designed to ensure safe merging, pedestrian access and agricultural connectivity.

Lot 5 – New bridge access road and distinct border-crossing point Lot 5 is at feasibility stage and will involve a new access road to a new bridge and distinct border-crossing point, separate from the existing Costești–Stâncă CBP. Access and traffic impacts cannot yet be fully defined, but are expected to include changes to local circulation, new traffic flows, construction-phase detours, agricultural access changes and future concentration of border-related traffic. Early design should therefore integrate local access roads, safe junctions, pedestrian provisions, border traffic stacking areas and separation of local and freight movements.

Lot 6 – Cosăuți–Yampil border connection Lot 6 is a new construction section with a large land acquisition footprint. Access impacts are expected to include temporary and permanent changes to agricultural access, reconfiguration of local roads and increased traffic related to the new border connection. Design should avoid leaving agricultural plots without functional access and should ensure safe crossings, local road continuity and appropriate traffic management during both construction and operation.

Unlike the M3 corridor, where access is significantly restricted due to expressway standards, the R7 will retain its function as a **Republican Road with mixed traffic use**, meaning that **access management will focus on safety improvement (reconfiguration, consolidation, and formalization of access points) rather than systematic closure**. Therefore, **access and severance impacts are less severe but more widespread and operationally complex**, requiring careful balancing between safety and accessibility.

Construction phase impacts are predominantly **Moderate**, reflecting:

- temporary access restrictions to properties, businesses, farms and public services;
- detours, reduced accessibility and changes in mobility patterns;
- localised but important severance effects within settlements.

Road safety during construction is assessed as **High significance**, due to:

- interaction between construction traffic and local road users;
- presence of vulnerable receptors (pedestrians, schoolchildren, elderly, public transport users);
- reduced visibility, temporary layouts and constrained road space.

Operation phase impacts are generally **Moderate**, driven by:

- increased traffic speed after rehabilitation;
- continued interaction between transit and local traffic typical for a Republican road (mixed-use function);
- need for improved access design, crossings, signage and speed management.

Limited access in operation is assessed as **Low significance**, as:

- the R7 is not designed as a controlled-access road;
- most accesses will be maintained or improved rather than eliminated;
- impacts will be spatially limited and manageable through design mitigation.

Mitigation and management measures

The Contractor shall prepare and implement a Traffic Management Plan (TMP) before works start. The TMP should be developed in coordination with NRA, the Supervision Engineer, Traffic Police, LPAs, public transport operators, emergency services and affected communities. Key measures should include:

- maintain safe access to houses, businesses, schools, medical facilities, agricultural land and public institutions at all times;
- provide temporary access tracks where existing access is blocked by works;

- phase works to avoid simultaneous closure of critical local access points;
- avoid blocking agricultural access during peak planting and harvest periods where practicable;
- provide safe temporary pedestrian routes, crossings, barriers, lighting and signage near schools, bus stops, markets and residential areas;
- ensure temporary bus stop relocation is safe, accessible and communicated in advance;
- install clear advance signage for detours and temporary traffic arrangements;
- provide speed control, flagmen and temporary traffic lights where required;
- ensure construction trucks avoid narrow village roads where alternative haul routes are available;
- keep emergency access open at all times;
- communicate closures and detours in advance through mayoralities, notice boards, social media and the Project grievance mechanism;
- integrate RSA recommendations into the final design, including safe junction geometry, elevated safety islands, improved barrier terminals, roundabouts where justified, rumble strips, lighting and pedestrian safety measures.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Access & Severance effects to communities (temporary limited access, reconfiguration of side roads and agricultural connections)	Moderate	Medium-Term	Local	Moderate
C	Impacts to local residents and businesses from temporary road traffic deviations and access restrictions (detours, reduced visibility, access constraints)	Moderate	Medium-Term	Local	Moderate
C	Road traffic and Road Safety (public transport users, road users, pedestrians, agricultural machinery)	High	Medium-Term	Local	High
O	Road traffic and Road Safety (increased speeds, mixed traffic conditions, interaction between transit and local users)	Moderate	Long-Term	Local	Moderate
O	Limited Access (reorganized access points, improved junctions, but no full access control)	Low	Long-Term	Limited	Low

Table 6-8: Assessment matrix access and traffic restrictions

6.4.3. Community Health, Safety and Welfare

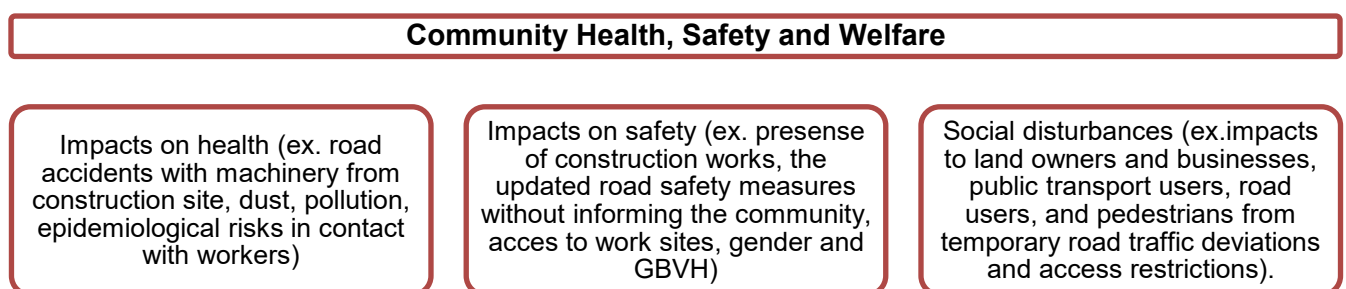


Figure 6-6: Community Health, Safety and Welfare

The R7 Project will generate both temporary construction-phase risks and long-term operational benefits for communities located along Lots 1–6. Unlike the M3 expressway context, the R7 is a **republican road** that performs a mixed function: regional transit, local access, agricultural movement, public transport, access to schools, markets, healthcare, border points and businesses. Therefore, community health and safety impacts are strongly linked not only to construction activities, but also to the need to maintain safe local access during

and after rehabilitation.

The public consultations and baseline survey carried out between **19 March and 1 April 2026** covered communities in Soroca, Drochia and Rîșcani districts, including Chetrosu, Zgurița, Șolcani, Drochia, Țarigrad, Miciurin, Nicoreni, Rîșcani, Pîrjota, Hiliuți, Șaptebani, Gălășeni, Petrușeni, Costești and Cosăuți. The engagement included community meetings, focus group discussions with landowners, businesses and vulnerable groups, baseline surveys, leaflet presentation and GRM explanation.

Project-wide construction impacts

During construction, communities may be exposed to increased dust, noise, vibration, road safety risks, temporary traffic deviations, restricted property access, temporary relocation of bus stops, reduced pedestrian safety, and increased movement of heavy construction vehicles. These impacts are expected to be more significant in settlement sections where houses, schools, markets, bus stops, cemeteries or businesses are close to the R7 carriageway.

The most sensitive receptors are children, elderly people, persons with disabilities, women, pedestrians, cyclists, small motorised vehicle users, public transport users, farmers and agricultural machinery operators. Rural communities along Lots 1–6 rely on local family doctor centres or medical points, while specialised and emergency care is accessed via district hospitals in Soroca, Drochia and Rîșcani; therefore, any temporary restriction on R7 may affect access to healthcare and emergency response.

Construction may also increase risks from open excavations, stored materials, temporary traffic arrangements, poor visibility, construction machinery, mud or debris on the road, and unauthorised entry into work sites, especially by children. Worker–community interaction may create additional risks, including inappropriate behaviour, GBVH, communicable disease transmission and psychosocial stress, although consultations generally indicated that communities are familiar with reporting through local authorities and several respondents prefer anonymous grievance channels.

The laboratory water quality data provide critical technical evidence for the safety of both personnel and local residents:

- A strict prohibition on the use of water from wells should be enforced, requiring bottled water consumption, as laboratory results show massive exceedances of *E. coli* and enterococci in almost all locations. These findings should be used to establish a strict rule within the Occupational Health and Safety Plan (OHSP): water from local sources (wells/springs) within the R7 corridor must not be used for human consumption or personal hygiene by workers unless it has undergone certified prior treatment.
- Nitrate warning: In Nicoreni (193.1 mg/l) and Pârjota (271.0 mg/l), nitrate concentrations are 4–5 times above the permissible limit. These data should be communicated to Local Public Authorities (LPAs) during stakeholder engagement activities, as they represent a major public health risk (methemoglobinemia), particularly for infants.

Project-wide operation impacts

During operation, the rehabilitated R7 will improve travel comfort, reduce vehicle damage, improve regional mobility and support economic development. However, improved pavement may increase vehicle speeds, especially through settlements and at settlement entrances/exits. If not managed through design and enforcement, this may increase accident severity for pedestrians, cyclists, agricultural machinery and vehicles

entering from side roads, businesses and agricultural plots. Consultation findings repeatedly identified poor road condition, lack of lighting, insufficient signage, missing acceleration/deceleration lanes, unsafe pedestrian crossings, inadequate bus stop infrastructure and unsafe agricultural machinery movements as key concerns.

Lot 1 – R7/R14 Soroca–Drochia

Settlements/Aol: Șolcani, Cureșnița-Nouă, Zgurița, Chetrosu, Drochia city interface.

Lot 1 is mainly a rehabilitation section, but it passes through or close to settlements with direct household, school, market, business and agricultural access to the road. In Chetrosu, social receptors including residential buildings, markets and the school are located from approximately 15 m from the R7, with around 2 km of residential area and approximately 40 households close to the road. Residents reported current dust and vibration from the poor road condition, and identified children, elderly people, farmers and small motorised vehicle users as the most exposed groups.

Construction impacts

Construction works may temporarily increase dust, noise and vibration in Chetrosu, Zgurița and Șolcani, particularly where houses and community facilities are close to the carriageway. Temporary access restrictions may affect households, markets, roadside services, agricultural land and public transport users. The presence of the school near the R7 in Chetrosu is a critical safety issue, as children may be exposed to construction traffic, temporary diversions, narrowed shoulders and unsafe crossings.

In Zgurița, the presence of a lake section and bridge along the road increases sensitivity during construction, because works may generate temporary traffic constraints, pedestrian safety risks, dust and noise, as well as risks of accidental pollution if site controls are insufficient. In Șolcani and Cureșnița-Nouă, community safety risks are linked to daily local use of the R7, agricultural movements and access to services.

Operation impacts

Operational impacts are expected to be mostly positive due to improved pavement, reduced dust from degraded road surfaces and better driving conditions. However, higher vehicle speeds after rehabilitation may increase risks near schools, bus stops, residential entrances, markets and agricultural crossings. Agricultural machinery will likely continue to use or cross the R7 where alternative field roads remain unpaved or inadequate.

Mitigation measures

For Lot 1, the Contractor shall implement strict dust suppression near residential areas, schools and markets; restrict noisy works to daytime; provide temporary pedestrian routes separated from traffic; maintain safe access to households, businesses and agricultural land; and install temporary signage, lighting and traffic controllers near the Chetrosu school and other sensitive locations. Operation-phase design should include improved sidewalks, protected crossings, lighting, traffic calming, speed control, upgraded bus stops, protective barriers and dedicated solutions for agricultural machinery, including half-lane or safe crossing sections where justified.

Lot 2 – Drochia–Rîșcani

Settlements/Aol: Drochia city, Țarigrad, Nicoreni, Rîșcani city interface.

Lot 2 includes rehabilitation works along a section that serves both urban and rural mobility. Drochia residents identified the coexistence of heavy trucks, local vehicles, public transport, agricultural machinery, cyclists and

pedestrians as a source of complex and unsafe traffic dynamics, especially near intersections, bus stops and pedestrian areas. Children, elderly people and cyclists were identified as particularly exposed near the R7/R12 connection and other junctions.

Construction impacts

Construction may increase traffic congestion and temporary safety risks in Drochia city and nearby localities, particularly where the R7 passes close to schools, markets, bus stations, residential buildings and roadside businesses. Lane restrictions and diversions may affect access to daily services, healthcare, public transport and businesses. Elderly people and persons with disabilities may face difficulties navigating temporary pedestrian arrangements if clear routes are not maintained.

In Nicoreni and other rural sections, construction traffic may increase exposure to dust, noise, vibration and road safety risks, especially where residents use the R7 for daily access to Drochia, Rîșcani and other district centres.

Operation impacts

After rehabilitation, improved road conditions will reduce vehicle damage and support safer mobility, but higher operating speeds may increase accident severity if crossings, lighting and speed enforcement are not improved. In Drochia, the future bypass is expected to reduce heavy traffic pressure in the city, but until traffic is effectively redistributed, urban intersections and mixed-use sections will remain sensitive.

Mitigation measures

Mitigation shall include a Lot-specific Traffic Management Plan coordinated with Drochia municipality, LPAs and police; safe temporary pedestrian routes near schools, markets and bus stations; clear advance communication of detours; speed limits for construction vehicles; temporary lighting and signage; and safe access to businesses and public services. Operation-phase measures should include improved junction design, roundabouts where justified, pedestrian crossings, sidewalks, lighting, speed cameras at settlement entries and safe connections with the Drochia bypass.

Lot 3 – Rîșcani–Costești

Settlements/Aol: Rîșcani, Pîrjota, Hiliuți, Șaptebani, Gălășeni/Mălăiești, Petrușeni, Costești commune.

Lot 3 presents some of the most significant community safety sensitivities because the R7 passes through multiple settlement interfaces, agricultural areas, quarry-related transport routes and border-related traffic flows. Consultations in Rîșcani identified accident risks at settlement entries and intersections including R7/G17 and R7/L152, with requests for roundabouts, sidewalks, pedestrian crossings, speed control and lighting.

Construction impacts

Construction works may temporarily increase dust, noise, vibration and safety risks in Hiliuți, Pîrjota, Șaptebani, Gălășeni, Petrușeni and Costești. In Hiliuți, houses are located very close to the road in some sections, and the hilly topography creates additional transport risks, especially during winter or low-visibility conditions.

Quarry-related traffic in Șaptebani, Gălășeni and Petrușeni is an additional community health and safety issue. Consultations reported dust generation from quarry operations and haul routes, heavy trucks carrying loose materials, dust-covered road surfaces, reduced visibility and slippery conditions.

Agricultural machinery movements are frequent along Lot 3. Slow-moving vehicles, livestock crossings and

mud deposited on the carriageway may create collision risks, particularly where alternative agricultural roads are dirt roads or poorly maintained.

Operation impacts

Operational impacts will include improved road surface, safer travel and better connectivity to Costești, Rîșcani and border-related services. However, if design improvements are insufficient, higher vehicle speeds may worsen risks at pedestrian crossings, bus stops, settlement entrances, cemetery access points, quarry access roads and agricultural crossings.

Mitigation measures

Lot 3 requires integrated safety measures: protected pedestrian crossings, sidewalks in settlements, lighting, bus stop rehabilitation, road markings, barriers, roundabouts or junction redesign at high-risk locations, speed cameras at settlement entrances/exits, and dedicated or half-lane provisions for agricultural machinery where feasible. Quarry-related mitigation should include wheel washing, covering of loose material trucks, regular road cleaning, haul route management, speed limits and dust suppression on local access roads.

Lot 4 – Drochia Bypass

Settlements/Aol: Drochia city, Țarigrad, Miciurin.

Lot 4 is a new construction section and therefore differs from Lots 1–3. The main short-term impacts relate to land acquisition, construction disturbance, temporary access restrictions and changes in local circulation in Țarigrad and Miciurin. Consultations confirmed that both localities fall within the Area of Influence due to the bypass alignment, even though they are not directly located along the existing R7 corridor.

Construction impacts

Construction will generate dust, noise, vibration, temporary road diversions, agricultural access restrictions and increased movement of construction vehicles on local roads. Farmers and landowners may experience disruption of access to fields, temporary severance and safety risks from machinery and haulage vehicles. Local residents may experience reduced comfort and increased stress during periods of intensive works.

Operation impacts

The operation of the Drochia bypass is expected to provide substantial long-term benefits for community health, safety and welfare by removing part of the heavy transit traffic from Drochia city. This will reduce congestion, traffic conflict, dust, noise, vibration and accident risks in urban sections currently used by heavy vehicles. However, new junctions and roundabouts must be carefully designed to avoid creating new safety risks at connection points with R7, R12 and local roads.

Mitigation measures

During construction, safe agricultural access must be maintained through temporary crossings, alternative field routes and advance consultation with farmers. Construction traffic should avoid village centres where possible, and haul routes should be agreed with LPAs. Work sites shall be fenced, and open excavations protected. In operation, bypass junctions shall include adequate lighting, signage, lane discipline, pedestrian provisions where relevant, safe turning radii, speed control and agricultural connectivity.

Lot 5 – New Bridge Access Road and Distinct Border Crossing Point, Costești Area

Settlements/Aol: Costești commune, including Pășcăuți, Dămășcani, Duruitoarea, Proscureni.

Lot 5 is at feasibility stage and includes a new access road to a planned bridge and distinct border-crossing

point in the Costești area, separate from the existing Costești–Stânca CBP. Because the final alignment is not yet defined, impacts cannot be fully quantified, but the component is expected to introduce new traffic patterns, border-related vehicle concentration, freight waiting areas and changes to agricultural and local access.

Construction impacts

Construction may generate temporary traffic restrictions, dust, noise, vibration, land access disruption and road safety risks for communities in Costești commune. Residents already use the R7 for daily access to work, healthcare, social services and public transport. Walking and cycling between Pășcăuți and Costești were reported as practicable but unsafe, and residents requested lighting, pedestrian crossings, renovated bus stations and cycling pathways.

A parking facility area proposed by Costești local authorities at km 87+900 may support traffic organisation and border-related vehicle accommodation, particularly for freight transport and waiting times.

Operation impacts

Operation of Lot 5 may bring positive regional connectivity benefits and improved Moldova–Romania access, but it may also increase border-related traffic, truck movements, queuing, emissions, noise and accident risks if local traffic, freight traffic and pedestrian movements are not separated. Increased traffic could affect Costești, Pășcăuți and neighbouring villages, especially near bus stops, intersections and local access roads.

Mitigation measures

Lot 5 design should integrate local access roads, safe junctions, pedestrian and cycling provisions, bus stop improvements, freight stacking/parking areas, lighting and separation of border traffic from local traffic. Construction-phase mitigation should include clear detour planning, access maintenance for agricultural plots and households, dust suppression, speed control and early disclosure of the alignment once available.

Lot 6 – Cosăuți–Yampil Border Connection

Settlements/Aol: Cosăuți village.

Lot 6 is a new construction section with significant land acquisition and border-connectivity implications. Preliminary data indicate that Lot 6 has the highest land acquisition impact along the R7 corridor, with an estimated 41.73 ha and 281 land plots, including 236 private plots and 45 public plots.

Construction impacts

Construction of the new access road and border connection may generate significant community safety and welfare impacts in Cosăuți due to land acquisition, construction traffic, dust, noise, vibration, temporary access restrictions and changes in agricultural circulation. Farmers and landowners may be affected by temporary and permanent changes to field access. The new alignment may also create safety risks if construction vehicles use local roads not designed for heavy traffic.

Given Cosăuți's location near the Dniester area and the presence of quarry-related activities raised during consultations, construction impacts may include increased dust, vibration and heavy vehicle movements, particularly if haul routes pass near residential areas.

Operation impacts

The new border connection may improve regional and cross-border mobility, but it will also introduce new traffic flows and potential concentration of vehicles near Cosăuți. Without appropriate design, the operation phase may increase accident risks at new junctions, affect local agricultural movements, and expose nearby residents

to higher traffic noise and emissions.

Mitigation measures

Lot 6 requires early and detailed community engagement, especially with landowners, farmers and vulnerable groups. The design must avoid leaving agricultural plots without functional access and must provide safe local road continuity, crossings and traffic management. Construction haul routes should avoid residential streets where possible, and dust, noise and vibration monitoring should be implemented near sensitive receptors. Operation-phase mitigation should include safe junction design, lighting, speed control, signage, truck management and continuous GRM availability.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Construction dust, noise and vibration affecting roadside residents, schools, markets and vulnerable groups	Moderate	Medium	Local	Moderate
C	Increased road safety risks from construction traffic, detours, narrowed lanes, temporary crossings and reduced visibility	High	Medium	Local	High
C	Temporary disruption of access to homes, businesses, schools, healthcare, bus stops and agricultural land	Moderate	Medium	Local	Moderate
C	Worker–community interaction risks, including GBVH, communicable disease and psychosocial stress	Moderate	Short	Local	Moderate
C	Lot 4, Lot 5 and Lot 6 new construction impacts on agricultural access and local circulation	High	Medium	Local	High
O	Improved road surface, reduced vehicle damage, better access to healthcare, schools, markets and district centres	Positive	Long	Regional	Positive
O	Increased vehicle speeds after rehabilitation, creating risks at settlement entrances, crossings and junctions	Moderate	Long	Local	Moderate
O	Community Safety during operation	Moderate	Long	Local	Moderate
O	Continued conflicts between transit traffic, agricultural machinery, pedestrians, cyclists and local access users	Moderate	Long	Local	Moderate
O	Reduced heavy traffic in Drochia city after operation of Lot 4 bypass	Positive	Long	Local/ Regional	Positive
O	Border-related traffic concentration at Lot 5 and Lot 6 if freight/local traffic is not properly separated	Moderate	Long	Local	Moderate

Table 6-9: Assessment matrix health, safety and welfare

6.4.4. Occupational Health and Safety, Labour and working conditions

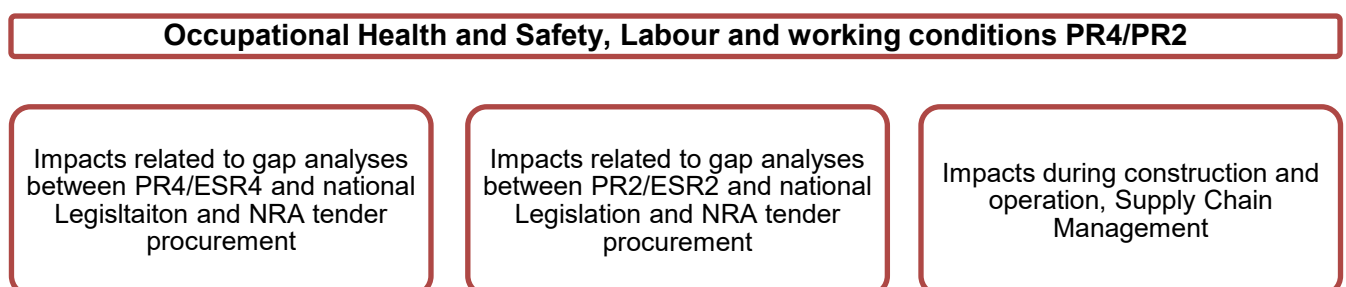


Figure 6-7: Occupational Health and Safety, Labour and working conditions

A. Occupational Health and Safety (PR 4)

Impacts OHS and working conditions during construction

During the construction phase, the project workforce will be exposed to a range of occupational hazards typical for large-scale road rehabilitation works. Given the linear nature of the R7 corridor and the need to work within or adjacent to active traffic lanes, the risk profile for workers across Lots 1–6 is elevated. Construction activities involve heavy machinery, variable terrain, and exposure to weather conditions, all of which may create conditions that can lead to injuries, long-term illnesses, or serious incidents if not adequately managed.

One of the most significant risks relates to traffic-related accidents. Workers often operate in close proximity to live traffic where vehicles continue to pass at high speeds. Inadequate separation between work zones and traffic flows can lead to collisions involving both private vehicles and construction machinery. This risk is particularly pronounced in peri-urban areas (e.g.,) and at locations where visibility is limited.

This risk is particularly pronounced in peri-urban and settlement interface areas, including **Drochia city (Lot 2)**, **Rîșcani city (Lots 2–3)**, and **Costești commune (Lot 3/5 interface)**, where traffic volumes are higher and road users include a mix of private vehicles, public transport, pedestrians and cyclists.

In addition, high-risk rural settlement sections have been identified in **Chetrosu, Zgurița and Șolcani (Lot 1)**, **Țarigrad and Miciurin (Lot 4)**, as well as **Hiliuți, Pîrjota, Șaptebani, Gălășeni and Petrușeni (Lot 3)**, where:

- residential properties are located in close proximity to the carriageway;
- informal pedestrian crossings are frequent;
- agricultural machinery enters and exits the road; and
- road geometry, local topography (e.g. hilly sectors in Hiliuți), or roadside activities reduce visibility.

Further elevated risks are expected at junctions and access points, particularly near:

- R7/R12 interface in Drochia,
- R7/G17 and R7/L152 intersections in Rîșcani, and
- access routes to agricultural land and quarries in Lot 3 (Șaptebani, Gălășeni, Petrușeni),

where turning movements, speed differentials and limited visibility increase the likelihood of accidents.

Additional vulnerability is observed in **Cosăuți (Lot 6)** and **Costești area (Lot 5)**, where new construction and future border-related traffic may introduce unfamiliar traffic patterns and increased heavy vehicle movements.

Workers are also exposed to excessive noise, especially when operating or working near equipment such as jackhammers, pavers, compactors, and breakers. Prolonged exposure to these noise levels can result in temporary or permanent hearing loss, as well as increased fatigue, reduced concentration, and a higher likelihood of accidents.

