

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

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Environmental and Social Impact Management Plan R7

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Project sheet

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	Client	Contractor	Implementing partner
Name:	European Bank for Reconstruction and Development	MC Mobility Consultants GmbH	
Address:	Five Bank Street London, E14 4BG United Kingdom	Zwölfergasse 8/3/28, VIENNA, 1150, Austria	
Tel. number:		+4318923600	
Contact person:	Dadabaev, Jamol	Holger Eiletz	
Email address:	DadabaeJ@ebrd.com	holger.eiletz@vienna-mc.com	
Signatures:			
Name of the Experts:	Egidijus Skrodenis, Project Manager Sabine Stumpf-Langer, Project Manager Tatiana Illescu, Environmental Specialist Marina Grosu, Health and Safety Specialist Ala Rotaru. Biodiversity Specialist		

Abbreviations

Abbreviation	Description
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
ESMS	Environmental and Social Management System
ESP	Environmental and Social Policy
ESIA	Environmental and Social Impact Assessment
EU	European Union
EUR	Euro
GD	Government Decision
GDP	Gross Domestic Product
IUCN	International Union for Conservation of Nature
INSP	National Inspectorate for Public Security
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
C-ESMP	Construction Environmental and Social Management Plan
DD	Detailed Design

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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: Lot 1** (R14–Drochia): Approximately 7.0 ha of land acquisition affecting 77 land parcels (59 private and 18 public). No physical displacement is anticipated; impacts are expected to be limited to partial acquisition of agricultural and public land. **Lot 2** (Drochia–Rîșcani): Approximately 2.56 ha affecting 126 land parcels (private, public and land with indefinite ownership). No physical displacement is anticipated; impacts relate primarily to agricultural and uncategorised land. **Lot 3** (Rîșcani–Costești): Approximately 3.62 ha affecting 58 land parcels (53 private and 5 public). No physical displacement is anticipated; land acquisition mainly involves agricultural land, gardens and limited public land. **Lot 4** (Drochia Bypass): Approximately 19.71 ha affecting 83 land parcels (67 private and 16 public). As a new road section, the bypass is expected to result in significant economic displacement, primarily affecting agricultural land used

for crop production and leased as a source of household income. No physical displacement of residential structures is anticipated. **Lot 5** (Connection to the new Prut Bridge): Land acquisition requirements cannot yet be determined, as the detailed design has not been completed. The extent of impacts will be confirmed during the next design stage. **Lot 6** (Soroca–Ukrainian Border/Cosăuți Access Road): Approximately 41.73 ha affecting 281 land parcels (236 private and 45 public). As a new road section, the Project is expected to result in significant economic displacement, predominantly affecting agricultural land, while no physical displacement of residents is anticipated.

- **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, Drochia, Nicoreni, Rîșcani, Pîrjota, Hiliuți, Șaptebani, Gălășeni, Petrușeni, Cosăuți, Costești 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 develop a Land Acquisition and Resettlement Plan (LARP) 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:** Providing stakeholders with regular information updates in relation to the project, conducting meaningful engagement with those affected by the project and 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.

1.1. Key Environmental and Social Impacts

1.1.1. Key Environmental and Social Impacts: Construction Phase

The rehabilitation and reconstruction activities of the R7 road (Lots 1–6) will generate temporary, localized, but significant impacts, which require strict management measures.

Air quality and emissions: Dust generation during earthworks, excavations, and material transport on unpaved roads, as well as exhaust gas emissions (NO₂, CO) from heavy machinery and trucks.

Noise and vibration: Increased noise levels generated by equipment such as asphalt milling machines, excavators, and compactors, which may affect residents located within short distances (10–25 m) from the road in settlements such as Șolcani, Chetrosu, and Rîșcani. Vibrations may cause minor structural damage (e.g., cracks) to vulnerable buildings.

Soil and subsoil resources: Risk of contamination due to accidental fuel or oil spills from machinery. Loss of fertile topsoil due to stripping and construction site organization, as well as potential activation of erosion processes in hilly areas (Soroca and Middle Prut regions).

Water resources: Risk of contamination of surface waters (Camenca, Copăceanca, Prut, and Nistru rivers) due to fuel spills or inadequate management of wastewater generated on construction sites.

Waste management: Generation of significant volumes of milled asphalt, broken concrete, and vegetal waste resulting from tree cutting (Lots 1–4).

Biodiversity and habitats: Direct interventions in sensitive habitats within Emerald Network sites (“Middle Prut” and “Nistru Cliffs”) and in forest reserves such as Șaptebani and Lucăcenii (Lot 3).

Fauna disturbance: Noise and construction activities may temporarily disrupt migration routes and disturb bird nesting periods and mammal reproduction (e.g., *Felis silvestris* and *Lutra lutra*).

Land acquisition and economic displacement: Significant impact on new sections (Lot 4 – Drochia Bypass and Lot 6 – Nistru Bridge access), involving the expropriation of over 61 ha of land (predominantly agricultural) and loss of income for affected farmers and businesses.

Access and traffic restrictions: Disruption of access to residential properties, agricultural land, and local businesses. Increased travel times due to traffic diversions and reduced speed limits.

Community health and safety: High risk of road accidents due to interaction between local traffic and construction traffic, particularly in areas with sensitive receptors (e.g., Chetrosu school).

Occupational health and safety (OHS): Risks to workers associated with working near live traffic, operating heavy machinery, working at heights (bridges), and exposure to extreme weather conditions.

Labor influx interaction: Potential risks related to the influx of non-local workers, including behavioral issues (GBVH risks) and pressure on local health and social infrastructure.

The pre-mitigation significance of impacts is assessed as **Moderate to High**, requiring strict implementation of the Contractor's Environmental and Social Management Plan (C-ESMP) in order to reduce these risks to acceptable levels.

1.1.2. Key Environmental and Social Impacts: Operation Phase

After completion of the rehabilitation and modernization works on the R7 road, the project is expected to generate predominantly long-term positive impacts, although some residual risks associated with road operation will remain.

Major positive impacts (Benefits):

Mobility and economic efficiency: Reduced travel time and vehicle operating costs, improving access to markets, healthcare, and educational institutions for more than 200,000 residents of Soroca, Drochia, and Rîșcani districts.

Improved road safety: Upgraded road markings, signage, and pedestrian infrastructure (sidewalks, illuminated bus stops) will significantly reduce the risk of severe traffic accidents.

Urban area revitalization (Drochia Bypass – Lot 4): Diverting heavy transit traffic away from Drochia city center will improve air quality and reduce noise and vibration levels in sensitive areas such as hospitals and schools.

Strategic connectivity: Integration of the R7 road into the TEN-T network will enhance cross-border trade with Romania and Ukraine, attracting regional logistics and commercial investments.

Negative impacts and risks (Operational phase):

Noise and vibrations: Increased traffic volumes (especially freight and transit traffic) may lead to higher noise levels, particularly at night. However, improved road conditions will reduce noise from braking and acceleration caused by poor pavement quality. (*Significance: Moderate*)

Road user safety: Improved road conditions may encourage higher driving speeds through settlements, increasing the severity of potential accidents at village entrances and intersections if speed limits are not respected. (*Significance: Moderate*)

Mixed traffic conflicts: Continued use of the roadway by agricultural machinery and livestock movement (due to lack of parallel service roads in some sections) poses an ongoing collision risk with high-speed traffic. (*Significance: Moderate*)

Air quality: While smoother traffic flow reduces emissions per vehicle, total pollutant loads (NO_x, PM, CO₂) may increase in the long term due to higher traffic volumes along the TEN-T corridor. (*Significance: Moderate*)

Biodiversity and habitats: The upgraded road will continue to act as a barrier to wildlife movement, contributing to habitat fragmentation in Emerald network sites. (*Significance: Moderate*)

Water and soil resources: Stormwater runoff from the road surface may carry suspended solids, hydrocarbons, and heavy metals (from tire wear), creating diffuse pollution risks for receiving soils and water bodies (Prut, Nistru, Răut rivers). (*Significance: Low*)

The overall operational phase impact is assessed as positive, due to significant socio-economic benefits. Environmental and safety risks are considered manageable, provided that adequate drainage maintenance is ensured and continuous monitoring of traffic flow and speed is implemented.