Another important category of hazards includes extreme weather exposure. During summer months, high temperatures and prolonged sun exposure can cause heat stress, dehydration, or heatstroke. Conversely, cold-season works can expose workers to frostbite, hypothermia, and reduced dexterity, increasing the risk of errors and accidents.

Vibration hazards are also prevalent, especially for workers operating vibrating tools, compactors, or heavy machinery for extended periods. Chronic exposure may lead to hand–arm vibration syndrome (HAVS) and

other musculoskeletal disorders, affecting workers' long-term health and earning capacity.

Some activities may require work above ground level, creating fall-from-height risks, which can lead to serious or fatal injuries if adequate controls are lacking. Even at ground level, workers face risks of slips, trips, and falls, particularly in areas cluttered with tools, uneven surfaces, excavations, cables, and construction debris. These hazards are common across all lots and can occur during routine tasks.

Mitigation Measures

Traffic-Related Hazards: Implement a Construction **Traffic Management Plan** that includes safe work-zone design, barriers, cones, and advance warning signage. Use shadow vehicles with flashing beacons to protect workers in high-speed areas. Introduce temporary speed limits and coordinate with Police Inspectorate for enforcement where needed.

Noise Exposure Provide workers with hearing protection (EN 352 compliant), apply noise-reduction measures, such as equipment mufflers and scheduling high-noise activities during limited time windows, conduct periodic noise monitoring and rotate staff to minimize cumulative exposure.

Weather-Related Hazards Implement heat stress and cold weather protocols, including shaded rest areas, scheduled hydration breaks, and provision of warm clothing. Adjust work schedules during extreme heat or freezing conditions. Train workers to recognize signs of heat exhaustion, dehydration, hypothermia, and frostbite.

Vibration Hazards Limit exposure time to vibrating equipment through job rotation. Provide tools with anti-vibration handles and ensure proper maintenance. Conduct regular health checks for early detection of HAVS and musculoskeletal disorders.

Working at Heights Use fall protection systems such as guardrails, harnesses, and certified anchorage points. Require work-at-height permits and ensure only trained personnel perform such tasks. Conduct inspection of ladders, scaffolding, and elevated platforms before use.

Slips, Trips, and Falls Maintain clean, organised work areas and remove unnecessary obstructions. Ensure proper housekeeping, including cable management and debris removal. Provide appropriate non-slip footwear and conduct daily site walkovers to identify and eliminate hazards.

Management Measures (Cross-Cutting) Conduct mandatory OHS induction training and daily toolbox talks. Carry out Job Hazard Analyses (JHAs) for all high-risk tasks. Provide adequate supervision and ensure clear communication between workers and machine operators.

Maintain first-aid kits and trained first responders at each active work front.

Enforce the Stop-Work Authority if unsafe conditions are observed.

Impacts OHS/Labour conditions during operation and maintenance

Once the rehabilitated sections of the road become operational, they will require periodic and routine maintenance to ensure the structural integrity of the pavement, roadside drainage, signage, and safety barriers. These activities introduce specific health and safety risks due to the close interaction between the maintenance workforce and live traffic.

Exposure of maintenance crew to live traffic

Maintenance personnel may work within or immediately adjacent to active lanes, increasing the risk of

collisions, particularly on high-speed segments.

Road users may not anticipate workers on the carriageway, especially during early morning, late evening, or poor weather conditions.

Speed-related risks

Improved road geometry and pavement conditions may encourage higher vehicle speeds (related existing R7 Lots 1–3), which increases stopping distances and the severity of potential crashes.

Excessive speed reduces the reaction time available to avoid maintenance crews or traffic management devices.

Temporary traffic disruptions

Lane closures or contraflow systems may create short-term congestion and accident risks if not properly signalled or communicated to road users.

Visibility and weather-related hazards

Fog, rain, or snow (frequent in southern and central Moldova) may reduce drivers' ability to notice maintenance workers in time.

Poor lighting in rural segments affects worker visibility during shoulder periods.

Mitigation Measures (Operation & Maintenance Phase)

EBRD PR4/ESR4-compliant and aligned with Moldovan road safety norms (CP D.02.18:2017; Traffic Regulations; OHS Law 186/2008).

Traffic Management for Maintenance Works: Develop and implement a Maintenance Traffic Management Plan (MTMP) for all routine and periodic maintenance operations. Use advance warning signage, cones, reflective barriers, and temporary speed-reduction zones placed at adequate distances following CP D.02.18:2017. Ensure clear delineation of working zones with high-visibility barriers for works on bridges, drainage ditches, or culverts.

Workforce Protection Measures: Mandatory use of high-visibility PPE (EN ISO 20471 Class 2 or 3), Training of maintenance staff in roadside safety, situational awareness, and emergency response, use of shadow vehicles equipped with flashing beacons, crash cushions (where applicable), and LED arrow boards, prohibition of workers facing away from oncoming traffic (in line with best practice).

Speed Management Measures: Introduction of temporary speed restrictions (30–50 km/h) around maintenance zones. Enforcement via mobile patrols or coordination with Police Inspectorate when required for high-risk segments. Installation of portable rumble strips or speed bumps at critical locations to ensure drivers reduce speed.

Communication with Road Users Provide real-time information on temporary closures or lane restrictions via: local mayoralities, social media channels, roadside variable message signs (if available). Maintain a public notification protocol to ensure communities in the Aol are informed of maintenance works.

Work Scheduling: Conduct high-risk maintenance (vegetation clearing, drainage cleaning, pothole patching) during off-peak hours; Avoid maintenance works at night; if unavoidable, ensure portable lighting without disturbing nearby households.

Emergency Preparedness: maintain on-site first aid kits, communication devices, and emergency contact protocols; ensure rapid withdrawal procedures for workers if road conditions suddenly become unsafe (fog formation, black ice).

The rehabilitation and construction works will give a rise to occupational, health and safety risks to workers, including those related to working with machinery, formation of asphalt, use of cement, working at height, working near utilities.

The national OHS framework applicable to the Project – Law 186/2008 on Occupational Health and Safety, its implementing regulations (GD 95/2009 and sanitary regulations) and the sector-specific CP D.02.18:2017 on safety rules for the construction, repair and maintenance of roads – broadly aligns with the general occupational health and safety requirements of EBRD PR4 for protection of workers, including risk assessment, employer duties, training, medical surveillance and provision of PPE. However, the Moldovan legislation is primarily focused on workplace OHS, whereas PR4/ESR4 also requires systematic management of health, safety and security risks to project-affected communities, security arrangements, GBV/SEA, high-risk supply chains and incident reporting to the Bank in line with EU OSH standards and good international practice. Gap analyses is presented in baseline section 4.8.9 and to bridge the gaps the following mitigation measures are proposed:

Project-Level OHS Management

- Prepare a Project OHS Management Plan (OHSP) aligned with PR1/PR4, EU OSH directives, and ISO 45001.
- Include the hierarchy of controls, OHS KPIs, monitoring arrangements, and management review mechanisms.
- Introduce behaviour-based safety practices and mandatory Stop-Work Authority for all workers.
- Establish an anonymous near-miss and unsafe-act reporting system, integrated into toolbox talks and monthly OHS performance statistics.
- Develop an Incident Management Procedure covering incident classification, root-cause analysis (RCA), and CAPA (corrective and preventive actions) tracking.
- Ensure timely reporting of serious incidents to EBRD in line with PR4 requirements.

Contractor OHS Performance & Compliance

- Develop a Contractor OHS Management Procedure including pre-qualification criteria, OHS KPIs, mandatory Job Hazard Analyses (JHAs) and method statements, and regular audits.
- Require full contractual compliance with PR4/ESR4, Moldovan OHS law, and EU OSH directives for contractors and subcontractors.
- Prepare a Community Health, Safety and Security Plan (CHSSP) covering interface risks between construction activities and the public.

Traffic & Road Safety During Construction

- Prepare a Traffic and Road Safety Management Plan for construction works, including safe detours, lane closures, speed restrictions, and signage.
- Implement community notification procedures via mayoralty boards, social media channels, and roadside

signage.

- Agree on emergency access protocols with local emergency and medical services.

GBV/SEA Risk Prevention and Worker Conduct

- Develop a GBV/SEA Action Plan aligned with PR4/ESR4 and PR2/ESR2.
- Adopt a Worker Code of Conduct with explicit GBV/SEA clauses, mandatory signing, and zero-tolerance enforcement.
- Ensure mandatory induction and periodic refresher training for all workers.
- Provide confidential grievance pathways and safe reporting mechanisms for GBV/SEA concerns.

Security Management (if applicable)

- Prepare a Security Management Plan compliant with PR4/ESR4, including vetting of personnel, proportional use of force, conflict de-escalation training, GBV sensitivity, and incident-reporting protocols.

Supply Chain OHS Requirements

- Require suppliers to demonstrate OHS compliance, including risk assessments, certifications, and licenses.
- Integrate PR4/ESR4 and EU OSH requirements into procurement documents.
- Reserve the right to audit high-risk suppliers and enforce corrective measures.

Worker Engagement & OHS Governance

- Integrate worker health and safety feedback channels into the Project GRM (PR10/ESR10).
- Establish Joint OHS Committees (client + contractors) holding regular reviews of audits, incidents, and CAPA (corrective and preventive actions) effectiveness.

B. Labour and working conditions (PR2)

This sub-chapter assesses labour and working conditions for the R7 Road Rehabilitation Project (Lots 1–6) in line with EBRD Performance Requirement 2 (Labour and Working Conditions), taking into account the national legislative framework of the Republic of Moldova, ILO Conventions, and international best practices. It also considers institutional oversight, typical sector violations, risks associated with migrant and non-local labour, and gaps in procurement documentation (FIDIC Red Book) relative to PR2.

Representatives from the Ministry of Labour, Migration and Employment, Department of Construction and Repair Works, stated that typical labour violations are working hours, the lack of PPE and training on the use of PPE, workers not being paid on time, and not being provided with adequate welfare facilities, poor management of occupational health and safety risks, and the provision of unsafe accommodation facilities.

Key Impacts Related to Labour and Working Conditions

The following labour-related impacts are anticipated during construction:

Impact 1: Risks from Poor Labour and Working Conditions

Potential consequences include: Increased accidents and injuries, worker fatigue from excessive hours, wage arrears and financial distress, discrimination or harassment, reduced morale, productivity, and retention, exploitation of foreign or subcontracted workers

Impact 2: Risks from inadequate worker accommodation (if required)

These include: fire, electrical and structural safety hazards, overcrowding and poor hygiene, lack of gender-sensitive facilities, restrictions on worker movement, psycho-social stress and reduced wellbeing.

Impact 3: Risks to Non-Employee Workers (contractors, subcontractors, suppliers)

Due to gaps in national legislation and typical oversight limitations: use of informal contracts or unclear terms, higher exposure to OHS risks, potential exploitation by intermediaries, inconsistent access to worker GM.

Impact 4: Forced Labour / Modern Slavery Risks

Especially relevant for migrant workers: passport retention, recruitment fees, coercive practices by labour brokers, withholding of wages

Impact 5: Limited Worker Participation and Weak Enforcement

Insufficient oversight of subcontractors, lack of labour inspections, weak internal monitoring mechanisms

The national legislative framework in Moldova provides a solid legal basis for labour protection, but **implementation gaps and sector-specific risks** (especially for subcontracted and migrant labour) highlight the need for **project-specific PR2-aligned systems**.

There are specific requirements regarding management of labour and working conditions applicable for all EBRD funded projects. These requirements are defined under PR2/ESR2 – Labour and Working Conditions. Additionally, there are other documents, guidance notes and examples of international best practices that can be included in the project requirements. One of the main requirements under PR2/ESR2 is for the Client to develop their own **Human Resources Policies and Human Resources Management Plan** appropriate for the project. HR policies must be in place, implemented and applicable, understandable and accessible to all employees and non-employee workers. Additional, following management plans should be implemented: **Worker Code of Conduct, Occupational Health and Safety Management Plan, Emergency Responsive Plan, Worker Grievance Mechanism**.

The NRA has a publicly available Code of Conduct that sets out the organisation's ethical standards and behavioural rules for all employees. The Code of Conduct is not fully aligned with PR2/ESR2 and misses provisions on Child and Force labour prohibition, Freedom of Association and Collective Bargaining, Employment terms, fair wages and working hours, grievance mechanism, supply chain and contractor compliance, provisions on worker accommodation (if applicable).

In most cases the Client can rely on the national laws for the management of labour and working conditions on site. Under the national legislation of the Republic of Moldova, the requirements are broadly aligned with the provisions of EBRD ESR/PR 2, as reflected in Table 5-5. However, when it comes to actual implementation, practice has shown that issues on site are not caused by the legislation itself, but with enforcement of national legislation due to poor institutional oversight. This is particularly the case with site workers, subcontractors and suppliers.

Procurement Process to select Executive Contractor

Within the International procurement process it is important to note that none of the common international frameworks cover all of the requirements of PR2/ESR2, and therefore it will typically be necessary to identify risks that will occur gaps with PR2/ESR2 requirements.

The NRA uses the FIDIC Red Book as template for the contract and as legal document with its contractors.

The FIDIC Red Book is not completely aligned with PR2/ESR2, as it does not include an explicit prohibition of child or forced labour, does not provide an anonymous and accessible worker grievance mechanism, lacks specific requirements on ethical recruitment and passport retention, and does not cover contractor and supply-chain oversight in the manner required by PR2/ESR2.

The FIDIC Redbook contract relies on compliance with Moldova's labour law however PR2/ESR2 expects explicit non-discrimination and equal opportunity safeguards.

The FIDIC Redbook does not reference the freedom of association, right to join trade unions or collective bargaining. The Redbook does require contractors to comply with applicable national labour laws which does includes these rights.

The FIDIC Redbook Clause 6 does cover basic labour related requirements such that the contractor must follow national labour laws related to wages, working hours and conditions. Contractor must pay rates and observe conditions that comply with applicable labour laws. Furthermore, clause 6.6. requires Contractors to provide necessary welfare facilities and accommodation but does not specify standards. National labour law in Moldova established a 40-hour work week and requires premium pay for overtime. Furthermore, the law also sets a minimum wage that meets national standards.

The NRA has indicated that in the tender process to select a contractor they include ESHS requirements that the bidder must meet such as ISO 14001, OHSAS 18001/ISO 45001 or own written policies and procedures if they don't have certificates. Furthermore, the bidder must show they have done at least one similar project safely and in line with international standards. Lastly, the bidder must submit an ESHS plan.

No PR2 Labour requirements are included in the tender documents/ procedures.

Mitigation Measures

The mitigation framework ensures: alignment with EBRD PR2 and PR4, compliance with Moldovan Labour Code and OHS legislation, closure of procurement documentation gaps, clear accountability across Client, Owner's Engineer, Contractors and Subcontractors, risk mitigation across recruitment, employment, supply chain, OHS and worker welfare

1. Strengthening Contractual and Procurement Requirements (FIDIC Red Book)

The Client shall update bidding documents and FIDIC contracts to include explicit PR2/ESR2 and PR4 obligations applicable to contractors and subcontractors. **Key Contractual Clauses to Include:**

Child and Forced Labour: Absolute prohibition of child labour and forced labour, Mandatory age-verification procedures, Prohibition of passport/ID retention, Recruitment through ethical channels only.

Non-Discrimination and Equal Opportunity: Non-discriminatory hiring and employment practices, Equal access to wages, benefits and training, Explicit right to freedom of association and collective bargaining.

Ethical Recruitment: Prohibition of recruitment fees charged to workers, Transparent employment contracts in a language understood by workers

Worker Accommodation (where applicable): Compliance with EBRD / IFC Workers' Accommodation: Processes and Standards **Grievance Mechanism:** Mandatory worker GRM for contractors and subcontractors, anonymous and accessible channels, requirement to share grievance register summaries with the Client.

Supply Chain Due Diligence contractor obligation to ensure primary suppliers are free from child and forced

labour, risk screening of new suppliers, reporting and corrective action requirements.

Labour Management Plan (LMP) Mandatory Contractor Labour Management Plan prior to mobilisation, regular reporting and labour audits

2. Human Resources / Labour Management System (Client-Level)

The Client (NRA) shall develop and implement a comprehensive Labour Management System aligned with PR2. Components: HR Policy aligned with PR2/ESR2, Labour Management Procedures, Recruitment and onboarding protocols, working hours and wage monitoring, Disciplinary procedures, Collective dismissal procedure aligned with PR2 (including analysis of alternatives), GBVH/SEA safeguards, Worker grievance mechanism and register, OHS integration (PR2–PR4 interface), Supply chain monitoring procedures, Internal and external reporting mechanisms.

3. Contractor and Subcontractor Management

Pre-Contract Stage: Assessment of past labour and OHS performance, Evaluation of contractor capacity to implement PR2 and PR4, Inclusion of labour compliance as pre-qualification criterion.

During Implementation: Mandatory Contractor Labour Management Plan, Flow-down of PR2 clauses into subcontract agreements, Regular labour audits and site inspections, Monitoring of recruitment practices and age verification, Monitoring of supply chain compliance.

4. Updated Code of Conduct

The Code of Conduct shall be updated and signed by all workers, contractors and subcontractors, including: Prohibition of child and forced labour, Freedom of association, Fair wages and working hours, Anti-harassment and non-discrimination, GBV/SEA prevention measures, Ethical recruitment principles, Worker accommodation standards (if applicable), Access to grievance mechanisms, Non-retaliation commitments.

5. Worker Grievance Mechanism (Internal GRM)

A dedicated Worker GRM shall be established at both Client and Contractor levels.

Requirements: Anonymous reporting channels (hotline, grievance boxes, email, worker representatives), Confidentiality safeguards, Clear resolution timelines, Tracking and reporting system, Accessibility to contractor and subcontractor workers, Explicit non-retaliation policy, NRA access to contractor grievance summaries.

6. Worker Accommodation Plan (If Applicable)

Where worker camps are required, a Worker Accommodation Plan shall be developed aligned with EBRD / IFC standards.

Minimum Standards: Adequate room size and occupancy, Fire safety systems, Electrical and structural safety, Gender-sensitive WASH facilities, Recreational and common areas, Freedom of movement, Regular inspections and corrective actions

7. OHS and Training Measures (PR2–PR4 Interface)

A comprehensive Occupational Health and Safety Management Plan (OHSP) shall be implemented.

Key Measures: Job Hazard Analyses (JHAs) / Method Statements, Stop-work authority for unsafe conditions, Behaviour-based safety programme, Mandatory PPE provision and enforcement, Incident and near-miss reporting, Occupational medical surveillance, Toolbox talks and ongoing safety training.

8. Monitoring, Supervision and Oversight

Owner's Engineer Responsibilities: Inclusion of PR2 labour monitoring in ToR, Review of grievance records, Monitoring compliance with age verification and recruitment practices, Monthly and quarterly compliance reporting, Documentation of non-compliances and corrective actions.

External Oversight: Joint inspections with State Labour Inspectorate (where applicable), Periodic labour compliance audits

C. Supply-Chain Health & Safety (High-Risk Supply Chains)

Under current Moldovan legislation, Law 186/2008 on Occupational Health and Safety applies strictly to employers operating within the territory of the Republic of Moldova and does not impose obligations on project developers or contractors to oversee the occupational health and safety (OHS) performance of upstream suppliers. As a result, there is no legal requirement for supply-chain OHS screening, verification, or monitoring of high-risk suppliers, such as quarries providing aggregates, bitumen suppliers, asphalt plants, or transport subcontractors. This regulatory gap can lead to the inclusion of suppliers with inadequate OHS systems and increases the risk of unsafe practices within the supply chain.

Furthermore, Moldova's supply landscape is dominated by small and medium enterprises (SMEs), many of which may operate with lower labour and OHS standards compared to larger firms with formal management systems. SMEs may lack structured training, risk assessments, documented procedures, or certified OHS management systems. Therefore, there is an inherent risk that violations of labour legislation (e.g., lack of PPE, inadequate working conditions, excessive working hours, unregistered workers) may occur among suppliers providing materials and services to the Project. These violations may take place both at the suppliers' production sites (quarries, asphalt plants, material depots) and among workers delivering materials to the construction site.

Without explicit contractual or procedural controls, there is a risk that the Project becomes linked to unsafe working conditions, substandard labour practices, and potential child or forced labour risks, particularly among primary suppliers operating in low-oversight environments.

Mitigation Measures Aligned with EBRD PR4/PR2 and FIDIC

To address these risks, the Project will adopt a strengthened supply-chain management approach that goes beyond Moldovan legal requirements and aligns with EBRD PR4/ESR2 (Health & Safety) and PR2/ESR2 (Labour & Working Conditions).

Supplier OHS Compliance Requirements All high-risk suppliers (aggregates, bitumen, asphalt plants, fuel suppliers, transport subcontractors) will be required to demonstrate OHS compliance, including: valid operating licenses and permits; documented risk assessments for key processes; evidence of worker training and use of PPE; compliance with Moldovan labour legislation.

OHS and labour requirements will be explicitly included in the procurement documentation, referencing PR4/ESR4, PR2/ESR2, and EU OSH principles.

Supply-Chain Auditing Rights The Project Owner will reserve the right to audit high-risk suppliers and subcontractors at any time. Contractors will be required to cooperate with audits and to implement corrective actions (CAPA) where deficiencies are identified.

Supply-Chain Risk Screening Contractors will be required to establish a risk screening procedure for all new suppliers, including: verification of compliance with national OHS and labour laws; review of past incidents,

sanctions, or complaints; evaluation of working conditions at supplier facilities; identification of high-risk suppliers requiring enhanced oversight.

Prohibition of Child and Forced Labour A specific contractual clause will be included in the FIDIC Contract requiring all contractors and suppliers to ensure that their primary supply chains are free from child labour, forced labour, or any form of exploitation. Contractors must monitor suppliers and report any findings or suspicions immediately.

Integration into the FIDIC Contractor's OHS/Labour Obligations FIDIC Contract Conditions will be supplemented with: requirements for suppliers to comply with PR4/ESR4 and PR2/ESR2; obligation to provide evidence of OHS systems, labour compliance, and licences before supply begins; enforcement mechanisms, including the possibility to remove non-compliant suppliers.

SME Support & Alignment Recognising that many suppliers are SMEs, the Project may provide guidance on minimum OHS expectations, templates for risk assessments, and awareness materials to help raise compliance levels without excluding SMEs.

Transparent Reporting Contractors will report monthly on: supplier screening results; audits conducted; non-compliances identified; CAPA implementation and closure.

This reporting will be integrated into the Project's OHS and Labour Monitoring system.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Occupational Health and Safety gap impacts	Moderate	Long	Regional	High
C	International Tender Procedure aligning with PR2/ESR2 and PR4/ESR4	Moderate	Medium	Regional	Moderate
C	OHS/ Labour and Working Conditions client compliance	Moderate	Long	Regional	Moderate
C	OHS/Labour and working Conditions during construction	High	Medium	Regional	High
C,O	Supply Chain Management	Moderate	Long	Regional	High
O	OHS/Labour and working conditions during operation				Moderate

Table 6-10: Assessment matrix occupational health and safety, labour

6.4.5. Economic Development, Employment and Local Value Creation

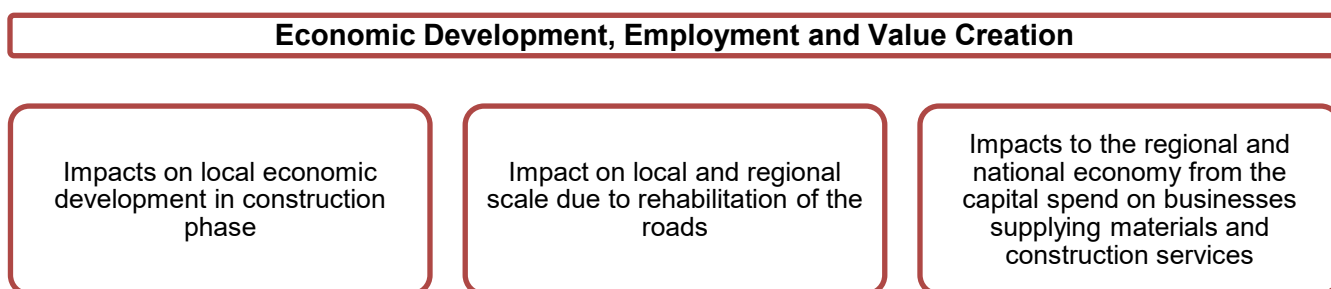


Figure 6-8: Economic Development, Employment and Value Creation

The Project is expected to generate significant positive social and economic impacts at both local and regional levels, primarily through the integration of the R7 corridor into the **TEN-T network** and its role in strengthening connectivity between the borders of Ukraine and Romania. Improved road conditions will enhance overall

mobility, reduce travel times, and increase road safety for both drivers and communities located along the alignment.

The rehabilitation of the R7 will also stimulate economic activity, particularly by improving access for local businesses, agricultural producers and service providers. Enhanced connectivity is expected to support the development of agricultural value chains, logistics operations and trade flows, including cross-border and international trade.

In addition, several key project components will contribute to long-term regional development:

- the construction of the access road to the Cosăuți–Yampil border crossing point, strengthening Moldova–Ukraine connectivity (Lot 6);
- the development of a new access road to new bridge over the Prut River in Costești, improving Moldova–Romania links (Lot 5);
- and the construction of the Drochia city bypass (Lot 4), which will divert transit traffic away from the urban area. These interventions are expected to reduce traffic congestion and environmental pressure within Drochia, improve urban safety and liveability, and create favourable conditions for the development of local socio-economic infrastructure. Overall, the Project will contribute to improved regional integration, enhanced accessibility to markets and services, and increased investment potential at local, regional and national levels.

Impacts on Economic Development, Employment and Local Value Creation

Impact 1: Increased Regional and National Economic Activity Due to Improved Road Performance

The rehabilitation of the R7 corridor (Lots 1–3), combined with targeted safety upgrades and the construction of the **Drochia bypass (Lot 4)**, **new access road to new bridge over the Prut River in Costești (Lot 5)** and **construction of the access road to the Cosăuți–Yampil border crossing point (Lot 6)** will improve overall road performance, safety and functionality of the corridor. The Project will enhance pavement quality, improve junction design, and introduce appropriate road safety measures, resulting in smoother traffic flow, reduced vehicle operating costs, and more reliable travel conditions.

These improvements are expected to reduce journey times and variability, particularly for regional traffic, public transport users and freight operators, while maintaining the R7's function as a multi-purpose republican road serving both transit and local access.

Improved road conditions and safer infrastructure will support more efficient movement of goods and people, strengthening connectivity to key economic centres and to the border crossings with Romania and Ukraine. As a result, the Project will contribute to the development of agricultural production, local industries and logistics chains, enhancing competitiveness and facilitating both domestic and international trade.

Mitigation / Enhancement Measures

- Road Performance and Safety Optimisation Measures Ensure that the design of intersections, junctions, bypass sections (e.g. Drochia bypass – Lot 4), and local access connections is aligned with national road design standards for republican roads, focusing on safe traffic flow rather than high-speed expressway conditions. Measures shall include appropriate lane configuration, turning radii, visibility improvements, road markings and signage, as well as the introduction of traffic calming measures within settlements (e.g.

speed control, pedestrian crossings, lighting, speed control cameras). During construction, implement Traffic Management Plans (TMPs) to maintain continuous traffic flow, minimise delays, and ensure safe interaction between construction activities and road users. Long-term safety improvements shall be sustained through proper maintenance of road markings, signage and roadside safety features.

- **Local Access and Business Continuity Support** Maintain safe and functional access to agricultural land, agro-industrial facilities, fuel stations, storage areas, markets and other roadside businesses throughout the construction phase. Given the R7's role as a multi-purpose road serving local communities, special attention shall be given to preserving access for farmers, local residents and service providers. Temporary access solutions (e.g. gravel ramps, alternative routes) shall be provided where needed, supported by clear signage and advance notice of any restrictions or diversions communicated through LPAs and local information channels.
- **Cross-Border and Regional Connectivity Coordination** Coordinate with relevant authorities, including Customs Service and Border Police, to ensure efficient operation of cross-border connections associated with the R7 corridor, particularly for: Cosăuți–Yampil border connection (Lot 6), and Costești area (Lot 5) including the proposed bridge and access road over the Prut River.

Where applicable, planning shall consider **traffic organisation measures**, including designated parking or waiting areas for heavy vehicles, to avoid congestion within settlements and ensure safe integration of border-related traffic with local road users.

Impact 2: Increased Revenue for Local and National Suppliers

Project capital expenditure generates significant demand for aggregates, concrete, steel, asphalt, PPE, machinery, transport services, site facilities, and security. This stimulates turnover, profits and expansion for suppliers, contractors, and service providers. Secondary impacts include increases in business activity for accommodation, food services, and retail.

Mitigation / Enhancement Measures

- **Local Supplier Engagement** Require Contractors to prioritise sourcing from Aol and district suppliers where technically and economically feasible, maintain a public registry of procurement opportunities.
- **Fair and Transparent Procurement** Use open, competitive procurement aligned with PR2/PR10 principles, include ESG compliance criteria for suppliers (labour standards, OHS, ethical sourcing).
- **Supplier Capacity-Building** Offer briefings to local suppliers on technical specifications, safety requirements, and bidding procedures.

Impact 3: Short-Term Employment Creation During Construction

The Project is expected to generate **direct, indirect, and induced** employment:

- **Direct jobs:** machine operators, drivers, welders, carpenters, electricians, steel fixers, environmental and OHS staff, security personnel.
- **Indirect jobs:** suppliers of aggregates, asphalt, concrete, fencing, fuel, PPE, machinery, transport, and services.
- **Induced jobs:** accommodation, catering, small commerce, vehicle repair, transport services.

Mitigation / Enhancement Measures

- Local Hiring Prioritisation Require Contractors to prioritise Aol residents, followed by district-level workers, then national workers. Encourage 30–40% of unskilled positions to be filled locally.
- Coordination with LPAs and Employment Agencies Joint mapping of available labour pools (unemployed, seasonal workers, women seeking jobs, youth). LPAs to disseminate job notices and pre-identify candidates.
- Fair Employment Practices No recruitment fees; transparent contracts; written terms aligned with the Labour Code. Accessible worker grievance mechanism.
- Workforce Upskilling and Training Induction training (OHS, traffic management, environmental rules). On-site mentoring for semi-skilled roles. Certification opportunities in equipment operation, concrete works, flagging.
- Inclusion Measures for Vulnerable Groups Simplified application procedures, outreach via social workers to low-income households, women, and youth, Gender-sensitive hiring and non-discrimination policy.

Impact 4: Risk of Unequal Access to Job Information

If communication channels are not inclusive or transparent, some residents—particularly elderly persons, women, low-income households, or households without internet access—may not hear about job openings.

Mitigation / Enhancement Measures

- Local-Level Job Advertising Notices at mayor's offices, cultural centres, libraries, and bus stops, posts on local Facebook/WhatsApp/Viber groups, Use of local radio where available.
- District/National Communication Job listings through ANOFM and national recruitment portals (Rabota.md, JobList.md).
- Contractor Communication Mechanisms Dedicated employment webpage, announcements via the Community Liaison Officer (CLO), job fairs in Soroca, Drochia, Rîșcani.
- Accessible Formats Bilingual materials (Romanian/Russian), easy-to-read information sheets.

Impact 5: Temporary Economic Disruption to Local Businesses

Business units along the corridor—shops, workshops, agro-producers—may face temporary reductions in access or visibility due to construction works.

Mitigation / Enhancement Measures

- Business Access Management Maintain at least one open access route at all times, provide alternative pedestrian and vehicle routes, advance notifications for closures (minimum 7–14 days).
- Signage and Visibility Measures Temporary directional signs for businesses, maintaining safe pedestrian access to commercial premises.
- Engagement with Affected Businesses Regular meetings with shop owners and service providers, rapid grievance response mechanism for economic complaints.

6. Monitoring and Reporting Measures

Impact 6: Need for Continuous Oversight of Employment and Economic Benefits

Without systematic monitoring, local hiring targets may not be met, and vulnerable groups may remain excluded.

Mitigation / Enhancement Measures

- Mandatory Contractor Reporting (Monthly) Number of workers hired and % local vs district vs national, breakdown of skilled vs unskilled workers, gender and age disaggregation, induction and training sessions completed, worker grievances logged and resolved.
- Independent Audits Periodic labour and OHS audits by the PIU/AND, compliance checks for supplier labour practices.
- Feedback Loops with Communities CLO to provide regular updates to LPAs, issues raised by communities to be logged and addressed.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C/O	Regional economic development	High	Long	Regional	High Positive
C	Capital expenditure benefits	Moderate	Medium	Regional	Moderate
C	Employment generation	High	Medium	Regional	High
C	Unequal access to job info	Moderate	Short	Local	Low
C	Temporary business disruption	Moderate	Short	Local	Low
C	Vulnerable group exclusion	Moderate	Short	Local	Low
C/O	Weak monitoring	Low	Medium	Regional	Medium
C/O	Pressure on local services	Moderate	Medium	Local	Medium

Table 6-11: Assessment matrix economic development

6.4.6. Historical and Cultural Heritage

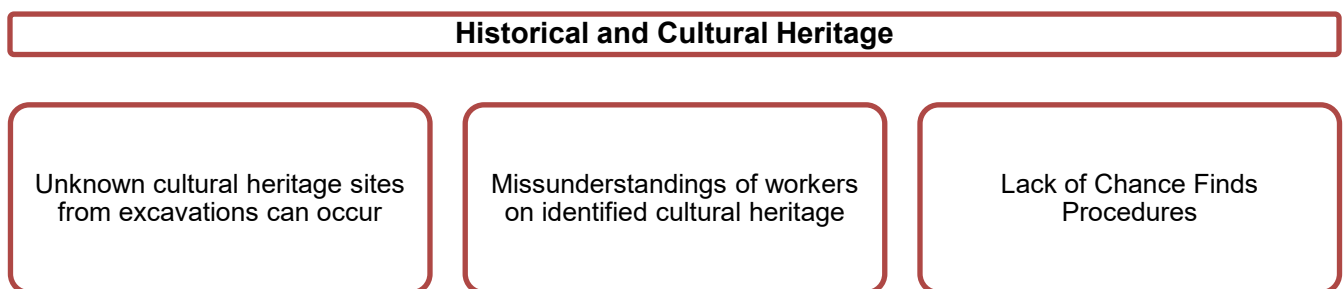


Figure 6-9: Historical and Cultural Heritage

The R7 Project is predominantly located along an existing republican road corridor (Lots 1–3), with new construction components limited to Lot 4 (Drochia bypass), Lot 5 (Costești bridge access and new border connection), and Lot 6 (Cosăuți–Yampil connection). Given this configuration, the probability of encountering unknown archaeological remains is generally low, particularly within rehabilitation sections, but slightly higher in areas involving new alignments and earthworks.

Cultural heritage in the Republic of Moldova is diverse and spatially dispersed, comprising archaeological sites, historical settlements, churches, memorial monuments, cemeteries, and ethnographic features. Based on the baseline assessment and consultation findings, **registered cultural and historical monuments, including churches and memorial sites located in localities such as Chetrosu, Zgurița, Șolcani, Drochia, Rîșcani, Costești and Cosăuți**, are situated at a **considerable distance from the R7 alignment and its area of influence**, and their legally established protection zones do not overlap with the proposed works.

Accordingly, **no direct impacts (physical disturbance, land take, or structural damage)** on known cultural heritage assets are anticipated for any of the Lots (1–6). All identified monuments, churches and memorial complexes will be **fully preserved**, and their protection zones will remain unaffected by construction,

rehabilitation or operation activities.

However, several **sensitive cultural receptors are located in proximity to the road corridor**, including:

- local churches and cemeteries situated within settlements along Lots 1–3, often positioned close to the carriageway as part of traditional village layouts;
- the memorial monument in Petrușeni (Lot 3), located relatively close to the R7;
- local memorials and religious sites in settlements such as Chetrosu, Zgurița, Șolcani, Drochia city, Rîșcani, Costești commune, which may be situated near the road or accessed directly from it.

While these receptors are not directly affected in terms of land take or structural intrusion, their proximity makes them sensitive to temporary construction disturbances and operational changes.

Accordingly, no direct impacts (e.g. physical damage, relocation or encroachment) on known cultural heritage assets are anticipated for any of the Lots (1–6). All monuments, churches and associated protection zones will be preserved in situ and remain unaffected by construction, rehabilitation and operation activities.

Potential Impacts on Known Cultural Heritage

Construction Phase Impacts: Potential impacts during construction are indirect and generally minor, and may include:

- temporary increases in noise, vibration and dust, particularly near churches, cemeteries and memorial sites located close to the road within settlements;
- increased construction traffic and temporary diversions affecting access to churches and religious sites, especially during weekends or religious events;
- a low probability of chance finds, particularly in Lots 4, 5 and 6, where new excavation works are planned.

In **Petrușeni (Lot 3)**, due to the proximity of the **memorial monument to the road**, there is a slightly elevated sensitivity to vibration and dust. Similarly, **churches located near the carriageway in rural settlements** may experience temporary disturbance during construction works, particularly where works are undertaken within or adjacent to village centres.

However, these impacts are expected to be **temporary, reversible, and not sufficient to affect the structural integrity or cultural and spiritual value** of these sites.

Operation Phase

During operation, impacts are expected to remain **negligible to low**, and may include:

- slight increases in traffic-related noise near churches and memorial sites located close to the road;
- improved accessibility to cultural, religious and memorial sites due to better road conditions and connectivity.

Overall, the Project is expected to have a **neutral to slightly positive effect**, improving access while preserving the integrity and function of cultural heritage assets.

Potential Impacts on Archaeological Resources

Because the Project largely follows an existing road corridor, ground disturbance is limited and the risk of encountering unknown artifacts is low. Lot 4,5,6 involves new ground disturbance, but no registered site is located within the alignment. Risk of chance finds is categorized as low-to-moderate, typical for linear

infrastructure in a culturally rich region.

Intangible Cultural Heritage

No festivals, rituals, or cultural practices are located within the Project's area of influence. Events and local traditions in the North Development Region will not be disrupted by construction.

Mitigation measures

Avoidance and Protection

- No works within monument protection zones: All construction activities, material storage, machinery parking, and worker camps must be located outside the 100–500 m legal protection buffer zones of registered cultural assets.
- Marking sensitive areas: Geospatial coordinates of archaeological sites will be provided to the Contractor; these areas must be physically marked, fenced, and avoided.
- Prohibition of ground disturbance in high-sensitivity zones;

Chance Finds Procedure (mandatory)

A formal Chance Finds Procedure (CFP) must be implemented, including:

- Immediate cessation of works if any artefact, structure, skeletal remain, ceramics, brick foundations, or unusual stratigraphy is discovered.
- Securing the area (minimum radius of 15–20 m) and preventing unauthorized access.
- Immediate notification of: National Archaeology Agency, Construction Supervision Engineer (FIDIC Engineer), Employer (Project Implementation Unit / NRA).
- Documentation of the find: Photographs, GPS coordinates, brief description, and circumstances.
- Archaeological evaluation: Works may resume only after written authorization from the competent authority.

Good Construction Practices

- Dust control near village centres, memorial zones, and churches to avoid affecting aesthetics and visitor experience – water spraying, covering trucks, speed limits.
- Noise and vibration management in settlement areas: No heavy machinery during night-time; Use of low-vibration equipment where feasible; Speed restrictions on trucks near cultural structures.
- Traffic management to avoid congestion near churches, memorials, cemeteries, or festival areas—especially during public events.
- Avoiding obstruction of access to memorial sites during commemorative ceremonies (e.g., village holidays).
- No storage of materials or spoil heaps near historic or archaeological sites.

Contractor Training and Awareness

- Cultural heritage induction training for all workers: Basic recognition of archaeological artefacts; Protocol in case of a chance find; Prohibition of removing artefacts.
- Toolbox talks held monthly to reinforce heritage protection obligations.

Mitigation Measures During Operation

- Protection of Monuments in Nearby Localities
- Monitoring of vibration levels in sensitive areas close to the road (e.g., Petrușeni village, Șolcani, Drochia

city, Rîșcani city), if requested by local authorities.

- Traffic calming in village centres to maintain appropriate speeds and reduce potential indirect impacts on cultural sites.

Long-Term Preservation

Avoid siting new utilities or road extensions within legally protected monument zones without formal cultural heritage clearance. Engagement with local authorities when cultural festivals require temporary traffic rerouting.

Contractor shall ensure no accidental damage during construction by:

- Maintaining distance from the monument,
- Using physical barriers or signage
- Coordinating with the Village Hall prior to works nearby

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
C	Disturbance to cultural and religious sites (noise, dust, vibration – incl. churches (Șolcani, Drochia), cemeteries (Rîșcani city) and Petrușeni monument)	Low	Short	Local	Low
C	Temporary access restrictions to churches and cemeteries	Low	Short	Local	Low
C	Chance finds during excavation (Lots 4–6)	Low	Short	Local	Low
O	Changes in traffic/noise near heritage and religious sites	Low	Medium	Limited	Low
O	Improved access to cultural and religious sites	Positive	Long	Regional	Positive

Table 6-12: Assessment matrix historical and cultural heritage

6.4.7. Assessment matrix on potential socio-economic assessment

The assessment matrix presented below summarises the pre-mitigation significance of environmental and social impacts associated with the R7 Road Project across the four main thematic areas: Land Acquisition and Economic Displacement, Community Health, Safety, and Welfare, Occupational Health and Safety / Labour Conditions, and Cultural and Historical Heritage.

The matrix represents pre-mitigation impact levels. The assessment matrix clearly shows the following:

- Construction phase impacts are more significant than operational impacts—typical for linear infrastructure projects;
- Community health, safety, and OHS risks are the highest pre-mitigation and require priority management;
- Land acquisition impacts are moderate to high but manageable through PR5-compliant processes;
- Cultural heritage risks are low, and properly addressed through Chance Finds;

Residual Impacts Summary

Residual impacts across all thematic areas demonstrate a consistent reduction in significance once mitigation measures are applied through the ESMP/CESMP framework.

For **Land Acquisition and Economic Displacement**, initially High impacts in Lots 4–6 (permanent acquisition and economic displacement) are expected to reduce to **Moderate or Low**, provided that compensation at full replacement cost, livelihood restoration, and timely, transparent engagement are effectively implemented. Moderate impacts (e.g., fragmentation, delays in expropriation, temporary land use) will generally reduce to **Low** with proper planning, sequencing, and stakeholder coordination.

For **Access and Traffic Restrictions**, construction-phase High impacts related to road safety and traffic disruption are expected to decrease to **Moderate**, and in many cases **Low**, through traffic management plans, safe detours, and communication measures. Operational impacts remain **Moderate to Low**, reflecting improved infrastructure but continued mixed-traffic conditions typical of a republican road.

Within **Community Health, Safety and Welfare**, High construction risks (traffic safety, new alignments in Lots 4–6) are reduced to **Moderate** through robust controls (TMP, CHSSP, site safety, community awareness). Moderate impacts (dust, noise, access disruption, worker-community interaction) are expected to reduce to **Low**. Importantly, **long-term Positive impacts** (improved accessibility, reduced travel time, bypass benefits such as in Drochia) remain **significantly beneficial and unchanged**.

For **Occupational Health, Safety, Labour and Working Conditions**, initially High risks during construction and within the supply chain reduce to **Moderate** when aligned with EBRD PR2/PR4, contractor OHS systems, and supervision mechanisms. Residual risks remain **Moderate** due to the inherent nature of construction activities and supply chain variability.

In terms of **Economic Development**, all Positive impacts (regional growth, employment, improved connectivity) remain **High Positive** after mitigation. Potential negative effects (temporary business disruption, unequal access to jobs, pressure on services) reduce to **Low or Moderate** with inclusive employment practices, communication, and local coordination.

For **Historical and Cultural Heritage**, all identified impacts are initially Low and reduce to **Negligible** after mitigation. This includes potential disturbances to churches (e.g., Șolcani, Drochia), cemeteries (e.g., Rîșcani), and the Petrușeni monument, as well as chance finds, which are managed through standard procedures.

Overall, **residual impacts will be presented in a dedicated post-mitigation matrix**, clearly showing the reduction in impact significance compared to pre-mitigation conditions. The Project's residual risk profile is therefore predominantly **Low to Moderate**, with **significant long-term Positive outcomes** for regional connectivity, safety, and community welfare.

Phase	Impact	Intensity	Duration	Extent	Significance of Impact
1	Land Acquisition and Economic Displacement				
C	Permanent land acquisition (Lots 1–3)	Moderate	Long	Local	Moderate
C	Permanent land acquisition (Lots 4,5,6)	High	Long	Local	High
C	Temporary land acquisition (Lots 1-3)	Low	Medium	Local	Low
C	Temporary land acquisition (Lots 4,5,6)	Moderate	Medium	Local	Moderate
C	Temporary economic displacement	Moderate	Short	Local	Low
C	Land fragmentation (Lots 4–6)	Moderate	Long	Limited	Moderate
C	Delays in expropriation process (all lots)	Moderate	Medium	Local	Moderate
C/O	Permanent economic displacement Lot 1-3	Low	Long	Limited	Low
C/O	Permanent economic displacement (Lots 4–6)	High	Long	Limited	High
2	Access and traffic restrictions				
C	Access & Severance effects to communities (temporary limited access, reconfiguration of side roads and agricultural connections)	Moderate	Medium-Term	Local	Moderate
C	Impacts to local residents and businesses from temporary road traffic deviations and access restrictions (detours, reduced visibility, access constraints)	Moderate	Medium-Term	Local	Moderate
C	Road traffic and Road Safety (public transport users, road users, pedestrians, agricultural machinery)	High	Medium-Term	Local	High

O	Road traffic and Road Safety (increased speeds, mixed traffic conditions, interaction between transit and local users)	Moderate	Long-Term	Local	Moderate
O	Limited Access (reorganized access points, improved junctions, but no full access control)	Low	Long-Term	Limited	Low
3	Community Health, Safety and Welfare				
C	Construction dust, noise and vibration affecting roadside residents, schools, markets and vulnerable groups	Moderate	Medium	Local	Moderate
C	Increased road safety risks from construction traffic, detours, narrowed lanes, temporary crossings and reduced visibility	High	Medium	Local	High
C	Temporary disruption of access to homes, businesses, schools, healthcare, bus stops and agricultural land	Moderate	Medium	Local	Moderate
C	Worker–community interaction risks, including GBVH, communicable disease and psychosocial stress	Moderate	Short	Local	Moderate
C	Lot 4, Lot 5 and Lot 6 new construction impacts on agricultural access and local circulation	High	Medium	Local	High
O	Improved road surface, reduced vehicle damage, better access to healthcare, schools, markets and district centres	Positive	Long	Regional	Positive
O	Increased vehicle speeds after rehabilitation, creating risks at settlement entrances, crossings and junctions	Moderate	Long	Local	Moderate
O	Community Safety during operation	Moderate	Long	Local	Moderate
O	Continued conflicts between transit traffic, agricultural machinery, pedestrians, cyclists and local access users	Moderate	Long	Local	Moderate
O	Reduced heavy traffic in Drochia city after operation of Lot 4 bypass	Positive	Long	Local/ Regional	Positive
O	Border-related traffic concentration at Lot 5 and Lot 6 if freight/local traffic is not properly separated	Moderate	Long	Local	Moderate
4	Occupational Health Safety, Labour and working conditions				
C	Occupational Health and Safety gap impacts	Moderate	Long	Regional	High
C	International Tender Procedure aligning with PR2/ESR2 and PR4/ESR4	Moderate	Medium	Regional	Moderate
C	OHS/ Labour and Working Conditions client compliance	Moderate	Long	Regional	Moderate
C	OHS/Labour and working Conditions during construction	High	Medium	Regional	High
C,O	Supply Chain Management	Moderate	Long	Regional	High
O	OHS/Labour and working conditions during operation	Moderate	Medium	Local	Moderate
5	Economic Development, Employment and Local Value Creation				
C/O	Regional economic development	High	Long	Regional	High Positive
C	Capital expenditure benefits	Moderate	Medium	Regional	Moderate
C	Employment generation	High	Medium	Regional	High
C	Unequal access to job info	Moderate	Short	Local	Low
C	Temporary business disruption	Moderate	Short	Local	Low
C	Vulnerable group exclusion	Moderate	Short	Local	Low
C/O	Weak monitoring	Low	Medium	Regional	Medium
C/O	Pressure on local services	Moderate	Medium	Local	Medium
6	Historical and Cultural Heritage				
C	Disturbance to cultural and religious sites (noise, dust, vibration – incl. churches (Șolcani, Drochia), cemeteries (Rîșcani city) and Petrușeni monument)	Low	Short	Local	Low

C	Temporary access restrictions to churches and cemeteries	Low	Short	Local	Low
C	Chance finds during excavation (Lots 4–6)	Low	Short	Local	Low
O	Changes in traffic/noise near heritage and religious sites	Low	Medium	Limited	Low
O	Improved access to cultural and religious sites	Positive	Long	Regional	Positive

Table 6-13: Assessment matrix on potential socio-economic impacts

6.5. Cumulative Impacts

The cumulative impact assessment analyzes the effects resulting from the combination of impacts of the R7 road rehabilitation project with those of other existing or planned projects in the region that overlap in time or space. This section is essential for understanding the overall pressure on the environment and local communities.

The technical design documents prepared for the reconstruction and modernization of the R7 national road (Drochia – Costești sector – Romanian border, part of European corridors and national public utility projects) include specific chapters dedicated to the redesign and relocation of existing utility networks located within the road influence zone.

These measures are mandatory under national construction standards (NCM) and aim to prevent conflicts with the new road infrastructure, ensure operational safety, and minimize service interruptions.

Utility networks subject to redesign/relocation:

- Gas networks (distribution pipelines and service connections);
- Sewerage systems (collectors, pipelines, and inspection manholes);
- Water supply networks (water mains, distribution pipelines, and hydrants);
- Electricity networks (overhead/underground medium and low voltage lines, poles, and cables);
- Telecommunications networks (fiber optic cables, telephone lines, and other communication infrastructure).

Types of interventions (as applicable):

- Relocation of pipelines and cables outside the carriageway or safety zone;
- Protection measures using protective casing pipes or special crossings;
- Upgrading of affected sections to comply with current technical standards;
- Coordination with utility operators (e.g., Moldovagaz, Apă-Canal, RED Nord, Orange, etc.) for permitting, approvals, and execution works.