1.2. Mitigation and Monitoring

The **Environmental and Social Management Plan (ESMP)** consolidates all mitigation, monitoring, and management requirements necessary to ensure that construction and early operation of the R7 corridor are implemented in a safe, compliant, and environmentally responsible manner. The ESMP integrates Moldovan legislation, sector standards (CP D.02.18:2017; CP D.02.30:2023; NCM D.02.01:2024), and relevant EBRD Performance Requirements.

In addition to the core measures listed below, the ESMP incorporates broader social, community health and safety, land access, and stakeholder communication obligations that are essential for minimizing project impacts on Aol communities.

a. Air Quality and Dust/Emission Control

Dust suppression measures: Regular water spraying will be carried out on construction areas, site roads, and access routes, particularly during earthworks and excavation activities. Special attention will be given to the villages of Șaptebani, Gălășeni, and Petrușeni, where intensive truck traffic transporting aggregates from local quarries generates significant dust pollution.

Material transport and speed limits: All trucks transporting soil, sand, aggregates, or waste will be required to be covered with tarpaulins to prevent dust dispersion during transport through settlements. In addition, a strict speed limit of **40 km/h** will be enforced for all construction vehicles in inhabited areas.

Equipment and machinery maintenance: The Contractor shall ensure regular maintenance of machinery and equipment to minimize exhaust gas emissions (NO_x, CO). Where feasible, low-sulphur fuels will be used. Engine idling will be strictly prohibited, and engines must be switched off when equipment is not in active use.

Cold in-place recycling: As a specific emission reduction measure for Lots 1, 2, and 3, cold in-place asphalt recycling will be applied. This method reduces the need for transport of new materials and consequently decreases atmospheric emissions.

Siting of production facilities: Asphalt plants, crushers, and production bases shall be located at a safe distance from sensitive receptors (residential areas, schools, hospitals) and will operate only with valid environmental permits.

Quarry transport route management: Due to high dust generation risk along access roads to the Duruitoarea, Șaptebani, and Cosăuți quarries, the Contractor is required to install wheel-washing systems at quarry exits and ensure regular cleaning (sweeping) of local roads used for material transport.

Air quality monitoring: Laboratory measurements of air quality parameters (PM₁₀, PM_{2.5}, NO₂, CO) will be conducted at receptor locations in settlements (e.g., Chetrosu, Rîșcani, Cosăuți) once prior to construction works and periodically during peak construction activities.

b. Noise and Vibration Management

Work schedule restrictions: All construction activities generating noise and vibration shall be carried out exclusively during daytime hours. Works are strictly prohibited during public holidays and outside standard working hours in proximity to residential areas, schools (e.g., Chetrosu Gymnasium), and healthcare facilities (e.g., Drochia District Hospital).

Use of low-emission equipment: The Contractor is required to use properly maintained machinery and tools

to prevent excessive noise caused by technical defects. Stationary equipment (generators, compressors) shall be temporarily enclosed or shielded with mobile acoustic barriers when operating near sensitive receptors. Engine idling of machinery is strictly prohibited; engines must be switched off when equipment is not actively in use.

Vibration monitoring and structural protection: Prior to construction works, a visual inspection and photographic documentation of existing conditions of all nearby buildings and infrastructure (walls, fences, wells) will be conducted to identify pre-existing cracks or damage. For intensive compaction activities, vibration monitoring sensors will be installed, and works will be immediately suspended if safety thresholds are exceeded, until working methods are adjusted.

Community notification and engagement: Local communities will be informed at least 10 days in advance of any high-noise or high-vibration activities through municipal notice boards, local communication groups (Viber/Facebook), and the Community Liaison Officer (CLO). All complaints will be addressed as a priority through the Grievance Redress Mechanism (GRM).

Alternative mitigation measures: As local consultations (e.g., Şolcani, Zgurița, Chetrosu) did not request noise barriers, the mitigation strategy relies on traffic flow improvement (removal of road defects that cause braking and acceleration), enforcement of a maximum speed limit of 40 km/h for construction traffic in villages, and the maintenance/planting of vegetative buffers that will act as a natural barrier against both noise and dust.

c. Soil Protection, Stabilization, and Erosion Control

Pollution prevention: It is strictly prohibited to wash or repair machinery directly on the construction site. Maintenance activities shall be carried out only in designated impermeable areas. Spill kits shall be available on site and used immediately in case of accidental fuel or oil leaks.

Topsoil management: Topsoil shall be selectively stripped prior to excavation works, stored in protected stockpiles, and reused exclusively for the recultivation of temporarily occupied areas and stabilization of embankments and slopes.

Erosion control: Rapid stabilization of exposed soils will be ensured through bioengineering techniques (e.g., re-vegetation) and installation of sediment control measures (silt fences) to prevent soil runoff into adjacent watercourses.

Borrow pits management: Final slopes of borrow pits shall not exceed a gradient of 1:3 to ensure long-term stability. Overburden and spoil materials shall be protected through drainage ditches to prevent erosion and water accumulation.

Monitoring: Laboratory analysis for hydrocarbon contamination will be carried out once prior to the commencement of works and once upon completion of construction activities to verify compliance and environmental safety.

d. Biodiversity Protection and Monitoring

Phased tree removal: Tree cutting will be carried out only where strictly necessary. To protect bird nesting periods, vegetation removal in forested areas is prohibited from September to mid-March.

Biodiversity expert: The Contractor is required to employ a biodiversity specialist to conduct pre-construction surveys to identify nesting sites of raptors (e.g., eagles, hawks) in mature trees, as well as potential shelter areas for protected species such as the wildcat (*Felis silvestris*) within the Lot 3 forest zones.

Structural inspections: Prior to bridge works (e.g., over the Cubolta or Răut rivers), inspections shall be carried out to identify bat colonies that may use these structures as roosting sites, and protective measures shall be implemented where necessary.

Protection of existing trees: It is strictly prohibited to store construction materials or excavated soil within 1.5 meters of existing trees.

Mandatory re-vegetation: All temporarily disturbed areas (construction camps, access roads) shall be restored upon completion of works. Compensatory planting will be carried out using only native species adapted to local conditions (e.g., oak, ash, linden), in coordination with the “Moldsilva” Agency.

Wildlife crossings: The project includes the use of 12 structures (bridges and culverts identified in Lots 1–4) as ecological passages, enabling the movement of small fauna (mammals, reptiles, amphibians) under the road.

Road signage: Warning signs indicating the possible presence of wildlife on the road will be installed, particularly in sections adjacent to forested areas (Lot 3), to reduce collision risks.

Fencing: Where a high risk of wildlife-vehicle collisions or road access by fauna is identified, temporary or permanent protective fencing will be installed in accordance with the final design.