Interaction with Major Technical and Utility Infrastructure Projects

The R7 project overlaps with strategic investments in water supply and wastewater infrastructure, requiring strict coordination to avoid execution conflicts and disruption of services:

- Prut Cluster (Rîșcani District): There is an updated project (2024), financed by the World Bank, aimed at expanding water supply services in localities such as Păscăuți, Gălășeni, Hiliuți, and others. The reconstruction of R7 must be synchronized with the installation of water intake pipelines from the Prut River to ensure compatibility of the road platform with the new pipelines.
- Soroca–Bălți Water Pipeline (Lot 6): In the Cosăuți area, the alignment of the new access road to the future Nistru River bridge intersects with large-diameter pipelines operated by “Acva-Nord”. The

cumulative impact consists of a high risk of damage to this strategic infrastructure, which supplies water to more than 15 localities, including the cities of Sorocea and Bălți.



Figure 6-10: Planned water infrastructure in relation to the R7 road planned for reconstruction



Figure 6-11: Existing water infrastructure (Sorocea–Bălți aqueduct) in relation to the new Cosăuți–Sorocea road

The detailed designs must obligatorily include:

- Obtaining a favorable technical opinion from the system operator (e.g., S.E. “Acva-Nord”) at all design

and construction stages;

- Redesign and, where necessary, relocation of affected transmission pipeline sections, depending on the final adopted solutions for the road alignment, carriageway platform, and safety elements;
- Implementation of special protection measures (protective casing pipes, sealed crossings, marking systems, and monitoring) to prevent any risk of damage or interruption of water supply;
- Continuous coordination with the operator to minimize impacts on the continuity of public water supply services.

Impact of Extractive Activities (Stone Quarries)

The interaction between construction material transport and local quarry operations (e.g., Duruitoarea Quarry, Șaptebani Quarry, Cosăuți Quarry) generates a cumulative impact on air quality.

- Dust pollution: Heavy-duty trucks traveling on unpaved or poorly maintained local roads to connect with the R7 route generate significant dust emissions. This leads to reduced visibility and adverse health effects for the population in villages such as Cosăuți, Șaptebani, Gălășeni, and Petrușeni.

Other Potential Cumulative Impacts

- Regional economic development and urban expansion: Improved connectivity through the TEN-T corridor is expected to attract new logistics and commercial investments along the R7 road. In combination, this may lead to a permanent change in land use patterns, transforming agricultural areas into industrial or service zones, and increasing pressure on local water resources and waste management systems.
- Cross-border traffic pressure at control points: The construction of new bridges over the Prut (Lot 5) and the Nistru (Lot 6) will concentrate significant heavy traffic flows. Without integrated planning of parking and waiting areas, cumulative impacts may result in severe traffic congestion and increased emissions in border localities such as Costești and Cosăuți.

Conclusion

Effective management of cumulative impacts requires strong inter-institutional coordination (between the State Road Administration, local authorities, utility operators, and the Environmental Agency) to ensure that mitigation measures are synchronized and effective at the regional level, not only at the individual contract lot level.

6.6. Key positive impacts of the Project

The implementation of the R7 road rehabilitation and modernization project is expected to generate significant positive impacts at local, regional, and national levels. The main identified benefits are structured as follows:

Strategic Development and Regional Connectivity

- Integration into the TEN-T network: The project strengthens the role of the R7 road as part of the Trans-European Transport Network (TEN-T), facilitating the Republic of Moldova's integration into European transport corridors.
- Enhanced cross-border connectivity: The modernization of the road and the construction of new access segments to the Prut (Lot 5) and Nistru (Lot 6) bridges will significantly improve commercial and passenger flows between Moldova, Romania (EU), and Ukraine.

Social Impact and Quality of Life:

- Drochia bypass (Lot 4): A major benefit for the urban community through the diversion of heavy transit traffic from the city center, including:
 - Reduced traffic congestion and improved road safety;
 - Improved environmental conditions through lower noise, vibration, and dust emissions in sensitive urban areas (hospitals, schools).
- Improved access to essential services: The rehabilitated road will ensure faster and safer access for rural populations to district centers (Soroca, Drochia, Rîșcani), facilitating access to healthcare, education, and markets.
- Enhanced accessibility to cultural heritage: Improved road conditions will facilitate access to religious sites, historical monuments, and natural reserves (e.g., “Suta de Movile” Reserve, Soroca Fortress).

Economic Efficiency and Mobility:

- Reduced travel time and vehicle operating costs: The upgraded road surface will allow higher and more stable travel speeds, reducing fuel consumption and vehicle wear.
- Support to agricultural value chains: The R7 is a key corridor for transporting agricultural production to processing facilities (e.g., Südzucker sugar factory in Drochia) and export points.
- Job creation: The construction phase will generate employment opportunities for local labor (estimated 30–40% unskilled positions) and stimulate local businesses providing materials and services (accommodation, catering, logistics).

Road Safety and Comfort:

- Modern safety standards: The introduction of reflective road markings, new vertical signage, safety barriers, and street lighting in settlements will significantly reduce the risk of severe accidents.
- Infrastructure for vulnerable users: The project includes new sidewalks, bus stops, and safer pedestrian crossings, particularly in areas near schools (e.g., Chetrosu village).

Environmental and Biodiversity Benefits:

- Long-term pollution reduction: While traffic volumes may increase, improved traffic flow will reduce stop-and-go conditions typical of degraded roads, leading to lower local emissions of CO₂ and dust.
- Wildlife connectivity solutions: Culverts and existing bridges will be used as ecological passageways (eco-ducts) to facilitate the movement of small wildlife and reduce vehicle–animal collisions.
- Material recycling: The use of cold recycling of existing asphalt reduces the consumption of natural resources and minimizes air quality impacts during construction works.

7. Management of Impacts and Issues

This section outlines the approach and measures established to manage, mitigate, and monitor the potential environmental and social impacts identified during the assessment phase of the project.

7.1. Air and climate change

The management of air quality impacts and adaptation to climate change are key priorities for the R7 project, addressed through technical, operational, and monitoring measures.

Mitigation during the Construction Phase

To minimize pollutant and dust emissions generated by rehabilitation activities, the Contractor will implement the following measures:

- Equipment maintenance: All construction equipment and vehicles will be regularly maintained to reduce exhaust emissions and will use low-sulphur fuels.
- Dust control: Water spraying systems will be used during transport and loading/unloading of aggregates and construction materials.
- Material transport: Trucks transporting soil, sand, or waste will be obligatorily covered with tarpaulins.
- Speed restrictions: Vehicle speed on unpaved access roads will be limited to prevent dust generation.
- Facility location: Asphalt plants and construction camps will be located at a safe distance from residential areas to reduce exposure to concentrated emissions.
- Cold recycling: The use of cold in-place recycling of existing asphalt (planned for Lots 1, 2, and 3) contributes to reducing atmospheric emissions by minimizing the need for new materials and their transportation.

Operational Phase Management

After project completion, air quality management will focus on:

- Monitoring: Installation of monitoring stations for PM₁₀, PM_{2.5}, NO₂, and CO in sensitive areas, with periodic measurements to ensure compliance with national and EU standards.
- Traffic flow improvement: Road rehabilitation will enable smoother and more stable vehicle speeds, reducing frequent stop-and-go conditions typical of degraded roads, thereby significantly lowering local exhaust emissions.

Climate Change Adaptation

The project integrates climate resilience solutions to address high summer temperatures, freeze–thaw cycles, and extreme precipitation events:

- Climate-resilient engineering: Use of modified asphalt and concrete mixes resistant to heat-induced deformation, and incorporation of thermal expansion joints in bridges.
- Optimized drainage systems: Proper sizing of culverts and drainage channels to handle increased precipitation volumes, and installation of stormwater collection systems in critical areas.
- Slope stabilization: Application of bioengineering techniques and vegetative cover to prevent erosion caused by flash floods or strong winds.
- Landscape measures: Planting of shelterbelts and vegetation strips along the road to reduce wind

intensity and trap dust particles.

- Post-event monitoring: Routine inspection of the road platform and drainage systems after extreme weather events (storms, floods) to ensure structural integrity.
- Institutional cooperation: The National Road Administration (NRA) will collaborate with the State Hydrometeorological Service to implement early warning systems for floods and heatwaves.

7.2. Soil

Soil and subsoil impact management under the R7 project focuses on preventing chemical contamination, preserving the fertile soil layer, and controlling erosion processes.

Mitigation Measures during the Construction Phase

To protect soil resources during rehabilitation works, the Contractor shall implement the following measures:

Prevention of hydrocarbon pollution

- Washing, maintenance, or repair of construction equipment directly on site is strictly prohibited.
- Sand bedding or equivalent absorbent materials shall be used to retain accidental spills and protect soil at fuel handling and refuelling areas, which must be impermeabilized.
- Vehicle wheels shall be cleaned before leaving the construction site to prevent the spread of contaminants onto public roads.

Topsoil management

- Stripping and separate storage: The fertile topsoil layer shall be stripped prior to excavation works and stored separately in protected stockpiles to prevent erosion.
- Reuse of resources: Stored topsoil shall be used exclusively for rehabilitation of temporarily occupied areas and for stabilization of road embankments upon completion of works.

Erosion and stability control

- Excavation works shall be strictly limited to project boundaries, with controlled surface water drainage in sloped areas.
- Rapid stabilization of exposed slopes shall be ensured through bioengineering techniques (re-vegetation) or geotechnical stabilization measures.

Borrow pits management

- Extraction activities shall commence only after obtaining the required permits.
- Overburden and spoil deposits shall be protected with drainage ditches.
- Final slope gradients shall not exceed 1:3 to ensure long-term stability.

Operational Phase Management

After completion of construction, the National Road Administration (NRA) will ensure:

- Maintenance of drainage systems: Periodic inspection and cleaning of ditches and culverts to prevent erosion caused by uncontrolled stormwater runoff.
- Emergency spill response: Spill response kits (spill kits) shall be maintained at maintenance locations to enable immediate cleanup of accidental fuel or oil spills from transit vehicles.

7.3. Water

The following mitigation measures shall be incorporated into the Environmental and Social Impact Assessment (ESA) and the Environmental and Social Management Plan (ESMP) to minimize potential impacts on surface and groundwater resources during both construction and operational phases of the R7 road project (Lots 1–6).

Construction Phase

To prevent pollution from accidental spills, runoff, waste, and other construction activities, the Contractor shall implement the following measures:

- **Emergency Prevention and Pollution Control Plan:** Before starting works, develop and implement a detailed Plan, including training for all personnel on proper machinery operation, spill response, and prevention of water contamination.
- **Water Quality Monitoring:** Conduct baseline surveys and periodic monitoring of surface water and shallow groundwater near the road alignment to detect and address any contamination promptly.
- **Waste Management:** Collect domestic and construction waste in designated areas with separate containers (by category: plastic, glass, cardboard, etc.). Waste shall be removed periodically by an authorized company.
- **Sanitation Facilities:** Provide portable ecological toilets for workers, regularly emptied and maintained by authorized providers.
- **Vehicle and Machinery Management:** Washing and maintenance of vehicles/machinery shall occur only in designated impermeable areas equipped with drainage and oil separators. Refuelling and repairs shall be in contained zones with spill kits available.
- **Storage of Materials:** Locate temporary stockpiles of excavated soil and materials outside floodplains, natural drainage paths, and at least 50 m from watercourses to prevent erosion and runoff.
- **Stormwater and Runoff Control:** Install temporary erosion/sediment controls (silt fences, sediment traps, check dams). Divert clean water around sites and treat dirty runoff through settlement basins before discharge. Avoid direct discharge into water bodies.
- **Concrete Works:** Use ready-mixed concrete wherever possible; any on-site mixing shall be in contained areas to prevent slurry discharge.
- **Specific Drainage Improvements (Lot 6):** Implement proposed works at PC 28+00 (Cosăuți): construct drop chamber (4 m × 3 m × 2 m) and Ø1.2 m collector (68.5 m, 39.4% slope); clean existing Ø1.5 m culvert and downstream channel.
- **Specific Drainage Improvements in Lot 5 for the construction works in the Prut River Protection Area.**
- **Sensitive Zones (Lots 5 & 6):** Maintain strict buffers near Prut and Nistru rivers; revegetate disturbed riparian areas with native species post-construction.

Operational and Maintenance Phase

To ensure long-term protection of water quality:

- **Stormwater Treatment Systems (Lot 6):** Install and regularly maintain the designed hydrocarbon separators: (Q=10 l/s) for PC 26+60 – PC 28+29 and (Q=30 l/s) for PC 28+39 – PC 37+44. Annual removal

of accumulated sludge (~18.85 m³ and ~129.45 m³ respectively) and retained hydrocarbons.

- **Drainage Infrastructure Maintenance:** Regularly inspect and clean culverts, ditches, separators, and other structures (at least twice yearly and after major rainfall events) to prevent blockages and overflow.
- **Permanent Emergency Response Plan:** The operating entity shall maintain an updated plan with procedures and staff training for spill response, fuel handling, and pollution prevention.
- **Long-term Monitoring:** Conduct periodic water quality sampling in receiving water bodies (especially near Prut – Lot 5 and Nistru – Lot 6) during the first 3–5 years of operation.

Provided that all the above mitigation and control measures are effectively implemented, regularly monitored, and enforced through contractual obligations, no significant adverse impacts on surface or groundwater quality are anticipated. Given the existing elevated pollution levels in some project-area rivers, the proposed activities—with proper stormwater treatment and drainage design—will not cause further deterioration and may even contribute to localised improvements in runoff quality. Continuous oversight by an Environmental Supervisor and compliance with Moldovan legislation, EU standards, and EBRD requirements will ensure sustained protection of water resources.

After implementation of all mitigation measures, residual impacts on soil are expected to be minor and localized. Permanent impacts will remain limited to the footprint of the road and related structures, while temporarily affected areas will be reclaimed and restored to their initial productive state. The implementation of proper soil management and recultivation practices will ensure long-term stability and minimize negative effects on the soil environment.

7.4. Noise and vibration

Noise and vibration impact management under the R7 project aims to protect the comfort and health of populations in adjacent localities (Sorocea, Șolcani, Zgurița, Chetrosu, Drochia, Nicoreni, Rîșcani, and villages in Rîșcani district), where dwellings are located at very short distances (10–25 m) from the road axis.

Mitigation Measures during the Construction Phase

The Contractor is required to implement strict measures to maintain noise levels below the maximum exposure limit of 70 dBA in residential areas.

Equipment and machinery management

- Use of low-noise equipment and regular maintenance to prevent excessive sound emissions due to technical faults.
- Temporary enclosure of stationary equipment (e.g., compressors, generators) using acoustic housings or mobile barriers when operating near sensitive receptors (schools, hospitals, residential houses).
- Mandatory shutdown of equipment engines when not in active use (no idling).

Operational restrictions and working hours

- All noise- and vibration-generating activities shall be carried out during daytime only.
- Construction activities are prohibited during public holidays and outside standard working days to ensure community rest periods.

Transport management

- Establishment of delivery schedules avoiding peak hours and minimizing high-noise periods in settlements.
- Speed limitation to a maximum of 40 km/h for all construction vehicles passing through inhabited areas.
- Use of designated access routes, avoiding narrow secondary village streets wherever possible.

Operational Phase Management

The installation of noise barriers is not foreseen in the current technical design. During public consultations, residents did not report significant concerns regarding existing noise levels. Nevertheless, mitigation measures are required to reduce noise impacts:

- Speed control: Installation of appropriate road signage and speed monitoring systems at village entrances to reduce rolling noise and vibration from heavy vehicles.
- Traffic flow improvement: The upgraded road surface will ensure smoother traffic conditions, eliminating noise generated by frequent braking and acceleration caused by current road deterioration.
- Natural barriers: As an alternative to physical noise barriers, emphasis will be placed on maintaining and planting vegetation belts and shelterbelts where road design permits, acting as natural buffers against noise and dust.

Monitoring and Verification of Mitigation Effectiveness

The following monitoring activities are mandatory:

- Noise measurements using portable monitoring equipment (sound level meters) during peak construction activities in nearby settlements.
- During the operational phase, noise monitoring at representative receptors (residential dwellings) every six months for a period of two years after completion of works.
- Pre-construction visual inspection and photographic documentation of all buildings located in close proximity to the road, including existing cracks and structural conditions.
- Post-construction inspection to identify any potential damage caused by heavy machinery-induced vibrations.

Grievance Management

- Immediate contractor response to complaints submitted through the Grievance Redress Mechanism (GRM).
- Adjustments to construction methods shall be implemented where monitoring indicates exceedance of permissible noise limits.

7.5. Waste

Waste management aims to minimize the quantities of waste generated, promote their reuse and recovery, and prevent contamination of environmental components through uncontrolled disposal or dumping.

Mitigation measures during the construction phase

The Contractor shall implement an integrated waste management system in accordance with national legislation and international best practice, including the following measures:

Waste Management Plan (WMP). Preparation and implementation of a detailed Waste Management Plan as part of the C-ESMP, including identification of waste types, estimated quantities, collection procedures,

transport, recovery, and final disposal routes.

Application of the 3R principle (Reduce, Reuse, Recycle):

- Reused milled asphalt: For Lots 1, 2, and 3, reclaimed asphalt pavement from milling works will be reused through cold recycling with stabilization, reducing the need for virgin materials and the volume of inert waste.
- Reuse of excavated soil: Excavated material will be reused for embankments, backfilling, or stabilization of eroded areas, where its geotechnical properties allow.

On-site waste storage organization:

- Establishment of clearly designated and marked temporary storage areas for segregated waste collection (plastic, metal, paper/cardboard, glass, municipal waste).
- Use of properly labeled containers for each waste stream.

Strict prohibitions: Uncontrolled dumping, burial, or burning of waste within the construction site or surrounding areas (including watercourses and forested zones) is strictly prohibited.

Vegetation waste: Timber and biomass resulting from clearing activities (approximately 1,628 trees for Lots 1–4) will be managed in accordance with cutting permits issued by the Environmental Agency and handed over to forestry operators or local authorities, as required by law.

Hazardous waste: Waste oils, filters, absorbent materials, and other hydrocarbon-contaminated waste will be collected separately, stored in sealed containers on impermeable surfaces, and handed over exclusively to licensed waste management operators.

Sanitary facilities: Portable ecological toilets will be provided for construction workers and serviced regularly by authorized contractors.

Site cleanup: Upon completion of works, the Contractor shall remove all waste, residual materials, and temporary facilities, restoring the site to its original condition or as required by the project.

Operational phase mitigation measures

The National Road Administration (NRA) will ensure waste management during the operational phase through the following actions:

- Regular collection: Maintaining cleanliness at bus stops, parking areas, and rest zones through periodic waste collection and transport to authorized disposal facilities.
- Maintenance of drainage and stormwater treatment systems: Periodic removal of sediments and petroleum residues from oil-water separators and related stormwater treatment infrastructure.

Monitoring and control

- Weekly inspections: Visual checks of site cleanliness and compliance with waste segregation requirements.
- Waste records verification: Review of waste management logs and documentation confirming transfer to licensed operators.
- Contractual compliance: Ensuring full traceability of all waste streams generated throughout the project lifecycle.

7.6. Biodiversity

Construction phase

Measures to avoid, reduce or improve the low or significant impact on fauna and flora at the construction phase:

- the deforestation of the trees and shrubs that fall under the scope of the project will be carried out only in the manner established by art. 40 of Law no. 1515/1993 on the protection of the environment, art. 35 of Law 591/1999 on green spaces of urban and rural localities, Law on the vegetable kingdom no. 239/2007 and GD no. 27 of 19.01.2004 on the authorization of felling in the forest fund and forest vegetation outside the forest fund;
- carrying out works with caution to exclude damage to forests and green areas on the side of the road;
- hire an environmental/biodiversity specialist for construction phase, who will be responsible for training, by a staff involved in the works near the Emerald Sites, NPAS, forests, other sensitive areas for biodiversity;
- not allowing temporary storage of construction materials, excavated soil, inert waste and other materials in the immediate vicinity of trees and shrubs (at least 1.5 meters);
- prohibition of any excavation or compaction works near trees without the permission of the competent institutions;
- temporary fencing of work sites and warehouses around green areas with fences (made of wood or other light material);
- the contractor will be responsible for the deforestation of trees and accidental, direct or indirect, unplanned destruction due to the activities carried out;
- for any planned deforestation, the contractor will obtain the deforestation authorization from the territorial Environmental Agency;
- It is forbidden to place site organizations, production bases, loan pits and access roads in the protected area, in nesting zones.
- not allowing temporary storage of construction materials, excavated soil, inert waste and other materials in the immediate vicinity of trees and shrubs (at least 1.5 metres);
- prohibition of any excavation or compaction works near trees without the permission of the competent institutions;
- temporary fencing of work sites and warehouses around green areas with fences (made of wood or other light material);
- the contractor will be responsible for the deforestation of trees and accidental, direct or indirect, unplanned destruction due to the activities carried out;
- for any planned deforestation, the contractor will obtain the deforestation permit from the territorial environmental institutions;
- It is forbidden to place site organizations, production bases, loan pits and access roads in the protected area, in nesting areas.
- to minimize damage to the nesting of birds during the breeding period, their pruning will be restricted until the end of the breeding period (i.e. the limited period will be from September to mid-March).

The planting of trees and shrubs along the roads of the Project is usually carried out upon completion of these works. But if the section is cleared for planting before the end of the work, it is recommended to plant the trees in advance. Planting details, such as compensating species, exact planting locations, interval between newly planted trees, etc., will be established in a joint consultation between the Contractor, Engineer, AND and “Moldsilva” Agency representatives. Preferably, according to the Draft, only native species adapted to the environmental conditions of the area should be used for planting. The presence of invasive species on the perimeter of the road must be monitored. In case of their presence, to inform the specialized authorities (ANSA, Environment Agency alt.)

In order to minimize and reduce the impact on habitats in forest ecosystem areas, particularly the areas of the Emerald Sites, it is compensated by the potential positive effects of the construction of the R7 road sector, but also requires the following mitigation measures:

- Establishing the need for deforestation of trees/shrubs in the work corridor, only for strict necessity;
- For the loss of trees in the work corridor, adequate compensation shall be established, through support in planting trees of species in accordance with the forest station, for the ecological reconstruction of the forest body, in locations agreed with the forestry entities;
- Some trees will be outside the breeding and nesting period. Monitoring will include trees with hollows with swarms of bees and/or bird nests, other places of shelter for animals, including reptiles, amphibians and bats.
- It is forbidden to collect fruits, flowers from other parts of plants, mushrooms from adjacent forests and cutting branches or other damage to the forest;
- It is forbidden to light a fire or burn dry vegetation and plant debris;
- The entrepreneur removed the tree stumps after the process of deforestation of the forest vegetation. To minimize damage to the nesting of birds during the breeding period, their pruning will be restricted until the end of the breeding period (i.e. the limited period will be from September to mid-March).

Operational phase

After the completion of the reconstruction works, the R7 Road will have a long-term positive impact on road safety and better conditions by reducing the number of accidents; reduced emissions from vehicles due to smoother traffic, no bumps on the road surface after the improvement, and will also reduce dust pollution, which will have a positive impact on biodiversity.

Road access to sensitive areas (Emerald Sites, ANPs) will be improved, with reductions in pollution of natural ecosystems and aquatic biodiversity, especially in sensitive areas such as aquatic ecosystems in the Prut and Nistru river basin districts, due to improved, safe and clean road drainage systems, dust removal due to asphalted surface. A reduced risk of landslides, stable slopes through new plantations in sensitive sections will contribute to the overall improvements.

The general conditions that are required to avoid the risk to biodiversity during the operation period are as follows:

- Maintenance actions of the road sector during the period of operation, in particular the cleaning of petroleum products and the collection of improperly stored household waste, especially in the area of

Emerald Sites, NPAs, forest ecosystems;

- Establishing of waste management, without the use of intermediate landfills, in biodiversity-sensitive areas;
- Creation of vegetation alliances, which will serve as sound-absorbing devices at the edge of the road to reduce noise pollution generated by road traffic Installation of indicators (especially Lot 3 - forest areas), indicating dangerous areas for animals to cross the Road
- Permanent monitoring of flora and fauna habitats in sensitive areas (Emerald Sites, NPAs, forest ecosystems) according to national and international legal requirements (EU Directives, International Conventions)

The requirements for how to mitigate the impact for species and habitats in the Emerald Sites, NPA and forestry are included in the following table:

Notable habitats/ sensible zones	Requirements	Mitigate of impact	Phase	Responsible
Birds Nests of raptors species of birds	If there are habitats with birds of prey species (eagles and falcons), old trees with hollows will be monitored, in which bird nests can be found felling will be avoided	Avoid	Pre- Construction	***Contractor + persons responsible for monitoring environmental/biodiversity aspects***
Emerald Sites Area/ forest ecosystems/ Bird nests	Works in forest ecosystem areas (forest fund) will be avoided as much as possible, especially around the Emerald Sites and ANPS - forestry during the animal breeding season (spring and early summer).	Avoid	Construction	
Emerald Sites/NPAs Habitats of rare species with national and international protection status	For rare species with special national and international protection status (Birds Directive and Habitats Directive, Bonn, Berne and CITES Conventions, Red Book of the Republic of Moldova, ed. A III-a): the works will not be carried out around the Emerald Sites during the breeding season of the animals (spring and early summer); The works in the vicinity of the ANPS can be carried out avoiding noise, vibrations, night lighting, in order to avoid disturbances of wildlife.	Avoid Risk reduction	Construction	
Habitat of wildlife species	Construction waste (including accidental spills of oils and other chemicals) and household waste will be collected and disposed of from the site immediately so as not to attract birds and other wildlife, especially in the ANPS area of the Emerald Sites.	Avoid Risk reduction	Construction	
Areas with flora, forest and steppe ecosystems	The work area will be moistened with water to prevent excess dust, which can affect the vegetation of the forests and ANPS in the adjacent land near the work area.	Avoid Risk reduction	Construction	

Sensible areas of Emerald Sites/NPAs /Forest ecosystems	Monitoring the habitats of flora species in forest ecosystem areas (forest fund), especially around the Emerald Sites and ANPS – important during the migration period and the breeding season of animals and establishing the risk to them.	Avoid	Operation	Environment Agency Forestry enterprises of the “Moldsilva” Agency, NPAs administrations Scientific institutions
Habitats of species with national and international protection status	Monitoring of vulnerable and endangered species, with special national and international protection status and establishing the risk on them at the operational stage, according to the national legal requirements, EU Directives and international treaties, to which the RM is a party	Prevent Risk reduction	Operation	Environment Agency NPAs administrations Scientific institutions

Table 7-1: Requirements for how to mitigate the impact for species and habitats in the Emerald Sites, NPA and forest ecosystems

7.7. Socio-economic

This section presents a structured assessment of socio-economic risks and impacts for Lots 1–6, organised into clearly defined sub-themes. For each risk/impact, a corresponding mitigation measure and reference to the appropriate management plan is provided. Significance ratings represent pre-mitigation conditions; residual impacts will be reassessed following application of mitigation measures.

Land Acquisition and Economic Displacement

Impact	Mitigation Measure	Relevant Plan / Tool
Permanent Land Acquisition Lot 1-3	Implement Resettlement Action Plan (RAP); full replacement cost compensation; completion of cadastral works;	RAP; LARP; SEP, Cadastral Works Program
Permanent Land Acquisition Lot 4,5,6	Implement Resettlement Action Plan (RAP) with livelihood restoration; minimize land take through design optimisation; transparent valuation and compensation; targeted support to vulnerable PAPs	RAP; LRP; SEP
Temporary Land Acquisition	Negotiated temporary land use agreements with compensation; reinstatement to pre-project condition	LARP; Construction Management Plan (CMP), SEP
Temporary Economic Displacement	Advance communication; temporary access routes; signage; timely reinstatement	Access Management Plan (AMP); Traffic Management Plan (TMP), SEP
Permanent Economic Displacement	Parcel-level consultation; redesign access routes where possible; livelihood restoration	RAP; Livelihood Restoration Plan (LRP), SEP
Land Fragmentation (Lots 4–6)	Provide alternative access roads; crossings and agricultural connections; land consolidation where feasible	Design Measures; Access Management Plan (AMP); RAP
Delays in Expropriation Process (All Lots)	Early stakeholder engagement; clear timeline disclosure; grievance mechanism; legal support and transparent procedures	SEP; GRM; RAP
Combined Construction/Operation Economic Displacement (All Lots)	Continuous monitoring of affected households; adaptive mitigation; post-compensation audits	RAP; LRP; Monitoring Plan

Table 7-2: Impact/mitigation measures land acquisition and economic displacement

Residual Impact: For Land Acquisition and Economic Displacement, initially High impacts in Lots 4–6 (permanent acquisition and economic displacement) are expected to reduce to Moderate or Low, provided that compensation at full replacement cost, livelihood restoration, and timely, transparent engagement are

effectively implemented. Moderate impacts (e.g., fragmentation, delays in expropriation, temporary land use) will generally reduce to Low with proper planning, sequencing, and stakeholder coordination.

Access and Traffic Restrictions

Impact	Mitigation Measure	Relevant Plan / Tool
Community Severance (temporary limited access, reconfiguration of side roads and agricultural connections)	Maintain at least one safe access route at all times; provide temporary detours and crossings; ensure access to farmland and properties; coordinate with local authorities	Access Management Plan; Traffic Management Plan (TMP), SEP
Impacts to Local Residents and Businesses (detours, reduced visibility, access constraints)	Install clear signage and directional boards; phased construction to avoid full closures; maintain visibility of businesses; continuous communication with affected users	Access Management Plan; Stakeholder Engagement Plan (SEP), Traffic Management Plan (TMP)
Road Safety (Construction – public transport users, road users, pedestrians, agricultural machinery)	Enforce speed limits; deploy trained flaggers; install barriers, lighting, and warning signage; provide segregated pedestrian routes and safe crossings; manage agricultural vehicle interaction	Traffic Management Plan; Community Health and Safety Plan (CHSP)
Traffic Deviations and Detours Management	Design safe and clearly marked diversion routes; avoid routing through sensitive village centres where possible; regular inspection and adjustment of detours	Traffic Management Plan; CESMP;
Public Transport Disruptions	Maintain safe and accessible temporary bus stops; coordinate with transport operators; provide information to passengers on route changes	Traffic Management Plan; SEP
Road Safety (Operation – increased speeds, mixed traffic conditions)	Implement RSA recommendations; install traffic calming at settlement entrances (rumble strips, signage, lighting); improve junction design and visibility	Road Safety Audit (RSA) Implementation Plan; OESMP
Limited Access (reorganized access points, improved junctions, no full access control)	Optimize access point locations; provide service roads where feasible; ensure safe turning movements and deceleration/acceleration lanes where justified	Design Measures; RSA Implementation Plan
Interaction between Transit and Local Traffic (including agricultural machinery, pedestrians, cyclists)	Introduce signage and awareness measures; provide designated crossings and waiting areas; implement speed management near settlements	RSA Implementation Plan; CHSP
Long-term Traffic Safety Monitoring	Periodic road safety audits and inspections; monitoring of accident data; adaptive measures where needed	OESMP; Monitoring Plan

Table 7-3: Impact/mitigation measures access and traffic restrictions

Residual Impact: For Access and Traffic Restrictions, construction-phase High impacts related to road safety and traffic disruption are expected to decrease to Moderate, and in many cases Low, through traffic management plans, safe detours, and communication measures. Operational impacts remain Moderate to Low, reflecting improved infrastructure but continued mixed-traffic conditions typical of a republican road.

Community Health, Safety and Welfare

Impact	Mitigation Measure	Relevant Plan / Tool
Dust, Noise and Vibration (construction impacts on residents, schools, markets, vulnerable groups)	Watering of roads; covering of trucks; speed control; restriction of works to daytime; temporary noise barriers where needed; continuous monitoring and complaint-based response	Community Health and Safety Plan (CHSP); Construction Management Plan (CMP), Monitoring Plan
Increased Road Safety Risks during Construction (traffic, detours, narrowed lanes, reduced visibility)	Safe traffic management; clear signage; barriers and lighting; trained flaggers; safe pedestrian crossings; segregation of construction traffic	Traffic Management Plan (TMP); CHSP
Temporary Disruption of Access (homes, businesses, schools, healthcare, bus stops, agricultural land)	Maintain continuous access; temporary crossings and access roads; phased works; advance notification to communities; coordination with institutions	Access Management Plan (AMP); TMP; SEP

Worker–Community Interaction Risks (GBVH, communicable diseases, psychosocial stress)	Code of Conduct enforcement; GBVH training; worker induction and screening; controlled worker accommodation; awareness campaigns; accessible grievance mechanism	Gender Based Violence and Harassment (GBVH) Action Plan; Community Health and Safety Plan (CHSP), Code of Conduct, Grievance Redress Mechanism (GRM), SEP.
New Construction Impacts on Agricultural Access and Local Circulation (Lots 4–6)	Provision of alternative agricultural access routes; crossings and underpasses where feasible; consultation with land users; integration into detailed design	AMP; Design Measures; RAP; TMP
Vulnerable Groups (schools, elderly, persons with disabilities)	Targeted communication; safe school routes; additional signage and crossings near sensitive receptors; tailored engagement measures	Stakeholder Engagement Plan (SEP), Community Health and Safety Plan (CHSP), Traffic Management Plan
Pressure on Local Health Infrastructure	Emergency preparedness; coordination with local health services; on-site first aid; worker health screening; hygiene and sanitation protocols	CHSSP; Emergency Response Plan (ERP)
Community Safety during Operation (general)	Road safety awareness campaigns; enforcement support; maintenance of signage, lighting, and crossings; periodic safety audits	OESMP; RSA Implementation Plan
Increased Speeds after Rehabilitation (settlement entrances, crossings, junctions)	Traffic calming measures (rumble strips, signage, speed limits, lighting); enforcement coordination; design of safer junctions	RSA Implementation Plan; OESMP
Conflicts between Transit Traffic and Local Users (agricultural machinery, pedestrians, cyclists)	Designated crossings; warning signage; speed management; awareness campaigns for mixed traffic conditions	RSA Implementation Plan; CHSSP
Border-related Traffic Concentration (Lots 5–6)	Traffic segregation measures (freight vs local); dedicated lanes/parking where feasible; coordination with border authorities; traffic flow management	TMP; Design Measures; OESMP
Positive Impact – Improved Accessibility and Services	Enhancement of road quality and connectivity improving access to healthcare, education, and markets (no mitigation required; monitoring of benefits)	Monitoring Plan
Positive Impact – Reduced Heavy Traffic in Drochia (Lot 4 bypass)	Bypass implementation to divert heavy vehicles; monitoring of urban traffic improvements	Design Measures; Monitoring Plan

Table 7-4: Impact/mitigation measures community health, safety and welfare

Residual Impact: Within Community Health, Safety and Welfare, High construction risks (traffic safety, new alignments in Lots 4–6) are reduced to Moderate through robust controls (TMP, CHSSP, site safety, community awareness). Moderate impacts (dust, noise, access disruption, worker-community interaction) are expected to reduce to Low. Importantly, long-term Positive impacts (improved accessibility, reduced travel time, bypass benefits such as in Drochia) remain significantly beneficial and unchanged.

Occupational Health and Safety (PR4), Labour and Working Conditions (PR2)

Impact	Mitigation Measure	Relevant Plan / Tool
OHS legal/tender gaps (PR2/PR4)	Update FIDIC clauses to reference PR2/PR4; explicit labour and OHS rights clauses; requirement for contractors to comply with Project LMP and OHSP; alignment with ILO and ISO 45001.	Labour Management Procedure (LMP); Contractual Addenda to FIDIC; Occupational Health and Safety Management Plan (OHSP)
Contractor OHS Performance	Prequalification, audits, KPIs, Job Hazard Analysis (JHAs), toolbox talks	Occupational Health and Safety Management Plan (OHSP)
Supply Chain Risks	Supplier screening; audits; child/forced labour prohibition	Supply Chain Management Plan (SCMP)
OHS During Construction	Safe work-zones; PPE provision and enforcement; Noise-absorbing panels at sensitive receptors, task-specific JHAs and method statements; heat/cold stress protocols; noise/vibration control; near-miss reporting; behaviour-based safety.	Occupational Health and Safety Management Plan (OHSP); Traffic Management Plan (TMP); Emergency Responsive Plan (ERP)

Impact	Mitigation Measure	Relevant Plan / Tool
OHS During Operation (maintenance crew)	Maintenance-specific risk assessments; Maintenance TMP; reflective PPE; shadow vehicles and signage for mobile works; training for night work and winter conditions.	Maintenance Traffic Management Plan; OHSP (Operations); Emergency Response Plan (ERP)
Gaps in HR policies & Code of Conduct	Develop PR2-compliant HR Policy and Code of Conduct; include provisions on child/forced labour, GBV/SEA, non-discrimination, working time, freedom of association, worker GM, supply chain obligations.	HR Policy & HR Management System (HRMS); Code of Conduct (CoC)
Unclear working relationships / contracts	Require written employment contracts or written terms for all workers (including non-standard contracts); ensure contracts are in a language understood by workers; induction on rights and obligations	LMP; Standard Contract Templates; Induction & Training Plan
Child labour / young workers in hazardous work	Age verification procedure (ID checks, records); explicit prohibition of <18 in construction and hazardous work; monitoring of contractors and recruitment agencies.	LMP; Contractor Labour Management Plan (CLMP); Contractual Child Labour Clause
Forced labour / modern slavery (esp. migrant workers)	Zero-tolerance policy; prohibition of passport retention and recruitment fees; due diligence on recruitment agencies; confidential GM for migrant workers; regular audits.	Modern Slavery / Forced Labour Procedure; LMP; Contractor Management Plan (CMP)
Non-discrimination & unequal opportunities	Non-discrimination clauses in HR Policy and contracts; transparent recruitment and promotion criteria; monitoring of gender and vulnerable groups in workforce; corrective actions where inequities identified.	HR Policy; LMP; Equal Opportunity & Diversity Procedure
Restriction of freedom of association & collective bargaining	Explicit commitment to respect workers' rights to organise; non-interference clauses in contracts; engagement with worker representatives/unions; access to GM for union issues.	HR Policy; CoC; LMP
Excessive working hours / unpaid overtime	Working Time Procedure consistent with Labour Code and PR2; timekeeping system; premium rates for overtime; regular monitoring and reporting; toolbox talks on fatigue.	Working Time & Overtime Procedure; LMP; OHSP
Inadequate wages & benefits	Contractual requirement to meet at least national minimum wage and industry standards; periodic	LMP; Payroll Procedures; Contractual Wage Clauses
Weak protection of personal data & privacy	Data Protection Protocol for HR; limited access to personnel files; clear rules for handling data in GM and investigations; staff training on data protection.	Data Protection Protocol; HRMS; Worker GM Procedure
Inadequate Worker Grievance Mechanism (GM)	Establish confidential, accessible Worker GM; multiple channels (boxes, hotline, email, worker reps); guaranteed non-retaliation; defined timelines; GM extended to contractor workers.	Worker Grievance Mechanism Procedure; GM Register; HRMS
Contractor labour management gaps	Require Contractor Labour Management Plans; include PR2 clauses in contracts; pre-qualification based on labour performance; regular labour audits and reporting; corrective action plans.	Contractor Management Plan (CMP); CLMP; Owner's Engineer ToR
Supply chain labour risks (child/forced labour, poor conditions)	Supplier screening and pre-qualification; inclusion of PR2 clauses in purchase contracts; audits of high-risk suppliers (quarries, asphalt plants, etc.); termination clauses for non-compliance.	Supply Chain Management Plan (SCMP); Procurement Procedures; Supplier Code of Conduct
Non-employee workers (subcontractors, agency workers)	Extend PR2 requirements to all non-employee workers via contracts; ensure access to Worker GM; monitoring of recruitment practices and working conditions; regular inspections.	CMP; CLMP; LMP; Worker GM Procedure
Worker accommodation – substandard camps	Develop Worker Accommodation Plan aligned with IFC/EBRD 2009; minimum standards for space, WASH, fire/electrical safety; gender-sensitive facilities; regular inspections and corrective actions.	Worker Accommodation Plan (WAP); CoC; OHSP
GBV/SEA, harassment and bullying	GBV/SEA Action Plan; CoC with explicit GBV/SEA prohibitions; mandatory induction and refresher training; confidential reporting channels; survivor-centred response protocols; contractual zero-tolerance clauses.	GBV/SEA Action Plan; CoC; Worker GM; LMP
Security personnel abuses affecting workers (if required)	Security Management Procedure aligned with Good International Practice; vetting of security providers; training on human rights and GBV/SEA; clear rules on	Security Management Plan (SMP); Security Provider Contracts; Worker & Community GM

Impact	Mitigation Measure	Relevant Plan / Tool
	use of force; GM to receive complaints about security staff.	
Ineffective communication of worker rights (language barriers)	Provide contracts, policies and key procedures in languages understood by workers (Romanian/Russian/English/other as needed); use visual aids; toolbox talks; worker representatives to support communication.	LMP; Induction & Training Plan; Site Noticeboards
Weak monitoring and enforcement of PR2 requirements	Integrate PR2 monitoring into ESMP and Owner's Engineer ToR; regular site audits; KPIs for labour and OHS; reporting to Client and EBRD; corrective action tracking.	ESMP; CMP; Monitoring & Reporting Framework
Retrenchment / collective dismissals (if applicable for O&M)	Develop Retrenchment Plan aligned with ESR2; analyse alternatives; consult workers and unions; define compensation and support measures; integrate GM; clear communication plan.	Retrenchment Plan; HRMS; Worker GM Procedure

Table 7-5: Impact/mitigation measures occupational health and safety, labour and working conditions

Residual Impact: For Occupational Health, Safety, Labour and Working Conditions, initially High risks during construction and within the supply chain reduce to Moderate when aligned with EBRD PR2/PR4, contractor OHS systems, and supervision mechanisms. Residual risks remain Moderate due to the inherent nature of construction activities and supply chain variability.

Economic Development, Employment and Local Value Creation

Impact	Mitigation Measure	Relevant Plan / Tool
Increased regional & national economic activity due to improved road performance	Optimise design for improved traffic flow and safety (intersections, bypass, signage). Temporary traffic management to minimise congestion. Maintain access to businesses, farms, logistics areas during construction. Advance communication regarding diversions or closures.	Traffic Management Plan (TMP) ESMP – Business Access Procedures Stakeholder Engagement Plan (SEP)
Economic stimulation from capital expenditure on materials, construction services, logistics	Prioritise local/regional suppliers where feasible. Transparent and competitive procurement. Supplier outreach and capacity-building workshops. Include ESG requirements (labour standards, OHS, ethical sourcing).	Supply Chain Management Plan (SCMP) Contractor Procurement Procedures SEP – Supplier Engagement Mechanisms
Direct, indirect & induced employment creation during construction	Local hiring prioritised: Aol → district → national labour market. Encourage 30–40% unskilled workforce from Aol communities. Coordination with LPAs and Employment Agencies to identify workers. Provide induction training, skills development, and on-site mentoring.	Labour Management Procedure (LMP) Contractor Labour Management Plan OHS Management Plan (OHSP) Worker GRM
Unequal access to information on job opportunities	Job postings at mayor's offices, cultural centres, libraries, bus stops. Use local social media (Facebook, WhatsApp, Viber) & local radio. Advertise via ANOFM, national job platforms. Contractor website + CLO announcements. Job fairs in district centres; bilingual materials.	SEP – Information Disclosure Plan LMP – Recruitment Procedures Communications Plan
Temporary economic disruption to roadside businesses during construction	Maintain continuous access to businesses where possible. Provide alternative pedestrian/vehicle routes. Advance notices (min. 7–14 days) for closures. Temporary signage to ensure visibility of shops. Engagement with business owners; rapid handling of grievances.	TMP, ESMP – Business Access Management Plan, RAP Framework (if economic displacement occurs) SEP
Risk of exclusion of vulnerable groups (women, youth, low-income households) from employment	Simplified application processes; targeted outreach via LPAs/social workers. Promote gender-sensitive hiring and equal opportunities. Encourage youth participation and upskilling. Dedicated CLO contact for vulnerable groups. Ensure non-discriminatory HR procedures.	LMP – Equal Opportunity Policy SEP – Inclusive Engagement Strategy Worker GRM
Need for monitoring of local	Monthly reporting by Contractors: workforce composition, gender/age breakdown, % local hires.	LMP Monitoring Requirements ESMP Monitoring Framework

Impact	Mitigation Measure	Relevant Plan / Tool
hiring, labour practices, and economic benefits	Regular labour audits & OHS compliance checks. Training records maintained and reported. Community feedback loops maintained via CLO. Annual performance review of local employment outcomes.	SEP Monitoring Table
Potential strain on local services (accommodation, water, waste) due to workforce influx	Contractor to provide adequate worker facilities (sanitation, accommodation, waste management). Minimise pressure on community infrastructure. Regular inspections of worker camps (if any).	Worker Accommodation Plan (aligned with IFC/EBRD standards) OHSP ESMP

Table 7-6: Impact/mitigation measures economic development

Residual Impact: In terms of Economic Development, all Positive impacts (regional growth, employment, improved connectivity) remain Positive after mitigation. Potential negative effects (temporary business disruption, unequal access to jobs, pressure on services) reduce to Low or Moderate with inclusive employment practices, communication, and local coordination.

Historical and Cultural Heritage

Impact	Mitigation Measure	Relevant Plan / Tool
Disturbance to Cultural and Religious Sites (noise, dust, vibration – incl. churches in Șolcani, Drochia, cemeteries in Rîșcani, Petrușeni monument)	Avoid works within protection zones; implement dust suppression and noise control; restrict working hours near sensitive receptors; continuous monitoring and community notification	Cultural Heritage Management Plan (CHMP); Construction Management Plan (CMP); CHSSP
Temporary Access Restrictions to Churches and Cemeteries	Maintain safe pedestrian and vehicle access; provide temporary pathways and signage; coordinate works with local authorities and religious institutions	CHMP; Access Management Plan (AMP); SEP
Chance Finds during Excavation (Lots 4–6)	Implement formal Chance Finds Procedure; immediate stop-work; secure site; notify competent authorities; resume works only after clearance	Chance Finds Procedure (CFP); Cultural Heritage Management Plan CHMP
Changes in Traffic/Noise near Heritage and Religious Sites (operation phase)	Monitor noise levels; implement traffic calming where required; maintain buffer distances; install signage near sensitive sites	OESMP; RSA Implementation Plan; Monitoring Plan
Improved Access to Cultural and Religious Sites (positive impact)	Enhance road conditions and connectivity; ensure safe access points and parking where appropriate (no mitigation required; benefit monitoring)	Monitoring Plan
Indirect Impacts from Construction Activities (vibration, accidental encroachment)	Establish clear demarcation of no-go zones; supervision and enforcement; use of low-impact construction techniques near sensitive receptors	Cultural Heritage Management Plan CHMP; CESMP
Worker Awareness and Risk of Accidental Damage	Training on cultural heritage sensitivity and artefact identification; induction and periodic refreshers; supervision of works near sensitive areas	Cultural Heritage Management Plan CHMP; Contractor Training Plan (CTP)

Table 7-7: Impact/mitigation measures historical and cultural heritage

Residual Impact: For Historical and Cultural Heritage, all identified impacts are initially Low and reduce to Negligible after mitigation. This includes potential disturbances to churches (e.g., Șolcani, Drochia), cemeteries (e.g., Rîșcani), and the Petrușeni monument, as well as chance finds, which are managed through standard procedures.

The Environmental and Social Management Mechanism establishes the institutional framework, systems, procedures and tools that ensure systematic, consistent and auditable implementation of environmental and social good practice throughout the R7 Road Corridor Tranche 1 Rehabilitation Project.

The Contractor shall implement a functional ESMS aligned with EBRD PR1 requirements, including: Clear

organizational structure and assigned roles (Environmental Manager, OHS Officer, Biodiversity Specialist, Community Liaison Officer). Document control and record-keeping procedures. Internal audit and review mechanisms. Non-conformance reporting, corrective/preventive action tracking. The PIU and SE shall verify ESMS implementation through regular audits

The following management plans must be designed and implemented to manage impacts prior to the start of construction, which collectively will comprise the PIU's Construction Environmental and Social Management System (ESMS): note that the majority of the measures shall be implemented through legally-binding agreements with the Executive Contractor who shall have their own ESMS (CESMP) that reflects the requirements of the PIU's ESMS.

- Policies including an Environmental and Social Policy, Human Resources, Security Management Policy, and an Anti-Harassment Policy.
- Permit and Consents Register which reflects the need to obtain (or renew as required) permits for the execution of the project by comply with all legal requirements and relevant authorizations.
- Stakeholder Engagement Plan and Community Grievance Mechanism (referring also to other plans listed below)
- Resettlement Plan using Resettlement Action Framework as a basis
- Utilities Management Plan
- Worker Code of Conduct and Security Personnel Code of Conduct (if apply security personnel)
- Security Management Plan (if required)
- Worker Grievance Mechanism
- Human Resources Management Plan and Human Resources policies
- Worker Accommodation Plan (if required)
- Emergency Response Plan
- Occupational Health and Safety Management Plan
- Community Health and Safety Management Plan
- Gender Based Violence and Harassment (GBVH) Action Plan
- Traffic and Transport Management Plan
- Pollution Prevention Management Plan
- Waste Management Plan
- Chance Find Procedure
- Training Plan
- Supply Chain Management Plan
- Change Management Procedure
- Environmental and Social Management Plan that can be inserted into the Construction Contractor's tender documentation which reflects legally binding commitments to achieve sound E&S performance during the construction stage, in accordance with national legislation and EBRD's Environmental and Social Policy.

Description of the objectives, key content and management measures of each listed plan are described in ESMP.

8. Monitoring and Supervision

The objective of environmental and social monitoring during the construction and operation phases is to compare the monitored data with the baseline conditions established during the ESIA study period, in order to evaluate the effectiveness of mitigation measures and to ensure compliance with national environmental and social standards.

Environmental and social monitoring will be carried out throughout the **construction** and **operation** phases of the Project.