5. Traffic and Access Management

The ESMP establishes:

- A comprehensive Traffic Management Plan (TMP) including temporary diversions, signage, speed limitations, controlled crossings, and flag personnel.
- Measures to maintain access for residents, public transport use, emergency services, agricultural users, and roadside businesses.
- Advance communication to communities on all temporary road closures, lane reductions, and works scheduling.
- Pedestrian safety measures, including delineated walkways, temporary pedestrian bridges or underpasses where needed.
- Identification of locations for the installation of sound-absorbing panels, which are essential to ensure the diffraction of sound waves and to reduce noise levels below the maximum permissible limits established by current legislation, protecting both public health and species of conservation interest.

6. Occupational Health and Safety (OHS)

The ESMP establishes:

- Full OHS compliance aligned with Law 186-XVI/2008, CP D.02.18:2017, and EBRD PR2/PR4.
- Compulsory use of PPE, safety training, toolbox talks, and high-visibility clothing.
- Traffic safety training for all drivers and machinery operators.
- Emergency response plans, first-aid availability, fire-protection measures, and safe confined-space procedures.
- A Worker Code of Conduct outlining behavior rules toward communities and environmental protection.

7. Community Health, Safety, and Social Measures

The ESMP establishes:

- Safety fencing, night illumination, and exclusion zones around work sites.
- Protection of vulnerable groups (children, elderly, persons with disabilities) through safe pedestrian detours

and informational materials.

- A functioning Grievance Redress Mechanism (GRM) accessible in Romanian and Russian, enabling anonymous submissions.
- Engagement with LPAs and communities regarding disruptions, construction scheduling, and access arrangements.

8. Land Acquisition, Access, and Economic Displacement Management

The ESMP establishes:

- Clear procedures for managing land acquisition and temporary/permanent land occupation, aligned with Moldovan legislation (Land Code, expropriation provisions) and EBRD PR5 principles (Full Replacement Cost, livelihood restoration, consultation).
- Maintenance of access to residential plots, agricultural land, and roadside businesses during construction through temporary bypasses, controlled crossings, and coordinated work sequencing.
- Advance notification to affected landowners and users on the timing of works, expected duration of disruptions, and any temporary restrictions on access or agricultural activities.
- Procedures to minimize temporary economic displacement, including ensuring uninterrupted access for delivery trucks, clients, and agricultural machinery, and avoiding prolonged blockage of entrances, driveways, and field accesses.
- Clear delineation and fencing of work zones to avoid accidental damage to crops, orchards, vineyards, and privately owned structures.
- Compensation protocols to address accidental damages or losses to crops, trees, or assets during construction, consistent with contractual obligations and the RAP (if applicable).
- A coordinated interface between the Contractor, Supervision Engineer, NRA/PIU, and Local Public Authorities (LPAs) to ensure timely communication and resolution of access and land-related complaints.
- Integration of land-related grievances into the GRM, with rapid referral for field verification and resolution within established timeframes.

9. Monitoring Requirements

The ESMP establishes:

- Periodic air and noise monitoring during construction and in early operational years, especially near settlements, schools, and sensitive receptors.
- Water quality monitoring near watercourses and drainage discharge points.
- Soil quality checks in storage zones, camps, and asphalt/batching areas.
- Biodiversity monitoring in and near Emerald critical habitats.
- Social monitoring of access constraints, grievances, traffic incidents, and community concerns.

1.3. Objective of the Environmental and Social Management Plan (ESMP)

This ESMP is an umbrella document that gives direction to the development of the full complement of management plans necessary for the Project. The broad aims of the ESMP are:

- To ensure compliance with national regulatory authority stipulations and guidelines, as well as ensuring compliance with the environmental and social (E&S) policies and standards of the EBRD;

- To describe the practical requirements in sufficient detail that resources can be easily assessed and allocated;
- To state the agreed environmental and social objectives for the Project and verify environmental and social performance through information on impacts as they occur;
- To respond to changes in Project implementation not considered in the impact assessment process thus far or to respond to unforeseen events.
- To achieve these objectives, the ESMP contains the following information:
 - Definition of the environmental and social commitments and mitigation strategy identified in the E&S assessment;
 - Overview of the management actions necessary to implement the commitments and mitigation strategy;
 - Description of the means of monitoring and assessing the performance of the social and environmental actions, so that they can be adapted and/or improved; and
 - Definition of responsibilities: roles, communications and reporting process required for the implementation of the ESMP.
- The methods and processes provided in this ESMP will form part of the contractual agreement between NRA and once appointed, the Contractor(s).

1.4. Source documents and outputs

The ESMP is the framework document that summarises all environmental and social measures recommended in, or required by, the various project documents (i.e. the source documents) and which translates them into management actions. Detailed specific management plans will be further developed and/or executed as outputs of the ESMP during the construction phase or during the operation period. The Figure 1-1 illustrates the source documents and outputs of the present ESMP.

The source documents include:

- Environmental and social policies and standards of the Lender (EBRD);
- Legal requirements of Republic of Moldova;
- Respective technical / engineering documentation – upcoming detailed design(s) - to be prepared to meet national regulations as well as the best international practice.
- ESA Report and the accompanying documents (ESA package), and upcoming updates.

The output documents are:

- The Contractor CESMP – to be prepared by the Contractor(s) to achieve the E&S performance objectives during Project's construction;
- The Environmental and Social Management System (ESMS) of National Road Administration, required to implement and monitor the management actions described in this ESA Report;
- Detailed E&S management plans or procedures required to address the mitigation and compensation measures identified through this E&S assessment; and
- Various documents that will be produced and disclosed during the course of the Project's implementation to inform on the Project's construction and operation activities and the results of the environmental and social monitoring activities.