- During construction, monitoring will be primarily the responsibility of the Contractor, under the supervision of the Environmental and Social Engineers of the Supervision Company;
- The NRA and the Environmental Authorities will oversee compliance with national regulations and lender requirements;
- During operation, the monitoring responsibility will be transferred to the relevant road maintenance authority, which will continue environmental performance checks as required by the Environmental and Social Action Plan (ESAP).

Environmental monitoring during construction will focus primarily on ensuring the Contractor's compliance with environmental, health, and safety (EHS) requirements rather than on quantitative parameters alone.

Key monitoring activities will include:

- Regular inspections of work sites, work camps, storage facilities, and installations;
- Interviews and consultations with Contractor's staff, especially the environmental and social specialists;
- Engagement with local communities near work sites to gather feedback on environmental and social issues;
- Review of environmental documentation such as waste records, spill logs, and material delivery reports;
- Visual observations to identify non-compliance or potential environmental risks (e.g. dust, leaks, waste mismanagement).

Where required, quantitative monitoring (such as air, noise, vibration, or water quality sampling) will be carried out by accredited laboratories, as per national standards and regulatory obligations. Sampling will be designed to be representative of the areas affected by the works, ensuring that data accurately reflect the environmental conditions in impacted zones. Specific quantitative and qualitative monitoring indicators will be defined by the Environmental Engineer during the construction stage, as deemed necessary and in accordance with applicable national legislation.

Supervision of environmental and social compliance will be carried out jointly by:

- Lenders' representatives, through periodic audits and reporting requirements;
- National environmental and construction authorities, which will conduct inspections and verify compliance with permit conditions;
- The Supervision Company, which will submit regular environmental and social performance reports to the NRA and lenders.

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
LAB ANALYSES / SITE MONITORING					
Soil contamination Hydrocarbons contaminations	Areas most vulnerable to the discharge of hydrocarbons	1 x prior to start of works; 1 x upon completion of construction – same sites	Accredited lab (sampling, lab analysis and data interpretation)	Contractor; SE to approve sampling points and reports	Contractor costs
Ambient air emissions Ambient air quality during peak construction activities (CO, SO ₂ , NO _x , particulates PM10 and PM2.5, hydrocarbons, and benz(a)pyrene)	Potentially most affected residential areas, houses on roadside; pedestrian areas	1 x prior to start of works 1 x at the peak of construction inside each village affected by construction	Accredited lab (sampling, lab analysis and data interpretation)	Contractor; SE to approve sampling points and reports	Contractor costs
Ambient noise pollution Ambient noise levels during peak construction activities – compliance with maximum exposure limit of 70 dBA	Most affected residential areas along the Project route	Maximum noise impact period during construction in settlements; in case of complaint. If the results are unsatisfactory undertake weekly measurements	Handheld equipment (analyser) with application software	Contractor; SE to approve sampling points and reports	Contractor costs
Vibration	Infrastructure (e.g. houses, walls, wells, etc.) in the immediate vicinity of construction sites or transport routes – especially where heavy equipment will be used. Properties as indicated by owners	Once prior to start of works and again upon completion of construction works in respective settlement	Inspection/documentation on the condition of relevant infrastructure (e.g. existing cracks on buildings or other physical damage)	Contractor with supervision engineer visual monitoring; photographic documentation	-
Drinking water quality: Permanent risk of impact on local water resources due to the proximity of wells to the road edge The following physical-chemical parameters are to be monitored: pH, electroconductivity; suspended matter, BOD ₅ , COD. The following specific pollutants are to be monitored: heavy metals, oil products; formaldehyde, E. coli, and total coliform.	Wells close to the road edge along R7.	1 x prior to start of works 1 x upon completion of construction (only at those wells where water was initially found to be suitable for drinking purposes)	Accredited lab (sampling, lab analysis and data interpretation)	Contractor SE to approve sampling points and reports	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Air emissions during operation phase	Potentially most affected residential areas, houses on roadside; pedestrian areas	According to the monitoring plan developed by the NRA and approved by the Environmental Agency	Accredited lab (sampling, lab analysis and data interpretation)	NRA/SE	Operational cost
Noise pollution during operation phase	Most affected residential areas along the Project route	According to the monitoring plan developed by the NRA and approved by the Environmental Agency	Handheld equipment (analyser) with application software	NRA/SE	Operational cost
MONITORING PLAN					
Material supply					
Asphalt plant Possession of official permit / valid license	Asphalt plant/Contractor documentation	Prior to start of construction works (and renewal checked annually)	Presence of valid environmental permit, operational license and conformity certificates (e.g., air emissions permit, waste management authorization, water use permit if applicable)	SE	NA
Stone quarry Possession of official permit / valid license	Quarry/Contractor's documentation	Prior to start of works / during construction (quarterly or at each major supply delivery stage)	Verification of valid extraction permit / quarry operating license; confirmation of compliance with environmental and land-use requirements (environmental permit, water use permit if applicable, waste management compliance)	SE	NA
Sand and gravel pit Possession of official permit / valid license	Sand and gravel borrow pit / separation	Prior to start of works / during construction (quarterly or at each major supply delivery stage)	Confirmation of valid extraction license, environmental permit, land-use authorization, and proof of legal operation; verification of compliance with environmental and OHS obligations. Document review, cross-checking extraction permits, site inspection, verification of supplier compliance records.	Borrow pit or separation operator/ SE	NA
Soil for embankment construction Compliance with provision of license	Construction site/ Contractor's borrow area documentation	Prior to start of works / during construction (e.g., per delivery batch or monthly)	Verification that soil is sourced from legally permitted/licensed borrow areas; confirmation of authorization for excavation, transport, and placement. Document review, verification of borrow pit license, site inspection, checking transport documentation and conformity certificates	Borrow pit or separation operator/ SE	NA
Material Transport					

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Asphalt, Stone, Sand & gravel, Soil. Truck load covered	Construction site and access roads	Unannounced inspections at least once weekly (more frequently during high- traffic periods)	All trucks transporting materials must have loads fully covered with tarpaulins/nets to prevent spillage, dust generation, and traffic safety hazards. Visual inspection, spot checks at site entrances/exits, photographic evidence	Contractor/SE	NA
Transport routes Compliance with approved transport routes as per Contractor's Method Statement	Construction site surrounding local roads; haul route checkpoints	Unannounced inspections at least once weekly (and additional checks during peak material delivery periods)	Verification that all construction vehicles use only the approved transport routes as defined in the Contractor's Method Statement / Traffic Management Plan. Field inspection, GPS/route spot checks, visual monitoring at key junctions, photographic documentation	Contractor/SE	NA
Monitoring of the compliance with the agreed construction transport and traffic safety measures and procedures.	At and near the construction site, haul road entrances/exits, detours	Permanently (daily monitoring; continuous during active construction hours)	Continuous verification that all construction traffic follows the approved safety procedures: signage, flagging, speed limits, barriers, designated access points, pedestrian protection, detours, lighting and work- zone layout. Visual monitoring, routine safety walkthroughs, inspection checklists, photo documentation	NRA/SE	NA
Construction Site – Construction Phase					
Noise level (neighbouring population; workers)	Most affected residential areas near construction; workplace / machinery zones	During maximum noise-impact periods in settlements and periodically during construction (e.g., weekly or during high- noise activities)	Measurement of environmental noise levels at most affected residential areas and worker locations to confirm compliance with national limits and EBRD PR4 requirements. Instrumental noise measurements using calibrated noise meter; supervision checks; visual observation of high-noise activities	Contractor/SE	NA
Vibration Effects of vibration on properties	Properties indicated by owners or identified as sensitive structures	Upon complaint (and immediately during high-vibration works near settlements)	Assessment of potential vibration- related damage to nearby properties following community complaints or reports from owners Visual inspection, photographic documentation, crack mapping; instrumental vibration measurement if needed	Contractor/SE	NA

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Dust impact (suspended particles)	Construction site; haul roads; residential areas adjacent to works	Unannounced inspections during delivery of materials and during construction; upon complaint	Verification of dust levels and dust-generating activities; confirmation that dust suppression measures (water spraying, covered loads, speed control) are effectively applied. Inspection / visual observation Inspection / visual observation, photographic records; spot checks of water-spraying frequency, covered loads, and site cleanliness	Contractor/SE	NA
Traffic disruptions; problems	At and near the construction site; detours; temporary traffic diversions	Once per week during peak and non-peak hours (and more frequently during critical works)	Verification of traffic flow conditions near construction areas; identification of delays, congestion, unsafe manoeuvres, or blocked access points during peak and non-peak hours. Visual inspections, traffic observation, informal checks with road users; photographic evidence	Contractor/SE	NA
Access to private property / land / public facilities	Construction site; adjacent properties; local access roads	Random checks at least weekly during construction activities	Verification that construction activities do not block or restrict access to homes, agricultural land, businesses, schools, health centres, or other public facilities. Visual inspection, interviews with affected landowners/residents, photo documentation.	Contractor/SE	NA
Vehicle and pedestrian safety when there is no construction activity (Visibility; safety)	At and near construction site; temporary detours; pedestrian routes	Random checks at least once weekly in the evening / at night	Verification that construction zones remain safe for road users and pedestrians after working hours: adequate lighting, reflective signs, barriers, warning tape, unobstructed paths. Observation, visual inspection, photo documentation	Contractor/SE	NA
Water and soil pollution from inappropriate material storage, management and use (Problems; compliance with approved site management plan)	Construction site; contractor's camp/yard; storage areas; workshops	Unannounced inspections	Verification that materials (fuel, oil, bitumen, chemicals, aggregates, waste) are stored, handled, and used in compliance with the approved Site Management Plan; confirmation that no spills, leakages, contaminated runoff, or improper disposal occur.	Contractor/SE	NA

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			Inspection / visual observation, spill logs review, photographic documentation		
Monitoring the actions of cutting trees in the forest, so as not to affect the nests of birds, bats and bees	At and near the construction site; forested patches; roadside trees	Prior to start of works and throughout the deforestation period	Verification that tree-cutting activities avoid active nests, bat roosts, and bee colonies; ecological checks performed before removal; compliance with seasonal restrictions. Visual evaluation, ecological pre-clearance survey, inspection of cavities/crevices, photographic documentation	Contractor (Environmental/Biodiversity Expert)/ SE-Environmental Inspectorate, "Moldsilva" Agency	BOQ
Tree plantations Successful tree plantations / the use of species adaptable to stationary and pollution conditions. Caring for planted vegetation and replacing any failed trees	Along the project road	Towards the end of construction (and periodically during the first growing season)	Verification that planted trees are healthy, survive the establishment period, and that species used are suitable for local soil, climate, and pollution conditions; confirmation of maintenance activities and replacement of failed trees. Visual inspection, survival rate assessment, photographic documentation	Contractor (E/B expert)/SE-NRA, Environmental Inspectorate	BOQ
Monitoring forest ecosystems to prevent soil pollution and contamination in forests and vegetated lands with waste, solid and liquid chemicals, which can affect them	Along the project road; adjacent forest and vegetated lands	Permanently (continuous during construction)	Verification that no waste, hazardous substances, construction materials, fuel, chemicals, or contaminated runoff enter forested or vegetated areas; confirmation that forest soil integrity and vegetation remain unaffected. Visual inspection, photographic documentation, waste storage/handling checks.	Contractor (Environmental/Biodiversity Expert)/ Environmental Inspectorate, "Moldsilva" Agency	NA
Monitoring of implementation measures to cover temporary warehouses with construction materials, to avoid the risk to animals.	Along the project road; temporary material storage areas; contractor's warehouse zones	Permanently (continuous during construction)	Verification that temporary warehouses and material storage areas are properly covered, fenced or enclosed to prevent wildlife, domestic animals, and birds from entering and being exposed to hazards. Visual inspection, photo documentation, daily site checks.	Contractor (Environmental/Biodiversity Expert)/	NA
Installation of warning signs regarding the risk of animals appearing on the roadway	Along the project road in sections bordering forests or wildlife habitats	Towards the end of construction/ Operational phase	Verification that wildlife warning signs are installed at locations identified as high-risk for animal crossings, in accordance with design and in consultation with forestry authorities; confirmation of appropriate placement,	Contractor/ SE-NRA in consultation with "Moldsilva" Agency	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			visibility, and durability. Visual inspection, verification of sign placement, reflectivity, and stability		
Monitoring of flora and fauna habitats in sensitive areas (Emerald Sites, NPAs, forest ecosystems)	Along the project road	Construction/ Operational phase	Biodiversity Impact Monitoring	Contractor/ SE-NRA in consultation with "Moldsilva" Agency	NA
Monitoring the actions of cutting trees in the forest, so as not to affect the nests of birds, bats and bees	At and near construction site; forested areas along the alignment	Prior to start of works and throughout the deforestation period	Verification that tree removal avoids active bird nests, bat roosts and bee colonies; ecological pre-clearance required prior to works; compliance with seasonal restrictions. Visual evaluation by qualified ecologist; cavity inspection; photographic documentation.	Contractor (Environmental/Biodiversity Expert/ SE-Environmental Inspectorate, "Moldsilva" Agency	BOQ
Land acquisition and economic displacement					
Planning & Implementation of Permanent Land Acquisition – Lot 1-6	Lot 1-6	Continuously on a quarterly basis.	Completion of cadastral works (identification of private/public land, delimitation, correction of errors, updated geometric plans) - Number and type of affected land plots confirmed (private/public; agricultural, construction, gardens, forest, uncategorised) - Share of affected land plots for which agreements/expropriation decisions are finalized (%) Evidence that valuation of affected land is carried out by licensed independent valuers - Compensation rates documented and consistent with full replacement cost and PR5 (incl. transaction costs). Number and % of eligible landowners/land users who received compensation before land entry - Time between compensation agreement and taking possession of land	NRA/ Evaluation Company Review of NRA cadastral documentation and contracts – Minutes of coordination meetings with Cadastre Office and LPAs Review of valuation reports - Comparison of compensation rates vs. market values / land tax values Payment registers; bank transfer records - Random verification with beneficiaries (phone/FGDs)	NRA
Temporary Land Use – Construction Camps, Laydown Areas, Borrow Pits, Access Roads	All Lots	Construction preparation	Number and type of temporary land plots used (state vs private) - Share of temporary land plots with written agreements signed prior to use (%). Amount and duration of temporary land occupied per plot - Evidence of	NRA/Contractor/ SE Review of Contractor's Land Use Register - Land lease agreements	Contractor Costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			payment of rent/compensation for temporary use at agreed rates. Number and % of temporary land plots reinstated to pre-project condition and returned to owners within agreed timeframe.	Lease contracts; payment records, Interviews with landowners (sample) Site inspections - Completion documentation co-signed by landowners – Photographic evidence	
Temporary Economic Displacement During Construction (Access to Businesses and Agricultural Land)	Along the Project Road	Continuous	Number and location of businesses and roadside vendors affected by temporary access restrictions (per Lot) – Duration of access disruption (days). Availability of alternative access routes during construction (yes/no; qualitative adequacy) – Number of locations where temporary access was created/maintained vs. planned. Number of complaints from businesses/farmers regarding access and income loss; time taken to resolve	NRA/Contractor/ SE Contractor traffic management records - Site inspections - Consultations with businesses and farmers (FGDs, interviews) Review of Traffic Management Plans and method statements – Site inspections GRM log - Follow-up calls with complainants	Contractor Costs
Permanent Economic Displacement – Changes in Long-Term Business Viability and Access	Lot 4,5,6	Construction/Operation	Number of businesses potentially affected by permanent access changes (mostly available for agricultural business) Number of businesses with loss of direct access / conversion to controlled access - Average change in travel distance to nearest junction/access (km) Qualitative perception of impact on customer flow, logistics, and operational costs (business survey) Number of livelihood restoration measures implemented (e.g. signage, improved service roads, alternative access, support measures)	NRA Review of final design (access plans, junction layouts) - Stakeholder consultations with identified businesses Comparison of baseline and post-construction access maps - GPS/desk analysis Targeted business survey or FGDs within 6–12 months after opening RAP / Livelihood Restoration Plan monitoring - Site inspection	Implementation Costs
Compliance with LARF / RPF / RAP and PR5 Requirements	All lots	Pre-construction	Existence and approval of LARF, RPF, and Lot-specific RAPs / Supplemental RAPs where needed Implementation status of RAP measures (% of actions completed vs. planned)	Document review (EBRD, NRA), RAP action-plan tracking tool	Implementation Costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Grievance Redress Mechanism (Land Acquisition and Economic Displacement)	All lots	Continuous	Number of grievances related to land acquisition, compensation, temporary land use, and access/economic displacement - Type of issues raised Average time for grievance resolution (days) - % of grievances resolved within the time limit set in SEP/GRM procedure Level of satisfaction with grievance resolution (sample of complainants)	NRA GRM register analysis (categorisation by theme, location, Lot, gender of complainant where possible) GRM database Short telephone survey with closed grievances	Implementation costs
Information Disclosure and Community Engagement on Land Acquisition	All lots	Continuous	Number and location of public meetings and small group discussions held on land acquisition and access changes (per Lot) - Number of participants (incl. women, elderly, business owners, farmers) Evidence that affected landowners and businesses received early notice about design changes, timing of land entry, and access arrangements	NRA SEP/engagement log – Attendance lists Copies of notices, letters, private messages, online announcements - Feedback from consultations	NA
Design Changes and Additional Land Acquisition (All Lots)	All lots	Continuous	Number and location of design changes that require additional land acquisition or access reconfiguration compared to original design Time required to complete new land acquisition compared to baseline schedule - Associated delays to construction	NRA Design change register – Land acquisition screening for each change Programme tracking – land acquisition process tracking	Implementation costs
No Physical Displacement Confirmation	All lots	Continuous	Number of occupied residential structures affected (baseline vs. final design) – expected to remain zero	NRA/SE Design review - Field verification	Implementation costs
Stakeholder Engagement Monitoring					
Implementation of SEP Engagement Activities	Along the project road	Continuous	Number of engagement events conducted vs. planned in SEP (public consultations, FGDs, meetings with LPAs, business meetings) - Number of participants (sex/age disaggregation), Inclusion of vulnerable groups Timeliness and adequacy of information disclosed (notice periods, languages, channels used)	NRA/ Contractor SEP engagement log - Attendance sheets - FGD/meeting minutes Review of disclosure materials (webpages, leaflets, LPA notice boards) - Verification with communities	NRA/Contractor E&S budget

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Monitoring of Grievance Redress Mechanism (GRM)	Along the project road	Continuous	Total grievances received (categorised: land, access, construction, noise, dust, safety, employment, economic displacement, etc.) - Complaints resolved vs. outstanding (%) Average response and resolution time (days) - % of cases resolved within SEP time limit Satisfaction level of complainants (sample follow-up)	NRA/Contractor GRM database - Review of grievance forms - Site-level GRM registers GRM software/database statistics Phone interviews with closed-case complainants	NRA/Contractor E&S budget
Monitoring of Social and Environmental Issues Reported by Communities	Along the project road	Continuous	Number and type of issues reported (dust, noise, vibration, safety, access, traffic, waste, vegetation removal, cultural sites) Response and corrective actions implemented by Contractor (timeliness, adequacy, recurrence)	NRA/Contractor GRM and consultation minutes - Environmental & Social site inspection checklists Site observations - Contractor monthly reports	NRA/Contractor E&S budget
Monitoring of Compliance with SEP's Inclusion Measures	Along the project road	Continuous	Number of targeted engagements with vulnerable groups (elderly, women, persons with disabilities, minority groups, low-income households) Accessibility of engagement events (location, timing, language availability: Romanian/Russian)	NRA/Contractor SEP logbook - FGD attendance lists Field verification - Participant feedback	NRA/Contractor E&S budget
Monitoring of Contractor's Stakeholder Engagement Obligations	Along the project road	Continuous	Existence of Contractor's Community Liaison Officer (CLO) and site-level engagement mechanism Number of contractor-community interactions (site visits, safety briefings, advance notice of works)	NRA/Contractor/SE Contract review - Monthly contractor reports Contractor community register	NRA/Contractor E&S budget
Monitoring of Information on Construction Impacts (Access, Traffic, Safety)	Along the project road	Continuous	Number of information notices distributed about temporary access restrictions or traffic changes Number of complaints regarding poor communication or lack of advance notice	NRA/Contractor/SE Copies of notices - LPA/community feedback, GRM log	NRA/Contractor E&S budget
Monitoring of SEP Compliance Mechanism and Corrective Actions	Along the project road	Continuous	Number of SEP non-compliances recorded (e.g., missed meetings, poor disclosure, inadequate engagement) Corrective actions implemented and closed	NRA/Contractor/SE Internal audits - Supervision engineer verification Corrective Action Plans tracking	NRA/Contractor E&S budget

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Monitoring of Stakeholder Feedback on Project Risks and Benefits	Along the project road	Continuous	Community perception of project impacts (traffic safety, access, business visibility, agriculture mobility) Business community perceptions	NRA/Contractor/SE Surveys and FGDs during construction and early operation Business surveys - Interviews	NRA/Contractor E&S budget
Monitoring of Engagement on Design Changes (Access, Junctions, Service Roads)	Along the project road	Continuous	Number of consultations held on access reconfiguration, closure of direct access, parallel routes Stakeholder agreement with proposed access solutions (qualitative feedback)	NRA/Contractor/SE Meeting minutes - Consultation feedback forms	NRA/Contractor E&S budget
Access, Traffic, Agricultural Mobility & Road Safety					
Monitoring Access Restrictions During Construction (Communities & Businesses)	Along the project road	Construction (indicated per monitoring)	Number of side roads / accesses temporarily closed (planned vs. unplanned) - Duration of closures (hours/days) - Adequacy of temporary access arrangements Number of businesses experiencing access disruption (shops, fuel stations, agro-tourism, storage depots) - Number of complaints related to business access Public transport disruptions (bus stop relocation, closure, accessibility issues)	NRA/Contractor/ SE Contractor access logs - Site inspections - TMP checklists (weekly) GRM logs (monthly) - Business engagement records - Consultation minutes TMP records (monthly) - LPA confirmation - Bus operator feedback	Contractor costs
Monitoring Agricultural Land Access (Key Issue Across Lots 1–3)	Along the project road	Pre-construction/ Construction (indicated per monitoring)	Number of agricultural access points blocked/affected - Duration and season of impact (planting, irrigation, harvest) Functionality of temporary access tracks for tractors/machinery Number of detours required by farmers (km added; time)	NRA/Contractor/SE Site inspections – Contractor impact register – Farmer feedback (weekly in peak seasons) TMP monitoring - Field verification (weekly) GPS tracking; mapping analysis - Farmer surveys (quarterly)	Contractor costs
Monitoring Traffic Safety Risks (Construction Phase)	Along the project road	Construction (indicated per monitoring)	Number of temporary diversions with proper signage and lighting - Compliance with TMP speed limits Accidents or near-misses involving construction vehicles Pedestrian safety near works areas (barriers, crossings, lighting)	NRA/Contractor/SE TMP audits - Joint inspections (NRA + Police) (weekly) Daily site walk-throughs (daily)	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
				Contractor incident logs - Police data (monthly)	
Monitoring Traffic Safety Risks (Operation Phase)	Along the project road	Operation (indicated per monitoring)	Post-construction accident rates (baseline vs. Year 1–2) Effectiveness of implemented RSA recommendations (rumble strips, junction design, roundabout geometry, delineation) Use of grade-separated agricultural crossings (if included in design)	NRA/Contractor/SE Police statistics - NRA traffic analysis (quarterly 1-2 years) As-built verification - RSA post-opening audit (at opening + 1 year)	Implementation costs
Monitoring Mobility Impacts on Residents (Construction Phase)	Along the project road	Construction (indicated per monitoring)	Average delay time due to detours (minutes) Accessibility to essential services (health centres, schools, LPAs)	NRA/Contractor/SE Traffic monitoring - GPS mapping (monthly) Household surveys (sample) - LPA feedback (quarterly)	Implementation costs
Monitoring of Lot-Specific Risks Identified by RSA	Along the project road	Pre-construction/ Construction/Operation (indicated per monitoring)	Number of RSA-flagged access points corrected in final design vs. outstanding, adequacy of roundabout geometry - safe merging at border-bound freight flows	NRA/Contractor/SE RSA comparison - Design team reports (monthly) RSA follow-up - Site inspection (monthly – construction/ Year 1 - operation)	Implementation costs
Monitoring Access During Temporary Road Closures	Along the project road	Construction (indicated per monitoring)	Advance notice (days) given for closures - Number of households/businesses informed	NRA/Contractor/SE Communication records; LPAs confirmations (per closure)	Implementation costs
Monitoring of Emergency Access	Along the project road	Construction (indicated per monitoring)	Response times for ambulance/fire services (baseline vs. during works) Number of critical access points temporarily blocked without emergency alternative	NRA/Contractor/SE Emergency service logs - LPA feedback (quarterly) Site inspection (monthly)	Implementation costs
Monitoring of Access Restoration After Construction	Along the project road	Operation (indicated per monitoring)	Number and type of accesses reinstated (household, commercial, agricultural) Community satisfaction on restored access	NRA/Contractor/SE Field inspections - As-built plans (at construction completion) Closing consultations - GRM follow-up (at handover)	Implementation costs
Community Health, Safety and welfare					

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Community Health – Dust, Air Quality, Noise and Vibration (Construction Phase)	All Lots	Construction (indicated per monitoring)	Number of dust complaints from residents (per lot/settlement) - Frequency of water spraying near settlements vs. plan - Visual dust observations on haul roads and in village sections Noise levels at sensitive receptors (schools, clinics, churches, dense residential clusters) compared with standards - Number and % of noisy activities restricted to daytime hours as per ESMP Number of vibration monitoring points in villages with residential houses close to road and other high-risk areas - Number of verified damage claims vs. baseline condition surveys	NRA/Contractor/SE Site inspection checklists - Contractor dust suppression log - GRM database (weekly, daily checks in peak earthworks) Noise measurements (spot & short-term) - Work schedule review (monthly and during high-noise activities) Vibration monitoring reports - Pre- and post-construction condition surveys - GRM/claims records (Before works, mid-construction, and at completion)	Contractor costs
Community Health – Access to Health Services and Emergency Response	Along the project road	Construction (indicated per monitoring)	Reported delays in ambulance/fire response times due to construction detours Number of incidents where access to medical points/clinics was blocked or significantly restricted	NRA/Contractor/SE Emergency services records - LPA feedback (semi-annually) GRM complaints - Site inspection (quarterly)	Implementation costs
Worker–Community Interaction and Communicable Disease Risks	All work camps and construction sites, all affected settlements	Construction (indicated per monitoring)	Implementation of worker health screening and hygiene measures (yes/no; % of workers screened) Number of community complaints related to worker behaviour (harassment, alcohol use, disrespect, noise from camps)	NRA/Contractor/SE Contractor OHS & HR records - Health & hygiene protocols (quarterly) GRM database - SEP engagement minutes (monthly)	Contractor costs
Community Safety – Traffic and Road Safety (Construction Phase)	Along the project road	Construction (indicated per monitoring)	Number of traffic accidents and near-misses involving project vehicles (classified by type: pedestrian, cyclist, vehicle–vehicle) Compliance with speed limits by construction vehicles in settlements (share of checks within limit) Number of hazardous situations identified during safety inspections (open excavations unfenced, unsafe	NRA/Contractor/SE/Police Contractor incident logs - Police data (monthly) Random speed checks (monthly) Daily/weekly site safety inspections – Non-conformance register	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			diversions, missing signs) and % corrected within defined timeframe		
Community Safety – Pedestrians, Children, School Transport	Along the project road	Construction (indicated per monitoring)	Number and adequacy of temporary safe crossings near schools, bus stops, cemeteries and markets – Presence of barriers/fencing separating pedestrians from work areas Incidents/complaints related to unsafe crossings, bus stop conditions, or school transport issues	NRA/Contractor/SE Site inspections - TMP & CHSP review (weekly) GRM records - Meetings with school directors and transport operators (monthly)	Implementation costs
GBVH and Harassment Risks	Along the project road	Construction (indicated per monitoring)	Existence of GBVH Action Plan and worker Code of Conduct – Percentage of workers trained on GBVH and community interaction Number and type of GBVH-related complaints; proportion resolved and referred to specialised services (if applicable)	NRA/Contractor Contractor training records - HR/induction documentation (quarterly) GRM database (including confidential channels) - NGO/LPAs feedback where involved (quarterly)	Contractor costs
Community Welfare – Economic Activities and Livelihoods (Community Health and Safety Link)	Along the project road	Construction (indicated per monitoring)	Number of businesses reporting loss of customer access or reduced visibility due to construction arrangements Number of cases of crop damage or property damage (walls, fences, gates) registered and compensated	NRA/Contractor/SE GRM data - Business surveys (fuel stations, roadside markets, agro-tourism, storage depots) (quarterly) GRM log - RAP & ESMP records - Damage survey reports (quarterly)	Implementation costs
Community Information and Risk Communication (Community Health and Safety-related)	Along the project road	Construction (indicated per monitoring)	Number of information events/leaflets/social media posts explaining risks, construction schedules, safety measures % of announced works where communities received ≥72 hours advance notice (closures, detours, high-noise works)	NRA/Contractor/SE SEP engagement log – Copies of materials (notices, FB posts, Viber messages) – (monthly) Review of notices vs. actual start dates - LPA confirmation (quarterly)	Implementation costs
Project-Wide Construction Community Health and Safety Risks	Along the project road	Construction (indicated per monitoring)	Number and nature of CHS-related incidents/complaints (dust, noise, unsafe driving, trespass accidents, property damage, worker behaviour) Implementation status of CHS measures in Construction	NRA/Contractor/SE GRM database analysis (coded by topic, location, lot, gender) (monthly) E&S audits - Plan vs. practice review (quarterly)	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			Environmental and Social Management Plan (CESMP) and Community Health and Safety Plan (CHSP)		
Operation Phase – Road Safety and Community Health	Along the project road	Operation (indicated per monitoring)	Road traffic accidents (fatalities, serious injuries) per year after opening vs. baseline (by lot, settlement, type of user) Functionality and use of pedestrian and bus infrastructure (bus bays, service roads, over/underpasses, sidewalks) Perception of community safety and wellbeing (traffic, noise, access to services)	NRA, Police Police and NRA statistics - RSA post-opening assessment (annual Year 1-5) Site inspections - Community feedback surveys (annual first 3 years) Household survey or focus groups (sample) (at year 2-3 of operation)	Implementation costs
Historical and Cultural heritage					
Protection of Known Cultural Heritage Assets (chance find procedure)	Along the project road	As required (in a case of discovery)	All works conducted outside legally defined protection zones (100–500 m) - No intrusion into buffer zones - No material storage near monuments No physical damage to memorials, churches, burial sites, local monuments	NRA/Contractor/SE Site inspections - Photographic evidence – monthly construction Field inspections - LPA confirmations	Contractor costs
Protection of Archaeological Resources (Chance Finds)	Along the project road	Continuous	Number of chance finds reported - Timeliness of reporting to authorities (within 24 hours) Adherence to Chance Finds Procedure (works stopped, area secured, GPS recorded, notification sent)	NRA/Contractor/SE Chance Finds Register - Worker reports - Incident record forms Review documentation - Interview workers - Audit by Engineer – per incident	Implementation costs
Avoidance of Sensitive Areas	All Lots	Construction (indicated per monitoring)	No excavation, trenching, or material removal within defined boundaries - No vehicle/machinery circulation in restricted zone	NRA/Contractor/SE Physical demarcation with fencing - GPS control points - Weekly inspections	Implementation Costs
Dust, Noise, and Vibration Impacts on Cultural Heritage in Villages	Along the project road	Construction (indicated per monitoring)	Dust deposition near churches/monuments visibly controlled - No excessive dust accumulation	NRA/Contractor/SE Visual inspection- Photographic checklist - weekly during construction; daily in summer	Implementation Costs
Preservation of Access to Cultural and Memorial Sites	Along the project road	Construction (indicated per monitoring)	No blockages to cemeteries, churches, festival grounds - Traffic management during local ceremonies	NRA/Contractor/SE TMP reviews - LPA confirmations - Field	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
				inspections Monthly; extra before holidays (Easter, Memorial Days)	
Worker Awareness and Training	Along the project road	Construction (indicated per monitoring)	Number of workers trained in cultural heritage protection and chance finds (induction + toolbox talks) Workers can identify potential archaeological items (survey tests)	NRA/Contractor/SE Short on-site Q&A during audits -quarterly	Contractor costs
Monitoring of Petrușeni Memorial Monument	Ptrușeni	Construction (indicated per monitoring)	No accidental contact/damage during works - Protective barriers installed if working nearby Coordination with LPA regarding planned relocation activities	NRA/Contractor/SE Visual inspection - Photo logs Monthly construction Meeting minutes - Confirmation from LPA – as needed	Contractor costs
Intangible Cultural Heritage (Festivals, Rituals)	Along the project road	Construction (indicated per monitoring)	No interruption to cultural events - Traffic management adapted during major local festivals	NRA/Contractor/LPAs Coordination with LPAs – TMP – annual before known events updates	Contractor costs
Compliance with National Legislation and EBRD PR8	All lots	Construction (indicated per monitoring)	All approvals/notifications made prior to works - Cultural heritage permits updated (if required)	NRA/Contractor Document review - Baseline update checks – before works and annually	Implementation Costs
Occupational Health and Safety (PR 4), Labour and Working conditions (PR2), Supply Chain OHS & Labour					
Overall OHS Performance in Construction	All lots	Construction (indicated per monitoring)	Total Recordable Injury Frequency Rate (TRIFR) - Lost Time Injuries (LTI) per month/lot - Number of near-misses reported vs. investigated and closed Number of serious incidents (fatalities, permanent disability, major accident) - Number of serious incidents reported to client/EBRD within required timeframe	NRA/Contractor/SE Contractor OHS statistics - Incident & near-miss registers - OHS dashboards (Monthly OHS Report; Quarterly E&S Monitoring Report) Incident logs - Incident notification forms (as incidents occur; aggregated monthly)	Contractor costs
Traffic-Related Worker Safety	All lots	Construction (indicated per monitoring)	Number of work zones with compliant work-zone protection (barriers, cones, shadow vehicle, signage) vs. total active work zones - Number of traffic-related incidents involving workers	Contractor/SE Daily work-zone inspections - TMP compliance checklists - Incident logs (daily checks; weekly summary)	Contractor costs
Noise, Vibration, Weather Exposure (Workers)	All lots	Construction (indicated per monitoring)	% of workers in high-noise tasks using hearing protection - Number of noise monitoring points vs. plan	Contractor/SE	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			Number of recorded heat stress / cold stress incidents - Implementation of heat/cold protocols (rest breaks, shaded areas, warm PPE) Number of workers with high vibration exposure (hours/day) - Use of anti-vibration tools/job rotation for those tasks	PPE compliance inspections – Noise measurements (monthly) OHS medical records - Site inspections (checklists)- monthly (more frequent in extreme seasons) Task logs - JHAs/method statements - monthly	
Falls, Slips, Trips and Work at Height	Bridges, culverts, embankments, gantries (all lots)	Construction (indicated per monitoring)	Number of work-at-height permits issued vs. compliance inspections - Findings of inspections (proper harnessing, anchorage, guardrails) Number of slip, trip, fall incidents - Housekeeping non-conformances identified and closed	NRA/Contractor/SE Permit-to-work system - Work-at-height inspection forms – biweekly Incident records – Housekeeping inspection checklists - weekly	Contractor costs
OHS Training, Induction, Job Hazard Analyses	All lots	Construction (indicated per monitoring)	% of workforce having received OHS induction - % of workers trained for specific high-risk tasks (work at height, confined space, traffic management, hot works) Number and quality of Job Hazard Analyses (JHAs) prepared for high-risk activities - Frequency of toolbox talks (per crew/week)	NRA/Contractor Training registers - Induction attendance sheets – monthly JHA records - Toolbox talk minutes - weekly	Contractor costs
Roadside Maintenance Safety (PR4 – Operation and Monitoring)	All lots	Operation (indicated per monitoring)	Existence and implementation of Maintenance Traffic Management Plan (MTMP) - Number of maintenance worksites with full temporary traffic control in place (signs, cones, speed restriction, shadow vehicle) Number of accidents/near-misses involving maintenance crews and live traffic Use of high-visibility PPE by maintenance staff (% compliance)	NRA/Maintenance Contractor MTMP review - Field inspections (quarterly; each maintenance campaign) Incident records; Police data - quarterly Spot checks - monthly during maintenance works	Contractor costs
Work Scheduling & Weather Risk in Operation and Monitoring	All lots	Operation (indicated per monitoring)	Number of maintenance activities conducted during off-peak vs. peak hours - Number of unplanned works	NRA/Maintenance Contractor Work orders - Maintenance logs	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			during hazardous conditions (fog, snow, low visibility)	quarterly	
HR Policy, Labour Management System (Client – NRA)	All lots	Construction (indicated per monitoring)	Existence and adoption of PR2-aligned HR Policy and Labour Management Procedures - Number of internal reviews of LMP implementation per year.	NRA Document review - Management review minutes - Annual PR2 Compliance Report.	Implementation costs
Contractor Labour Management (Construction Phase)	All lots	Construction (indicated per monitoring)	Existence of Contractor Labour Management Plan and Worker Code of Conduct (aligned with PR2) - Number of labour audits/inspections carried out by Owner's Engineer/NRA Non-compliances identified (working hours, wages, PPE, welfare, contracts, discrimination) and % with CAPA closed	NRA/Contractor/SE Contract review - Audit reports - Site inspection records – quarterly Labour audit findings - CAPA tracking sheet - quarterly	Contractor costs
Working Hours, Wages, Contracts	All lots	Construction (indicated per monitoring)	% of workers with written contracts meeting Moldovan law and project requirements - % of workers with recorded working hours and wage payments Number of grievances related to wages, working hours, unfair dismissal, discrimination	NRA/Contractor/SE HR records - Payroll and timesheets - Worker interviews – (quarterly) Worker GRM database (monthly)	Contractor costs
Worker Accommodation (if used)	All worker camps (if any)	Construction (indicated per monitoring)	Existence and implementation of Worker Accommodation Plan - Number of inspections of camps vs. non-compliances (overcrowding, hygiene, fire safety, WASH, gender-sensitive facilities)	NRA/Contractor/SE Camp inspection reports - OHS/HR audits (monthly)	Contractor costs
GBV/SEA, Harassment and Non-Discrimination	All lots	Construction (indicated per monitoring)	Code of Conduct including GBV/SEA, non-discrimination and harassment clauses signed by % of workers - Number of GBV/SEA trainings delivered and participants (by gender, contractor) Number of GBV/SEA or harassment-related complaints, and % resolved in line with procedure	NRA/Contractor/SE HR training records – CoC sign-off forms (quarterly) Confidential worker GRM records (quarterly)	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Worker Grievance Mechanism (Internal GRM)	All lots	Construction (indicated per monitoring)	Availability of anonymous, accessible worker GRM (multiple channels) - Number of grievances, average resolution time, % resolved vs. pending	NRA/Contractor/SE Worker GRM statistics - Worker interviews - monthly	Contractor costs
Worker Participation and OHS Governance	All lots	Construction (indicated per monitoring)	Existence and activity of Joint OHS Committees (meetings held, issues raised, actions tracked)	NRA/Contractor/SE Minutes of OHS Committee meetings - Action trackers - quarterly	Contractor costs
Supplier Screening and Pre-Qualification (PR2/PR4)	All lots	Construction (indicated per monitoring)	% of high-risk suppliers (quarries, asphalt plants, bitumen suppliers, transport subcontractors) screened for OHS/labour compliance before engagement Existence of supply-chain due diligence procedure in Contractor's LMP/OHS system	NRA/Contractor Supplier questionnaires - License and permit review (prior to contract award; annual update) Document review - annual	Contractor costs
Supplier OHS and Labour Performance	All lots	Construction (indicated per monitoring)	Number of supplier site audits conducted per year - Number and type of non-compliances identified (PPE, unsafe plant, working hours, child/forced labour indicators) Number of serious incidents at supplier sites linked to Project; corrective actions taken	NRA/Contractor Supplier audit reports - Follow-up visits (semi-annually, more frequent for very high-risk suppliers) Incident notifications from suppliers - Contractor audit follow-up - as incidents occur	Contractor costs
Supply-Chain CAPA (Corrective and Preventive Actions)	All lots	Construction (indicated per monitoring)	Number of CAPA raised with suppliers and % closed within agreed timeframe	NRA/Contractor CAPA tracking tool - Audit follow-up checks - quarterly	Contractor costs
Prohibition of Child and Forced Labour in Supply Chain	All lots	Construction (indicated per monitoring)	Contractual clauses on child/forced labour included in all major supply contracts (yes/no) - Evidence of age verification and employment practices at supplier sites (spot-checked)	NRA/Contractor Contract review - Supplier audits - Worker interviews (annual, plus during high-risk supplier audits)	Contractor costs
Transport-Related Community & Worker Risks (Suppliers)	All lots	Construction (indicated per monitoring)	Number of traffic violations or accidents involving supplier trucks on the R7 corridor and approach roads	NRA/Contractor Police and project incident records	Contract costs
Economic Development, Employment and Local Value Creation					
Regional Economic Development & Trade	All lots	Operation (indicated per monitoring)	Qualitative perception of economic benefits (improved connectivity, trade, access to markets) among businesses	NRA/Contractor/LPAs Interviews / FGDs with businesses and LPAs -	N/A

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			and LPAs - Examples of new/expanded businesses citing R7 improvements as a factor Change in average travel time on key sections (vs. baseline)	Short post-construction survey - once in early operation (Year 2–3) NRA traffic/time–distance surveys (once at opening + once in Year 2)	
Local and National Supplier Participation	All lots	Construction (indicated per monitoring)	Value and % of contracts awarded to Aol/district/national suppliers (works, services, goods) - Number of active local suppliers (by sector) engaged during construction Inclusion of ESG / labour / OHS criteria in supplier pre-qualification and selection	NRA/Contractor Contractor procurement records - Contract registers - Supplier database – (quarterly during construction) Review of tender documents and contracts – (at tender & contract award)	Contractor costs
Local Employment and Skills Development	All lots	Construction (indicated per monitoring)	Total number of workers employed on the Project (per month) - % of workforce by origin: Aol localities / district / rest of Moldova / foreign Number and % of unskilled and semi-skilled posts filled by Aol residents (vs. indicative target, e.g. 30–40%) Number of induction and skills-training sessions delivered (OHS, traffic management, equipment operation, concrete/asphalt works) and number of participants (by origin and gender) Number of vulnerable job-seekers (women, youth, low-income) hired through targeted outreach (if tracked)	NRA/Contractor/LPAs Contractor HR records - Monthly workforce statistics (monthly) HR and recruitment records - LPA lists of referred candidates (quarterly) Training registers - Certificates (where applicable) – quarterly Recruitment and HR data - LPA / social worker inputs – semi-annual	Contractor costs
Equal and Transparent Access to Job Information	All lots	Construction (indicated per monitoring)	Number and type of channels used to advertise job opportunities (mayor's offices, notice boards, online, ANOFM, job portals, local radio) Number of job announcements shared via LPAs and ANOFM vs. those only via online/private channels Perception of fairness and transparency in recruitment among local residents (esp. women, youth, low-income households)	NRA/Contractor SEP and CLO logs - Copies of advertisements – quarterly Cross-check with LPAs and ANOFM – quarterly Short community survey or FGDs (once mid-construction + once in late construction)	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Vulnerable Group Inclusion in Economic Opportunities	All lots	Construction (indicated per monitoring)	Existence of inclusion measures in recruitment procedures (non-discrimination, outreach to women, youth, disadvantaged households) Number of information events where employment opportunities are presented to vulnerable groups (women's associations, youth groups, low-income households, minority communities where relevant)	NRA/Contractor Review of Contractor HR policies and procedures - Contract annexes – annual SEP/CLO logs - Attendance lists – semi-annual	Contractor costs
Monitoring of Employment and Economic Benefits	All lots	Construction (indicated per monitoring)	Submission of monthly Contractor employment and procurement statistics to NRA (yes/no; on time) Number of internal audits or spot-checks on employment data, recruitment practices and local hiring claims Integration of employment and local value indicators into overall ESMP/ESIA monitoring and reporting	NRA/Contractor NRA document register - Contractor reporting – monthly Audit reports - Consultant review findings – semi-annual Review of E&S monitoring reports - annual	Contractor costs
Pressure on Local Services (from Influx & Economic Change)	All lots	Construction and operation (indicated per monitoring)	Qualitative feedback from LPAs on changes in pressure on local services (water, waste management, roads, social services) due to project workforce and economic activity	NRA/Contractor/LPAs Semi-structured interviews with mayors and local service providers- Annually during construction and early operation GRM categorisation by theme – Monthly; summarised quarterly	N/A
Cross-Border and Logistics Benefits	Lot 5,6	Operation (indicated per monitoring)	Functionality and utilisation of truck parking area and improved access road (occupancy rates, user feedback) Perceived improvement in traffic flow and logistics performance by key stakeholders (truck operators, customs brokers, local businesses)	NRA/ /Port/CBP Port/BCP operator statistics - Truck parking operator logs - User surveys (sample) – (annual first 3 years of operation) Stakeholder interviews - short questionnaires (year 2–3 of operation)	Implementation costs

Table 8-1: Environmental and Social Monitoring Plan

Annexes

Annex 1. Records of public meetings and consultations held (first stage)

Annex 2.1: Reference list of fauna species of European interest for which Emerald sites have been declared

Annex 2.2: Reference list of flora species of European interest for which Emerald sites have been declared

Annex 2.3: List of representative species of fauna (Mammalia, Reptilia and Amphibia), which have the areal in the area of R7 Road

Annex 2.4: List of targets bird species, with protection status, which have the areal of R7 Road

Annex 2.5: Most Common Species of Pollinators in the Republic of Moldova

Annex 2.6: Maps of the Emerald sites in the R7 Road Area

Annex 1: Records of public meetings and consultations held

Provided as a separate attachment

Annex 2.1: Reference list of fauna species of European interest for which Emerald sites have been declared

Nr. crt.	Cod	Species		Biogeographic region	
		Scientific name	Romanian name	Continental	Steppe
Mammals					
1	1303	Rhinolophus hipposideros	Liliac mic cu potcoavă	x	x
2	1304	Rhinolophus ferrumequinum	Liliac mare cu potcoavă	x	x
3	1307	Myotis blythii	Liliac comun mic	x	x
4	1308	Barbastella barbastellus	Liliac cârn	x	-
5	1318	Myotis dasycneme	Liliac de iaz	x	x
6	1323	Myotis bechsteinii	Liliac cu urechi mari	x	x
7	1324	Myotis myotis	Liliac comun	x	x
8	1335	Spermophilus citellus	Popândău european	x	-
9	1352	Canis lupus	Lup cenușiu	x	x
10	1355	Lutra lutra	Vidră euroasiatică	x	x
11	1356	Mustela lutreola	Nurcă europeană	x	x
12	2021	Sicista subtilis	Șoarece săritor de stepă	-	x
13	2608	Spermophilus suslicus	Popândău cu pete	x	x
14	2663	Mustela eversmannii	Dihor de stepă	x	x
Reptilia					
15	1220	Emys orbicularis	Broască-țestoasă europeană de baltă	x	x
16	1279	Elaphe quatuorlineata	Șarpe cu patru dungi	x	x
Amphibians					
17	1166	Triturus cristatus	Triton cu creastă	x	x
18	1188	Bombina bombina	Izvoarăș-cu-burta-roșie	x	x
19	1193	Bombina variegata	Izvoarăș-cu-burta-galbenă	x	-
Fish					
20	1105	Hucho hucho	Lostrită	x	-
21	1130	Aspius aspius	Avat	x	x
22	1134	Rhodeus sericeus amarus	Boartă	x	x
23	1138	Barbus meridionalis	Căcruse	x	x
24	1145	Misgurnus fossilis	Țipar	x	x
25	1146	Sabanejewia aurata	Dunărită	x	x
26	1149	Cobitis taenia	Zvârlugă	x	x
27	1157	Gymnocephalus schraetzer	Răspăr	x	x
28	1159	Zingel zingel	Fusar-mare	x	x
29	1160	Zingel streber	Fusar	x	x
30	1163	Cottus gobio	Zglăvoacă	x	-
31	2011	Umbra krameri	Țigănuș	-	x
32	2484	Eudontomyzon mariae	Chișcar de râu	x	x
33	2511	Gobio kessleri/ Romanogobio kesslerii	Porcușor de nisip	x	x
34	2522	Pelecus cultratus	Sabiță	x	x
35	2555	Gymnocephalus baloni	Ghiborț de râu	-	x
36	4125	Alosa immaculata	Scrubie de Dunăre	-	x
37	4126	Alosa maotica	Scrubie de mare	-	x
38	4127	Alosa tanaica	Rizeafcă	-	x
Invertebrates					
39	1014	Vertigo angustior	Vertigo angustior	x	-
40	1016	Vertigo moulinsiana	Melc spiralat	x	-
41	1032	Unio crassus	Unio crassus	x	x
42	1042	Leucorrhinia pectoralis	Leucorrhinia pectoralis	-	x
43	1044	Coenagrion mercuriale	Coenagrion mercuriale	x	x
44	1052	Hypodryas maturna/ Euphydryas maturna	Fritilar scăzut	x	x
45	1059	Maculinea teleius/ Phenagris teleius	Fluturaș albastru cu puncte negre	x	-
46	1060	Lycaena dispar	Fluture roșu de mlaștină	x	x
47	1078	Callimorpha quadripunctaria/ Eupalagia quadripunctaria	Arhtiidă	x	x
48	1083	Lucanus cervus	Rădașcă	x	x
49	1084	Osmoderma eremita	Gândac sihastru	x	-
50	1086	Cucujus cinnaberinus	Cucujus cinnaberinus	x	-
51	1087	Rosalia alpina	Croitor alpin	x	-
52	1088	Cerambyx cerdo	Croitor mare al stejarului	x	x
53	1089	Morimus funereus	Croitor cenușiu	x	x