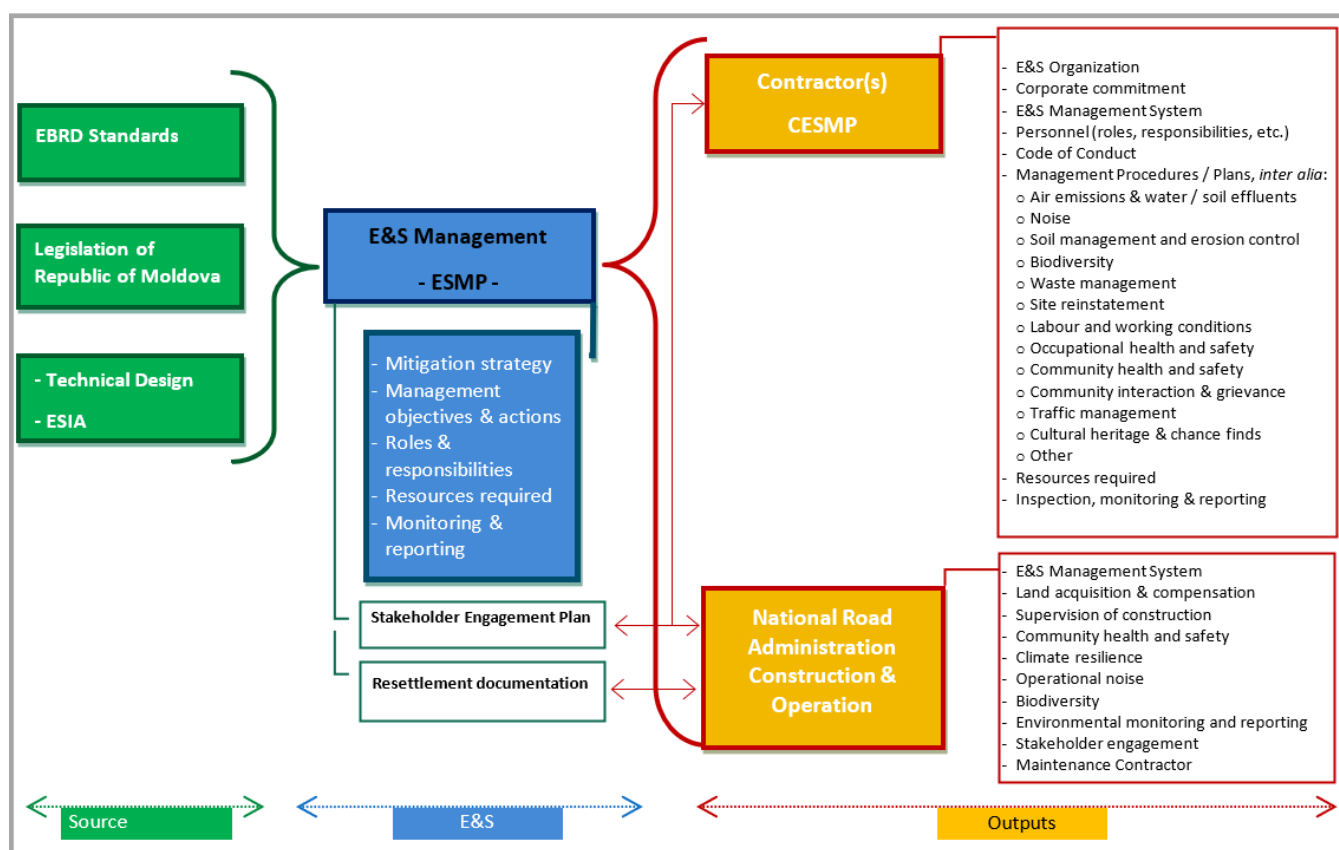


Figure 1-1: Source documents and outputs

2. Environment and Social Management System

The Environmental and Social Management System 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.

All project actors — primarily the Contractor, Supervising Engineer (SE), Project Implementation Unit (PIU) and National Roads Administration (NRA) also acting as PIU — are required to adopt and maintain key systems and procedures.

2.1. Principles of environmental and social management

The ESMP describes a set of measures or specifications that have been originated following the outcomes of the Project's E&S assessment but also measures that are considered to reflect Good International Practice (GIP).

National Road Administration will be appointed as Project Implementation Unit (PIU), responsible for Project implementation.

National Road Administration takes overall responsibility for the implementation of environmental and social mitigation and compensation measures of the Project. Effective implementation of these specifications before and during the construction phase will be supervised by a Supervision Consultant who is to be appointed by NRA.

NRA will be responsible and take ownership of the measures relevant to the operation and maintenance phase of the Project.

2.1.1. ESMP during pre-construction

Each requirement resulting from the process of obtaining a specific project-related decision (approval, permit, consent) from the state and/or local statutory stakeholders / competent bodies (municipalities, ministries, agencies, etc.) and/or EBRD during the pre-construction stage will be included in the final documentation for construction.

2.1.2. ESMP during construction

National Road Administration delegates to the Contractor(s) the implementation of the E&S mitigation measures relating to the construction phase. This delegation is ruled by the respective E&S specifications in this ESMP (see Section 4) that will form part of tender documents/ procurement process and the Contractor's contract.

It will be the task of the appointed Contractor(s) to further detail the issues addressed in the ESMP, depending on the progress of project planning, up until and during construction (e.g. establishment of construction zones, temporary facilities for work force, details for storing construction and other materials, traffic and transport aspects, environmental protection and waste management issues, labour management issues, occupational and community health and safety, emergency preparedness, etc.).

2.1.3. ESMP during operation and decommissioning

The operation phase will start with the full commissioning of the Project. At that stage, all works will have been taken over from the Contractor by National Road Administration who will implement most E&S management measures to ensure compliance with the Project's mitigation strategy, using their environmental management system, in order to meet respective regulations and guidelines.

In addition, the implementation of the key E&S mitigation measures relating to the maintenance works would be delegated to the respective Contractor (i.e. the Contractor for maintenance of the R7 road). This delegation will be ruled by specific contractual arrangements.

E&S management actions for the decommissioning phase of the Project cannot be planned at the time of writing of this ESMP due to the anticipated lifespan of the proposed structures.

After construction, the Project will become an integral part of the road network of National Road Administration. As such, the lifespan of the Project elements may be longer than the anticipated time, depending on their condition, refurbishment and the future road network requirements. Decommissioning will, therefore, be undertaken in accordance with the regulations and guidelines applicable at that time.

2.2. Contractor Construction ESMP and National Road Administration ESMS

The Contractor shall develop a CESMP and associated management plans (sub-plans) or procedures detailed in actual ESMP. On behalf of National Road Administration, the Supervision Consultant will review and approve the documents.

With the support of the Supervision Consultant, National Road Administration will implement the requirements and standards set out in their corporative ESMS. The ESMS establishes the organisational structure, responsibilities, practices and resources necessary for implementing and/or monitoring the Project-specific management plans and procedures set out in this ESMP, covering the construction and/or the operational phase

of the Project.

2.3. Project-related environmental and social performance standards

The Project's internal stakeholders (NRA, Supervision Consultant and Contractor(s)) will comply with all norms, standards as defined in the relevant national regulations of Republic of Moldova.

The Project will also comply with the environmental and social policies of the EBRD, i.e. the EBRD's Environmental and Social Policy and relevant Performance Requirements.

National Road Administration will also apply and require its Contractor(s) (and subcontractors) to comply with good international practice while managing environmental, social, and health and safety issues during the Project's construction phase.

2.4. ESMP document schedule

The next Table lists the document schedule that will be prepared by the Contractor(s) and NRA/ Supervision Consultant as part of the ESMP implementation. The requirements and the content of these documents are further described in this ESMP.

A typical outline/ structure of a Management Plan is provided in Annex 1 that can be used for preparing the specific plans, part of the Construction Environmental and Social Management Plan.

Contractor(s) (Plans and Procedures)	National Road Administration (ESMS)
Construction Environmental and Social Management Plan (CESMP): Environmental, Health and Social Organisation Site Environmental, Health and Social Overview Environmental and Social Procedures, to include the following specific Management Plans: ▪ Pollution Prevention and Control Plan, to include air quality and water quality management procedures as well as land pollution prevention and control procedures ▪ Soil Management and Erosion Control Plan, including management of excavated material ▪ Noise Management Plan ▪ Chemicals and Hazardous Substances Management Plan ▪ Waste Management Plan ▪ Utilities Management Plan ▪ Site Reinstatement Plan ▪ Occupational Health and Safety Plan ▪ Traffic Management Plan ▪ Community Health and Safety Plan ▪ Labour Management Plan, including Workers' Code of Conduct and Worker Grievance Mechanism ▪ Worker Accommodation Plan (if applicable) ▪ Human Resources Management Plan and Human Resources Policy ▪ 'Chance-Find' Procedure, for archaeological discovery ▪ Emergency Preparedness and Response Plan ▪ Stakeholder engagement and community liaison procedures, based on the Project's Stakeholder Engagement Plan	▪ Elaboration of internal Environmental and Social Management System ▪ Resettlement Action Plan (RAP), and monitoring reports ▪ Climate Resilience Action Plan ▪ Labour Management, including Worker Grievance Mechanism ▪ Stakeholder Engagement Plan (SEP), reviews and updates ▪ A company GBVH Policy with procedure for reporting on incidents ▪ Community Health and Safety ▪ Human Resources Policy
Monitoring Reports	E&S Performance Reports

Table 2-1: Contractor Plans and Procedures, NRA ESMS

3. Project Description

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 3-1.

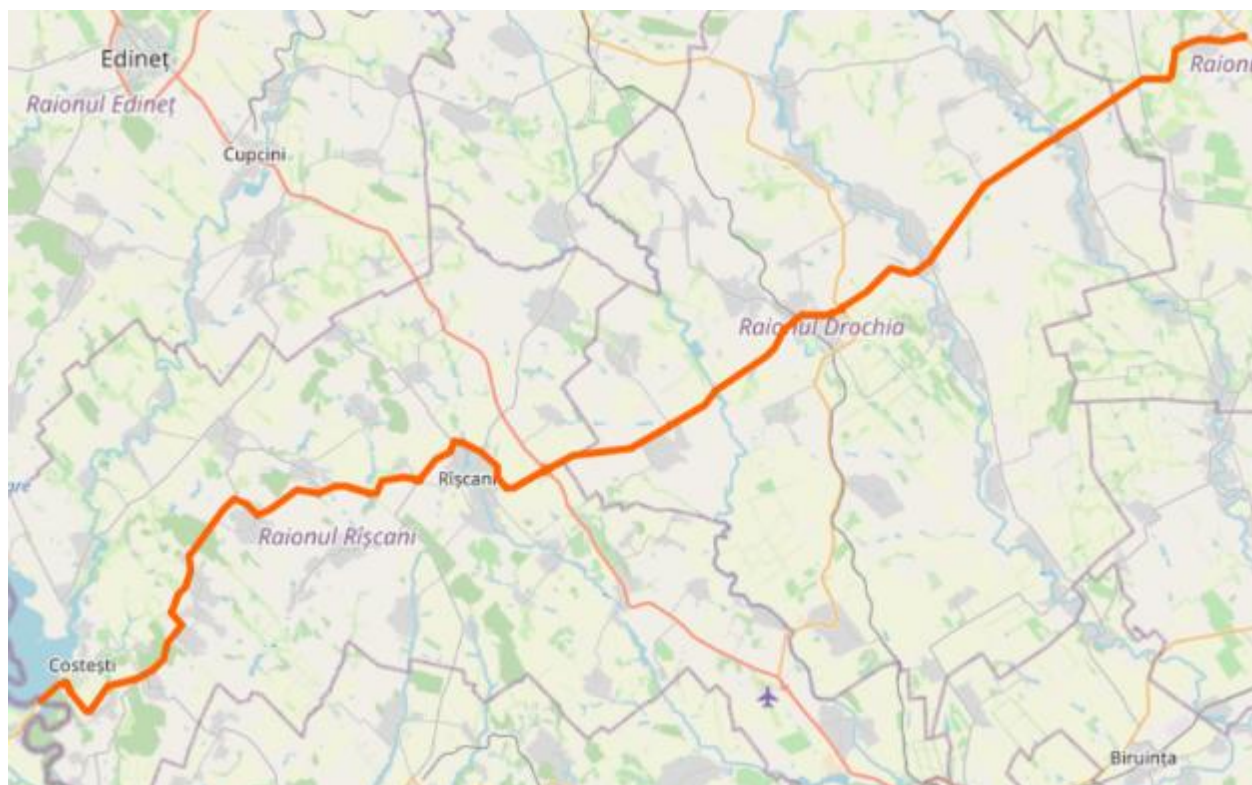


Figure 3-1: Location of the R7 Road

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 (Sorooca – 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 3-1 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 27°30'46.79"E	47°50'56.44"N 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 (Sorooca – 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 (Sorooca – 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 3-1: Location of project lots

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:

- Sorooca
- 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:

No.	Intersecting Road (Code)	Road Name	Intersection Point (km)
1	R14	R6 – Codrul Nou – Sorooca – Unguri – Border with Ukraine	0+00
2	G13	G12 – Bădiceni – Băxani – Scăieni – Văncina – G35	7+450
3	G33	R12 – Mîndic – Zgurița – Mărculești – R13	11+950; 12+750
4	G27	R7 – Chetrosu – Moara de Piatră – Cubolta – R13	23+190
5	R12	R8 – Donduşeni – Drochia – Pelinia – M5	29+520
6	G20	G17 – Fîntînița – Țarigrad – Drochia – R7	32+160
7	E583 (M5)	Border with Ukraine – Criva – Bălți – Chișinău – Tiraspol – Border with Ukraine	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 3-2: 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.

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 following table 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
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		28°15'2.73"E	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 3-3: Location of project lots

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.

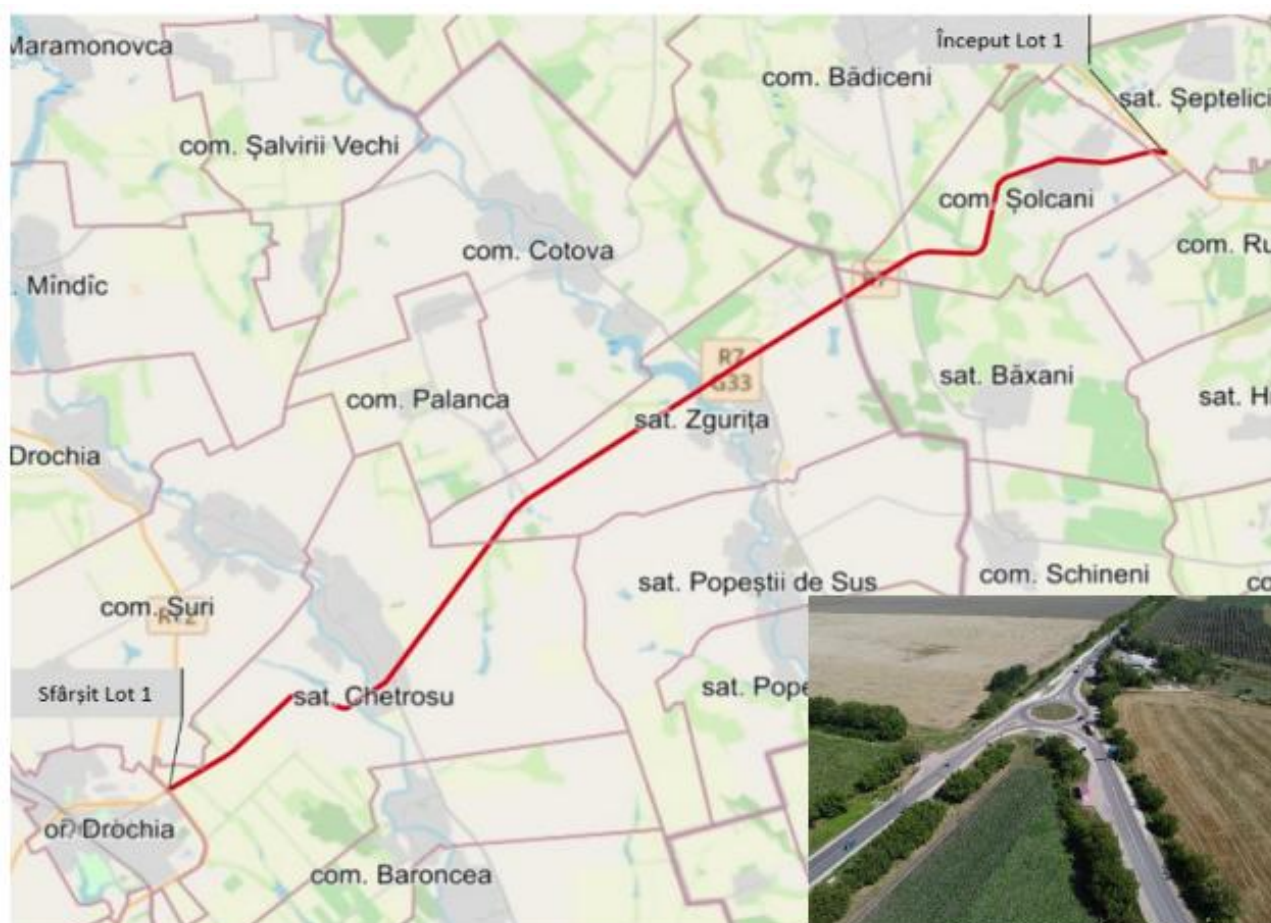


Figure 3-2: Location of the Lot 1 (R14 – Drochia, 29 km)

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.