54	4011	Bolbelasmus unicornis	Cărăbuș cu corn/nasicorn	x	x
55	4013	Carabus hungaricus	Carabidă maghiară	x	x
56	4014	Carabus variolosus	Gândac măcinat	x	-
57	4026	Rhysodes sulcatus	Gândac striat de scoarță	x	-
58	4030	Colias myrmidone	Gălbior roșcat	x	-
59	4036	Leptidea morsei	Leptidea morsei	x	x
60	4045	Coenagrion ornatum	Paletă ornată	x	x
61	4053	Paracaloptenus caloptenoides	Calul dracului (Lăcustă)	-	x
62	4064	Theodoxus transversalis	Melc acvatic dungat	x	x

Annex 2.2: Reference list of flora species of European interest for which Emerald sites have been declared

Nr.cr t.	Cod	Species		Biogeographic region	
		Scientific name	Romanian name	Continental	Steppe
1	1428	<i>Marsilea quadrifolia</i>	Trifoiș de baltă	-	x
2	1429	<i>Marsilea strigosa</i>	Trifoiș strigos	-	x
3	1516	<i>Aldrovanda vesiculosa</i>	Otrătel veziculos	-	x
4	1805	<i>Jurinea cyanoidea</i>	Jurinea cianoide	-	x
5	1831	<i>Luronium natans/Luronium natant</i>	Pătlagină-de-apă-plutitoare	x	-
6	1902	<i>Cypripedium calceolus</i>	Papucul-doamnei	x	-
7	1939	<i>Agrimonia pilosa</i>	Turcioară păroasă	-	x
8	2093	<i>Pulsatilla grandis</i>	Dedițel mare	x	x
9	2116	<i>Schivereckia podolica</i>	Șiverechie podoliană	-	x
10	2139	<i>Genista tetragona</i>	Drobișor-tetramuchi	-	x
11	2249	<i>Carlina onopordifolia</i>	Șita zânelor	x	-
12	2287	<i>Colchicum fominii</i>	Brândușă Fomin	-	x
13	2299	<i>Fritillaria montana</i>	Biblică montană	x	-
14	4087	<i>Serratula lycopifolia</i>	Gălbinar lycopifolie	x	-
15	4091	<i>Crambe tataria</i>	Hodolean tătareșc	x	-
16	4097	<i>Iris aphylla ssp. hungarica</i>	Stânjenel de stepă	x	-

Annex 2.3: List of representative species of fauna (Mammalia, Reptilia and Amphibia), which have the areal in the area of R7 Road

No.	Scientific name	Protection status					
		International			National		
		Bern Convention	Bonn Convention	CITES	Law no. 1538/1998	IUCN Categories	Red Book of RM
Mammalia							
1.	<i>Apodemus agrarius</i>						
2.	<i>Apodemus flavicollis</i>						
3.	<i>Cricetus cricetus</i>	+			+	IY	+
4.	<i>Crociodura leucodon</i>				+	II	+
5.	<i>Crociodura suaveolens</i>				+	IV	
6.	<i>Erinaceus europaeus</i>				+	VIII	
7.	<i>Eptesicus serotinus</i>				+	IV	
8.	<i>Felis silvestris</i>			+	+	III	+
9.	<i>Lepus europaeus</i>						
10.	<i>Lutra lutra</i>	+		+	+	II	+
11.	<i>Martes martes</i>			+	+	VIII	+
12.	<i>Micromys minutus</i>						
13.	<i>Microtus arvalis</i>				+	IV	+
14.	<i>Myotis dasycneme</i>				+	III	+
15.	<i>Myotis daubentonii</i>				+	IV	+
16.	<i>Myotis blythii</i>				+	IV	+
17.	<i>Neomys anomalus</i>				+	III	+
18.	<i>Pipistrellus nathusii</i>				+	III	+
19.	<i>Plecotus auritus</i>				+	III	+
20.	<i>Sciurus vulgaris</i>				+	VIII	

21.	<i>Sorex araneus</i>				+	VIII	
22.	<i>Sorex minutus</i>				+	IV	
23.	<i>Spermophilus suslicus</i>					IV	+
24.	<i>Talpa europaea</i>				+	VIII	
25.	<i>Vulpes vulpes</i>			+		VIII	
Reptilia and Amphibia							
1.	<i>Anguis fragilis</i>						
2.	<i>Bufo bufo</i>				+	IV	+
3.	<i>Bufo viridis</i>		+				
4.	<i>Bombina bombina</i>		+			V	+
5.	<i>Bombina variegata</i>		+		+	III	+
6.	<i>Coronella austriaca</i>		+		+	IV	+
7.	<i>Emys orbicularis</i>		+		+		+
8.	<i>Lacerta viridis</i>		+				
9.	<i>Lacerta agilis</i>		+				
10.	<i>Natrix natrix</i>				+	III	
11.	<i>Rana dalmatina</i>		+		+	IV	+
12.	<i>Rana temporaria</i>				+	IV	+
13.	<i>Triturus vulgaris</i>		+		+	IV	+
14.	<i>Triturus cristatus</i>		+		+	IV	+
15.	<i>Hyla arborea</i>		+			IV	+
16.	<i>Vipera berus</i>		+		+	III	+

Specifications:

Bern Convention - Convention on the Conservation of European wildlife and natural habitats (Bern);

Bonn Convention - Convention on the conservation of migratory species of wild animals (Bonn);

CITES- Convention on international trade in endangered species of wild fauna and flora.

Annex 2.4: List of targets bird species, with protection status, which have the areal in the area of R7 Road

Nr.	Species name			Protection status					
	Scientific name	Romanian	English	International (Convention/Agreement)			National		
				Bern	Bonn and AEWA	CITES	Law nr. 1538/	IUCN	Red Book of RM
1.	<i>Accipiter brevipes L.</i>	Uliu cu picioare scurte	Levant Sparrowhawk	+	+	+	VII	LC	-
2.	<i>Accipiter gentilis L.</i>	Uliu porumbar	Northern Goshawk		+	+	V	LC	-
3.	<i>Accipiter nisus L.</i>	Uliu pasasar	Eurasian sparrowhawk		+	+	V	LC	-
4.	<i>Aegypius monachus L.</i>	Vultur negru	Cinereous vulture	+	+	+	VII	NT	-
5.	<i>Anas crecca L.</i>	Rața mică	Green-winged Teal		+			LC	-
6.	<i>Anas clypeata L.</i>	Rața lingurar	Northern Shoveler		+			LC	-
7.	<i>Anas querquedula L.</i>	Rața cârâitoare	Garganey		+			LC	-
8.	<i>Anas penelope L.</i>	Rața fluierătoare	Eurasian wigeon		+			LC	-
9.	<i>Anas platyrhynchos</i>	Rața comună	Common Mallard		+			LC	-
10.	<i>Anas strepera L.</i>	Rața pestriță	Gadwall		+			LC	-
11.	<i>Anser anser L.</i>	Gâsca de vară	Greylag goose		+			LC	VU
12.	<i>Ardea alba L.</i>	Stârc- alb	Great egret		+			LC	-
13.	<i>Asio otus L.</i>	Ciuf de padure	Long-eared owl			+	VII	LC	-
14.	<i>Athene noctua Scopoli</i>	Cucuveauna comuna	Little Owl			+	VIII	LC	-
15.	<i>Buteo buteo L.</i>	Sorecar comun	Common Buzzard			+	VIII	LC	-
16.	<i>Buteo lagopus Pont.</i>	Sorecar incaltat	Rough-legged Buzzard			+	VIII	LC	-
17.	<i>Buteo rufinus L.</i>	Șorecar mare	long-legged buzzard		+	+	VIII	LC	-
18.	<i>Caprimulgus europaeus L. L.</i>	Caprimulg	European Nightjar	+			VII	LC	-

19.	<i>Ciconia ciconia L.</i>	Cocostatrc alb	White Stork	+	+		VIII	LC	VU
20.	<i>Cygnus olor L.</i>	Lebăda-de-vară	Mute swan	+	+	+	IV	LC	VU
21.	<i>Cygnus Cygnus L.</i>	Lebăda-albă	Swoor swan	+	+	+	IV	LC	VU
22.	<i>Cygnus columbianus</i>	Lebădă-mică	Tundra swan		+		IV	LC	-
23.	<i>Gyps fulvus</i>	Vultur sur	Griffon vulture	+	+	+	VIII	LC	-
24.	<i>Columba palumbus L.</i>	Porumbel gulerat	Common Wood-Pigeon		+		VIII	LC	-
25.	<i>Coracias garrulus L.</i>	Dumbrăveanca	European roller	+	+		VIII	LC	VU
26.	<i>Corvus corax L.</i>	Corb	Common Raven		+		VII	LC	-
27.	<i>Crex crex L.</i>	Cristel de camp	Corncrake	+	+		VII	LC	EN
28.	<i>Dendrocopos leucotos (Bechst.)</i>	Ciocănițoarea cu spate alb	White-backed woodpecker	+			VIII	LC	-
29.	<i>Dendrocopos medius L.</i>	Ciocănițoarea pestriță mijlocie	Middle Spotted Woodpecker	+			VIII	LC	VU
30.	<i>Dendrocopos siriacus</i>	Ciocănițoarea de grădină	Syrian Woodpecker	+			VIII	LC	-
31.	<i>Emberiza hortulana L.</i>	Presura de grădină	Ortolan Bunting	+				LC	-
32.	<i>Egretta alba L.</i>	Egretă albă	Great Egret	+		+	II	LC	-
33.	<i>Egretta garzetta L.</i>	Egretă mică	Little Egret	+				LC	-
34.	<i>Falco columbarius L.</i>	Șoimuleț de iarnă	Merlin	+		+	V	LC	-
35.	<i>Falco subbuteo L.</i>	Șoimul rândunelelor	Eurasian Hobby	+	+	+	VII	LC	-
36.	<i>Falco tinnunculus L.</i>	Vânturelul roșu	Common Kestrel	+	+	+	VIII	LC	-
37.	<i>Falco verspertinus L.</i>	Vânturelul-de-seară	Red-footed Falcon	+		+	IV	LC	VU
38.	<i>Gallinago media L.</i>	Becațină-mare	Great snipe	+		+	IV	NT	VU
39.	<i>Grus grus L.</i>	Cocor	Common crane	+	+	+	V	LC	-
40.	<i>Himantopus himantopus L.</i>	Piciorong	Black-winged stilt	+	+		VII	LC	VU
41.	<i>Lanius minor Gm.</i>	Sfrânciocul cu fruntea neagră	Lesser Gray Shrike	+	+			LC	-
42.	<i>Milvus nigrans Bodd.</i>	Gaie bruna	Black kite	+		+	V	LC	VU
43.	<i>Netta rufina P.</i>	Rață-cu-ciuf	Red-crested pochard	+	+		IV	LC	VU
44.	<i>Phasianus colchicus L.</i>	Fazan	Common pheasant				VIII	LC	-
45.	<i>Picus canus Gmel.</i>	Ciocănițoarea sură	European honey buzzard	+			VIII	LC	-
46.	<i>Porzana parva L.</i>	Crestet-cenușiu	Little crane	+	+		IV	LC	VU
47.	<i>Porzana porzana L.</i>	Crestet-pestriț	Spotted crane	+	+		IV	LC	VU
48.	<i>Porzana pusilla L.</i>	Crestet-mic	Baillon's crane	+	+		IV	LC	VU
49.	<i>Recurvirostra avosetta L.</i>	Ciocintors	Pied avocet	+	+		IV	LC	VU
50.	<i>Serinus canaria L.</i>	Cănărașul	Wild canary				IV	LC	-
51.	<i>Streptopelia turtur (L)</i>	Turturica	European Turtle-Dove		+	+		LC	-
52.	<i>Sterna albicorns</i>	Huhurezul de pădure	Brown owl			+	VIII	LC	-
53.	<i>Strix uralensis Pall.</i>	Huhurezul mare	Ural owl	+		+	V	LC	-
54.	<i>Tyto alba L.</i>	Strigă	Common barn-owl	+	+		IV	LC	VU
55.	<i>Turdus merula L.</i>	Mierlă	Eurasian Blackbird	+	+			LC	-
56.	<i>Turdus pelaris L.</i>	Cocoșar	Field fare	+	+			LC	-
57.	<i>Turdus philomelos L.</i>	Sturzul cântător	Song Thrush	+	+			LC	-
58.	<i>Turdus iliacus L.</i>	Sturzul viilor	Redwing	+	+			LC	-
59.	<i>Turdus viscivorus L.</i>	Sturz de vâsc	Mistle Thrush	+	+			LC	-

Legend: Rarity categories of species by Law no.1538/1998: I- Extinct- Ex; II- Endangered -E; III-Vulnerable-V; IV- Rare-R; V- Indetermined-I; VI - Out of danger-O; VII - Insufficiently known -K; VIII - Restorable ribes-Rt.

Annex 2.5: Most Common Species of Pollinators in the Republic of Moldova

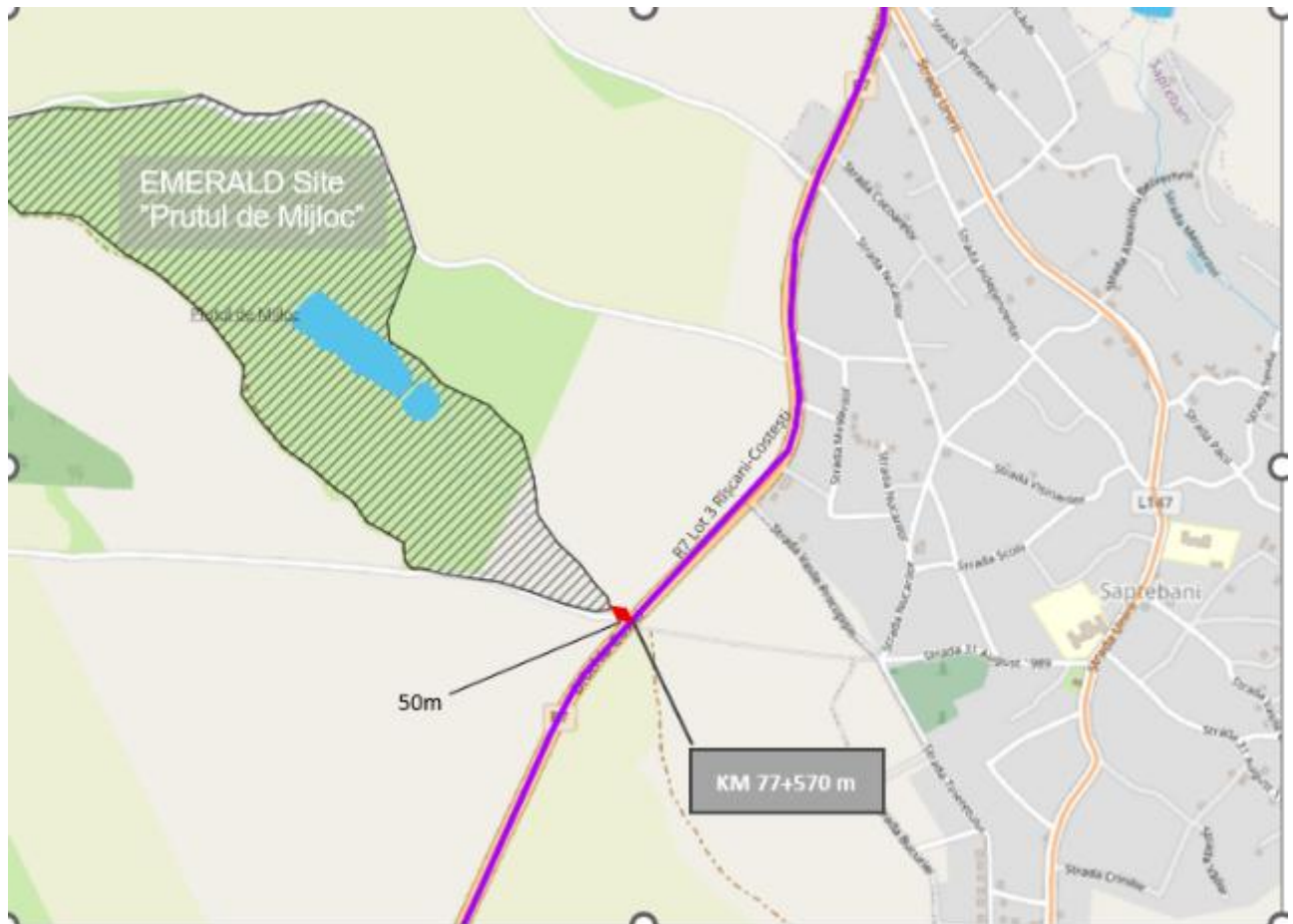
Order	Family	Species	
		Scientific Name	English Name
Diptera	Sarcophagidae	Sarcophaga carnaria	Common flesh fly
	Caliphoridae	Lucilia caesar	Blow fly
	Syrphidae	Syrphus ribesii	Common holarctic
		Eristalis tenax	Hoverfly
		Spherophoria scripta	Long hoverfly
	Tachinidae	Tachina fera	Tachinaire sauvage
Hymenoptera	Apidae	Apis mellifera Spp.	European honey bee
	Andrenidae	Andrena bucephala and other 48 Spp	Bucephala males
	Scoliidae	Scolia hirta	Big-headed Mining Bee
	Formicidae	Formica rufa	Red wood ant
		Lasius niger	Common black ant
	Helicidae	45 Spp.	
	Vespidae	Katamenes arbustorum	Potter wasps
Coleoptera	Coccinellidae	Coccinella septempunctata	Seven-spot ladybird
		Adalia bipunctata	Two-spot ladybird
		Adalia quadrimaculata	Red four Spotted
		Harmonia axyridis	Harlequin
	Cantharidae	Rhagonycha fulva	Bloodsucker beetle
	Scarabeidae	Cetonia aurata	Green rose chafer

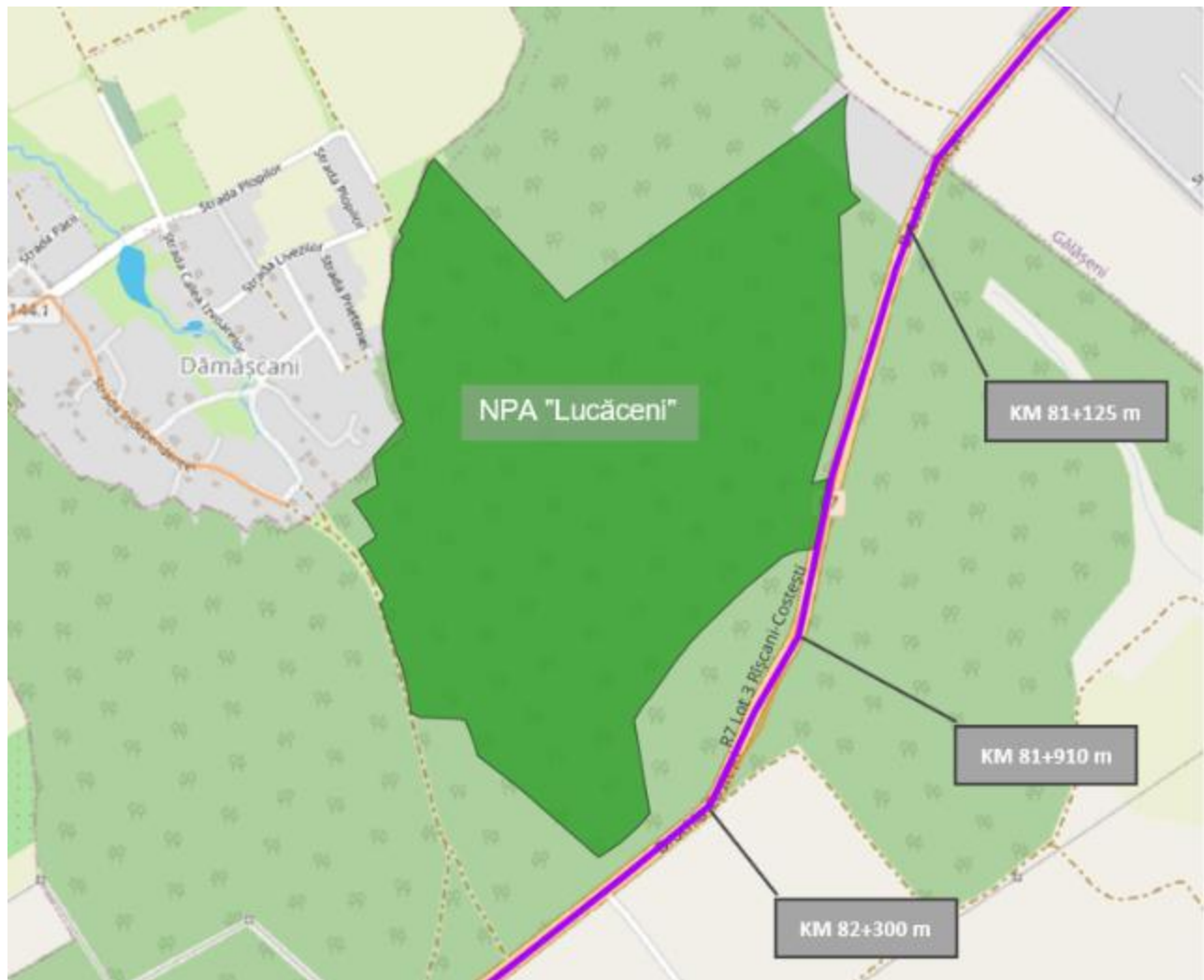
Annex 2.6: Maps of the Emerald Sites in the R7 Road area

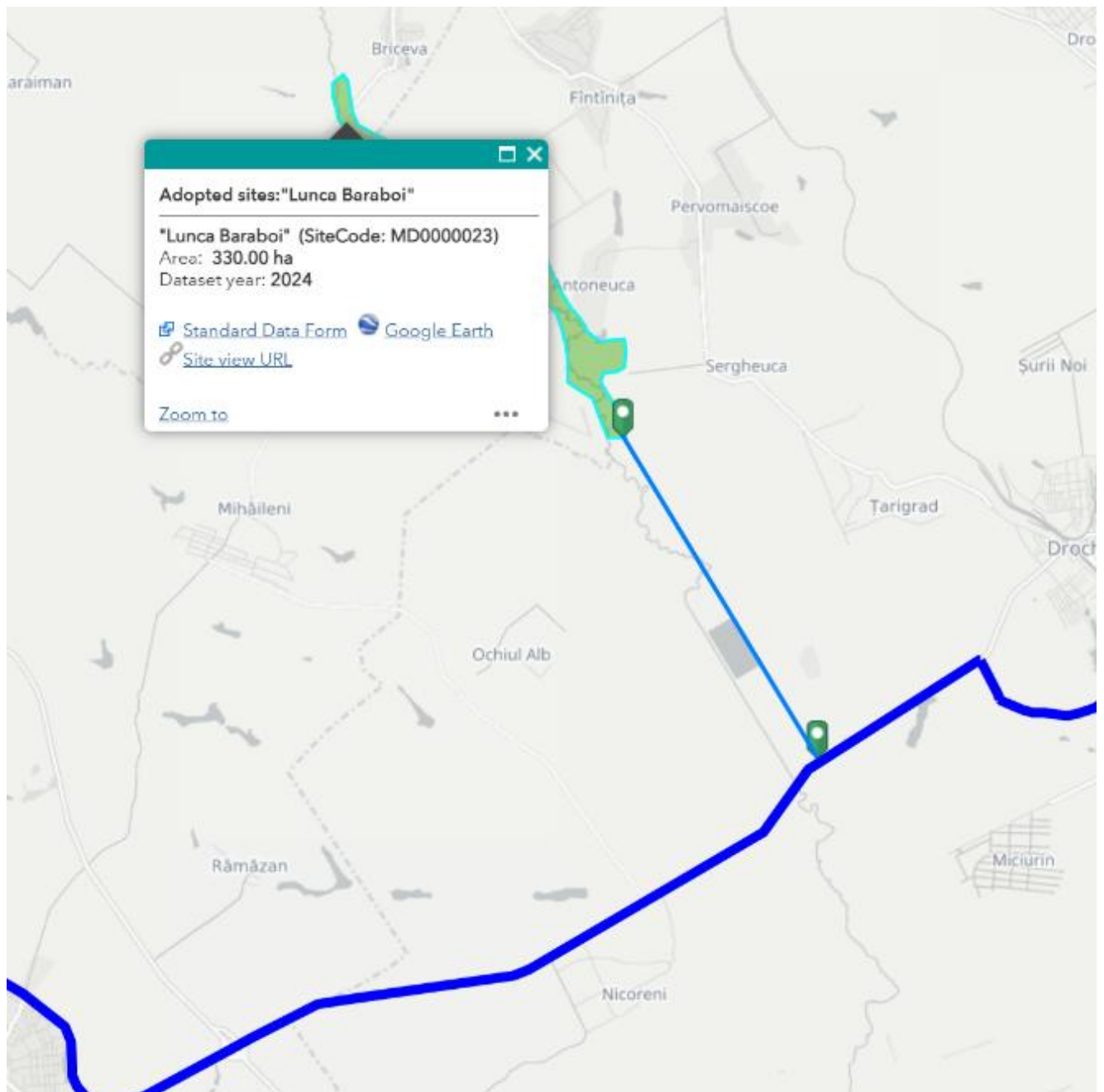
Maps of the the Emerald Site "Prutul de Mijloc" (SiteCode: MD0000011)









Maps of the the Emerald Site "Lunca Baraboi" (SiteCode: MD0000023)

Maps of the the Emerald Site "Stancile Nistrene" (SiteCode: MD0000014)