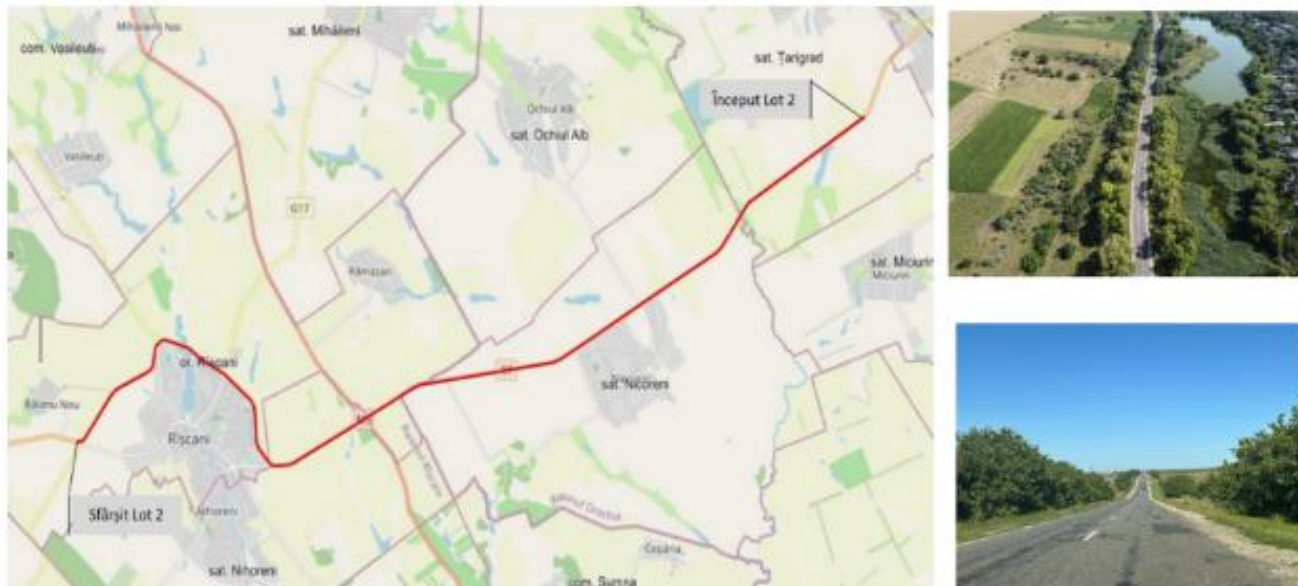


Figure 3-3: Location of the Lot 2 (Drochia - Rîșcani, 27.4 km)

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.

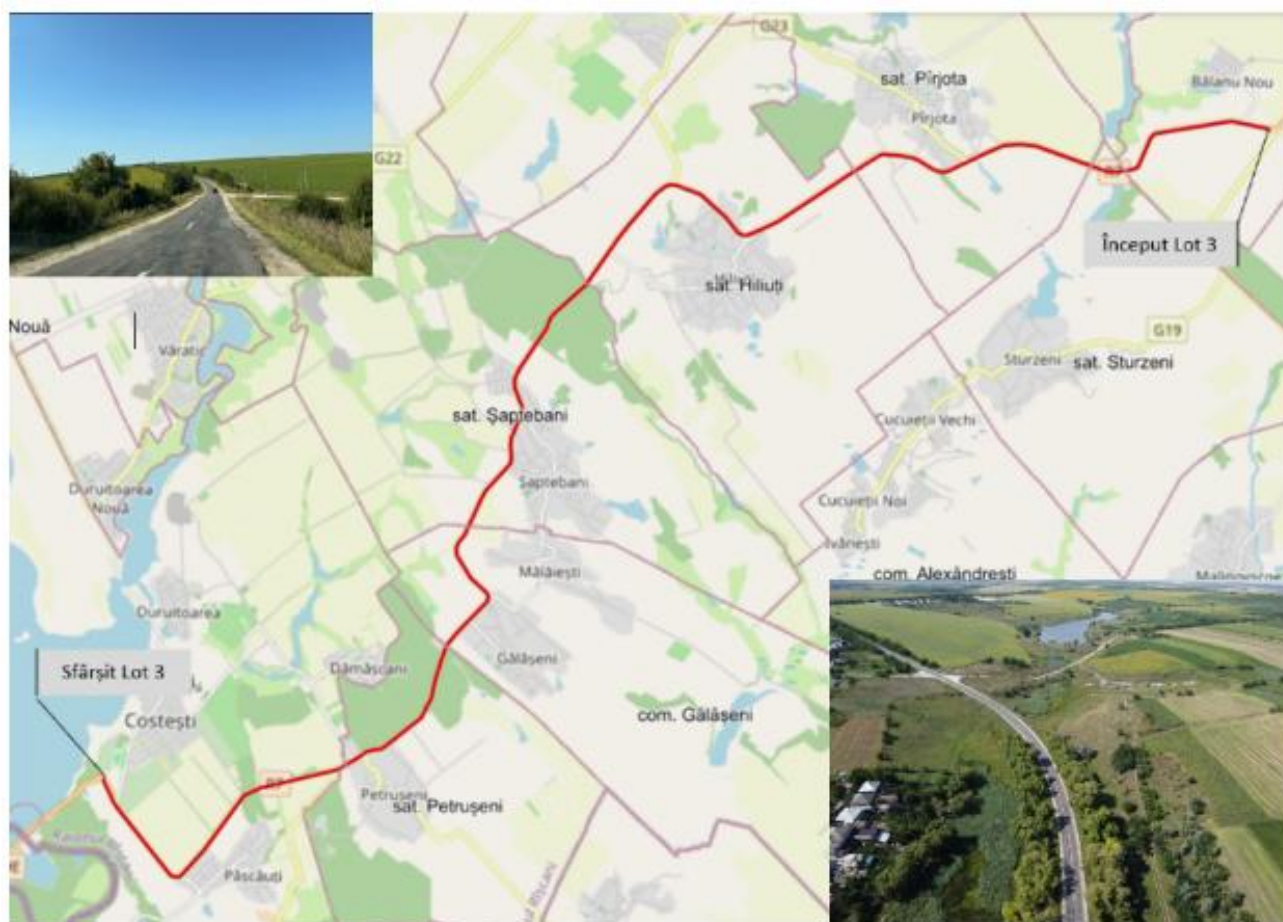


Figure 3-4: Location of the Lot 3 (Rîșcani - Costești, 30 km)

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.

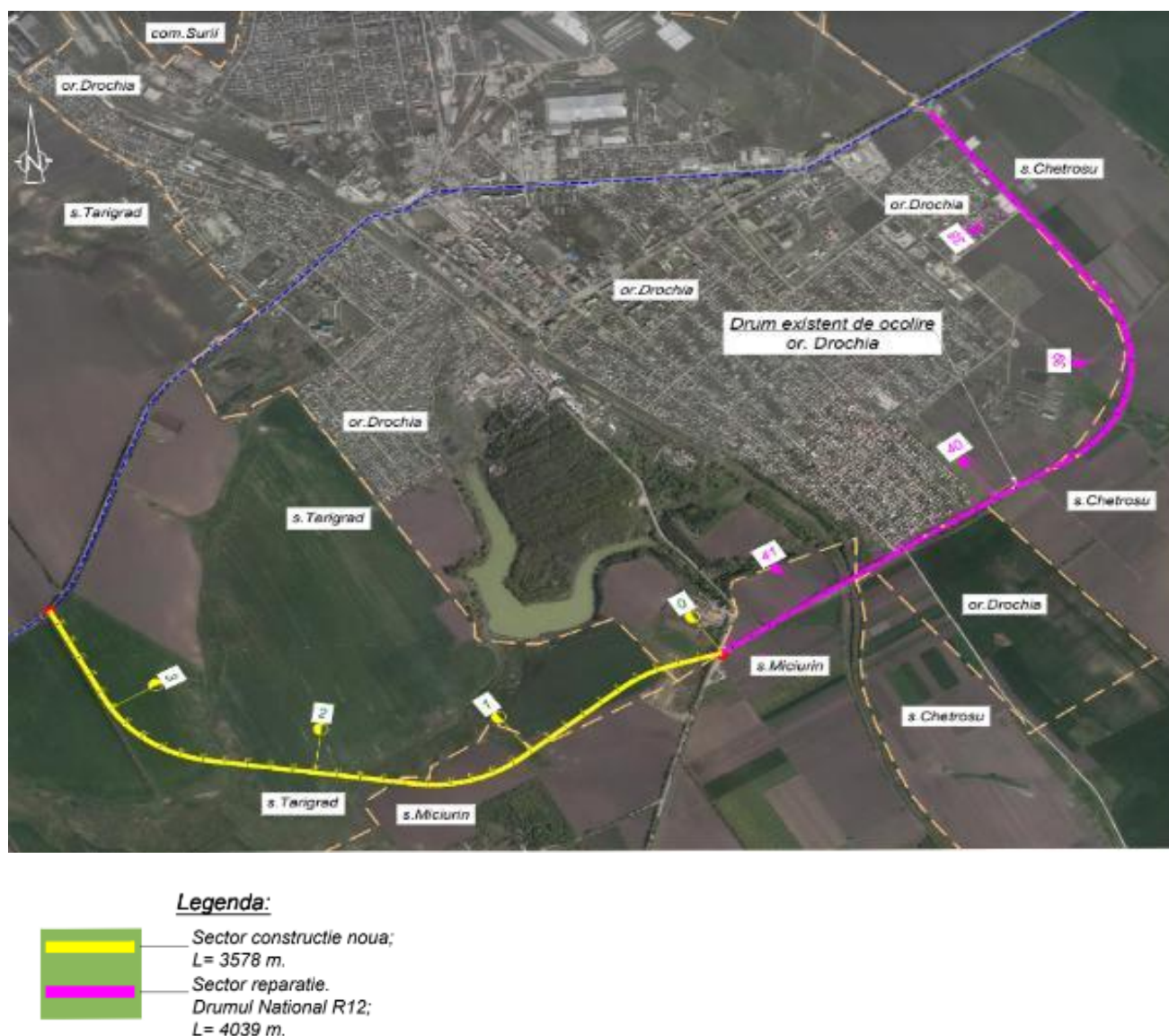


Figure 3-5: Location of the Lot 4 (Drochia Bypass, 6 km)

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.

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.

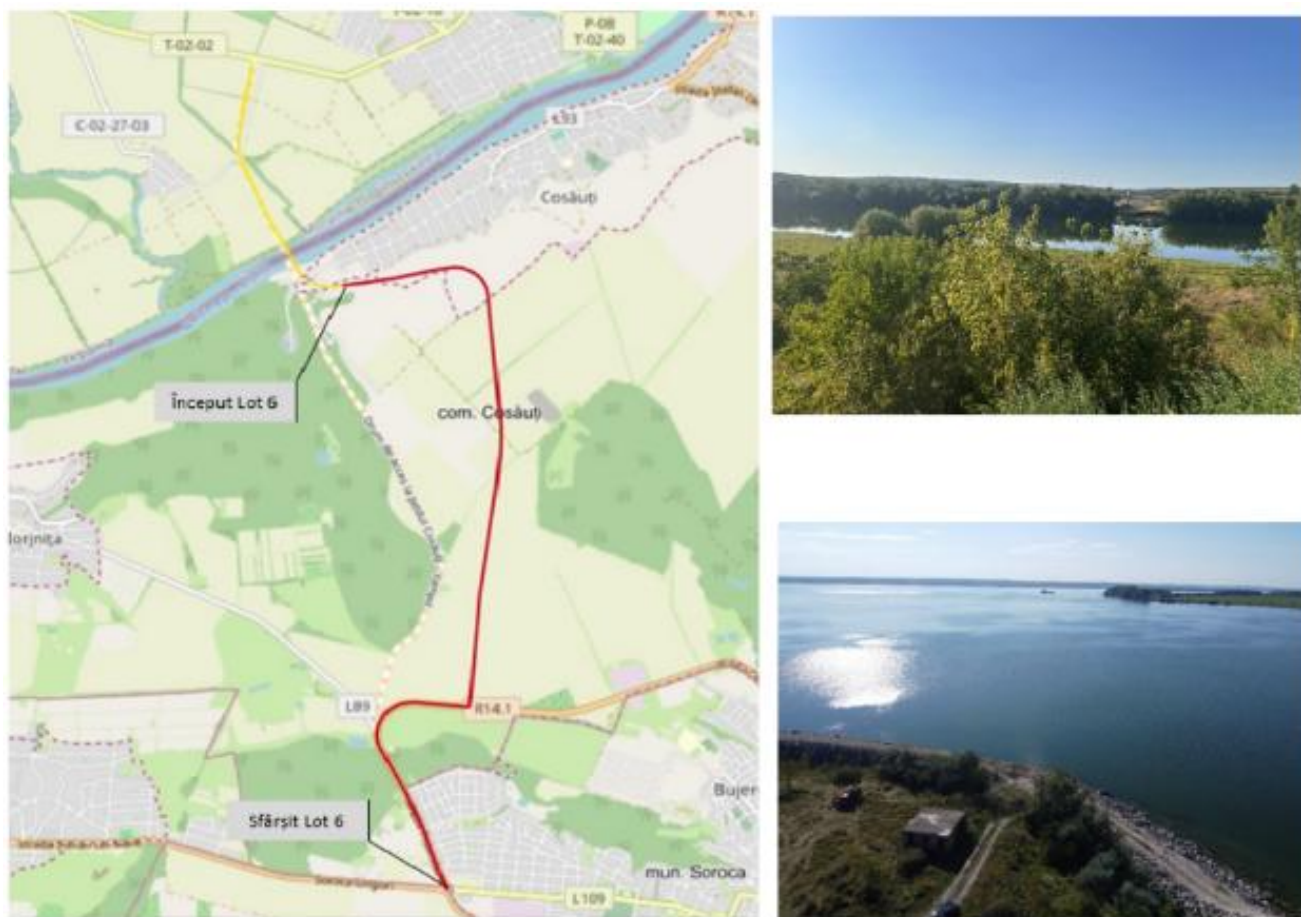


Figure 3-6: Location of the Lot 6 (R7/R14.1 Soroca – Ukrainian Border, connection road to the new Nistru River bridge, 7.4 km)

3.3. 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 3-4.

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 3-4: Information on Land to Be Acquired

II. Pavement Structure

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, replacement, and reconstruction of existing bridge and culvert structures across multiple sections (LOT 1–4).

Overall:

- Most existing structures are assessed as satisfactory or unsatisfactory, based on applicable technical standards;

- For structures in poor condition or where road alignment changes occur, the proposed measures include:
 - replacement of bridges with culverts (mainly 2.0 × 2.0 m or 2.5 × 2.0 m);
 - construction of new bridges (e.g., 3 × 15 m);
- Structures in acceptable condition are planned for rehabilitation.

For major bridges (new or reconstructed):

- The primary construction material is reinforced concrete;
- The design load class is A11 and HK-80;
- The carriageway surface will be asphalt concrete;
- Structural schemes and dimensions vary depending on location (e.g., 3 × 15 m, 12 + 16.5 + 12 m).

For small culvert structures:

- The project provides for:
 - cleaning of channels and structures;
 - repair of inlet and outlet sections;
- In areas affected by road widening or changes in the longitudinal profile:
 - culverts will be extended;
 - new headwalls will be installed at both ends.

These measures ensure:

- adequate hydraulic performance;
- structural stability following 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.

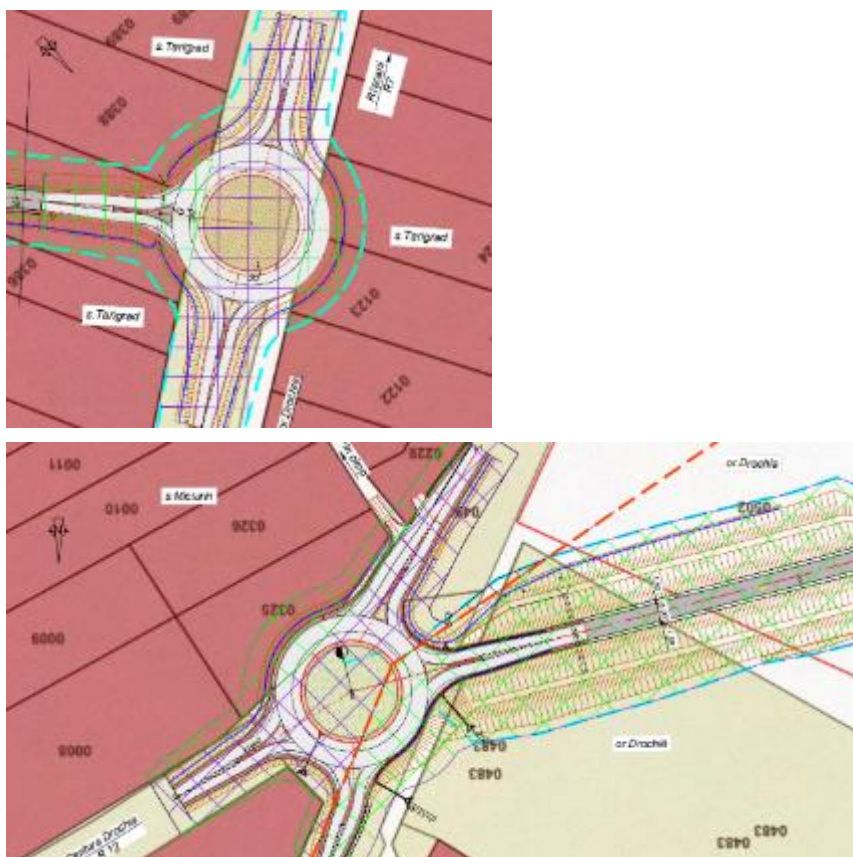


Figure 3-7: Planned Roundabout Intersections

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.

The complete set of cross-sections is contained in the corresponding sections of the technical projects for LOTs 1–4.

VI. Road Facilities and Traffic Safety

The project provides for the following road facilities and measures to ensure traffic safety and the comfort of drivers and passengers:

- 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.

VII. 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

VIII. Landslide Mitigation Works

The landslide mitigation works are implemented in five main stages:

- Stage I – Site Preparation: Construction of access roads, worksite platform, and temporary trenches for pile installation.
- Stage II – Structural Works: Installation of the reinforced pile system along the affected section.
- Stage III – Drainage Works: Construction of drainage systems to ensure slope stability.
- Stage IV – Site Restoration: Removal of temporary works and rehabilitation of affected areas through landscaping and vegetation.
- Stage V – Road Works: Reconstruction of the road embankment and installation of the surface water

drainage system.

These stages ensure slope stabilization, proper drainage, and restoration of the road infrastructure.

3.3.1. Lot 6 (Soroca – Ukrainian border)

The road starts at KM 2+540.0, connecting to the planned bridge over the Dniester River (Ukrainian side), and ends at PC 102+00.0 at the intersection with road R14 and R14.1.

The sector between KM 2+540.0 and KM 10+200.0 is designed as a **Technical Category II road**, with:

- Design speed of 100 km/h
- 2 traffic lanes along the entire section
- Road platform width of 12.0 m
- Carriageway width of 2 × 7.0 m
- Shoulders of 2 × 3.0 m
- Design axle load of 115 kN

Additional features include:

- Climbing lanes in steep sections (up to 6% gradient)
- 4 traffic lanes in the customs terminal area
- Connections to local roads, including access to Cosăuți and road L89

Safety measures:

- Channelized at-grade intersections for minor roads
- A roundabout at the Soroca bypass intersection (PC 78+00.0)

3.3.2. 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	Beleavintî 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 3-5: 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.

3.4. Confirmation of Right-of-Way (RoW) and Design Finalization

The pre-construction phase includes final design confirmation, cadastral works (identification and delimitation of plots), land acquisition procedures, compensation payment, and disclosure activities. Impacts during this phase are primarily administrative and socio-economic, relating to property rights and land use.

The preferred design concept for the R7 project prioritizes rehabilitation and modernization within the existing road footprint to minimize the need for new land acquisition, except for the new bypass and border access sections.

Lot 1 (R14 – Drochia, km 0+000–29+000, 29 km)

- Rehabilitation works mostly confined to the existing alignment.
- Permanent land acquisition: Estimated footprint of 7 ha, including 77 land plots (5.16 ha public, 1.84 ha private).
- Status: Detailed Design (DD 510/2020) is available. Cadastral works are ongoing and planned for completion in 2025.
- Displacement: No physical displacement of residents is expected. Economic displacement is considered limited and associated with minor realignments.

Lot 2 (Drochia – Rîșcani, km 29+000–59+500, 27.4 km)

- Rehabilitation works within the existing corridor.
- Permanent land acquisition: Estimated footprint of 2.56 ha, including 126 land plots (81 private, 12 public, and 33 of indefinite ownership).
- Status: Detailed Design (DD 509/2020) is available. Cadastral works and compensation valuation are estimated for the first semester of 2026.
- Displacement: No physical displacement. Primary socio-economic focus is on maintaining local access and traffic management.

Lot 3 (Rîșcani – Costești, km 59+500–89+571, 30 km)

- Rehabilitation and road safety improvements.
- Permanent land acquisition: Estimated footprint of 3.62 ha, including 58 land plots (53 private—mostly agricultural and gardens—and 5 public).
- Status: Detailed Design (DD 210/2020) is available. Cadastral works and valuation are planned for the first semester of 2026.
- Displacement: No physical displacement. Potential for temporary economic displacement linked to business and agricultural access.

Lot 4 – Drochia Bypass (6 km)

- Combination of rehabilitation (4.15 km of existing R12) and new construction (3.58 km new alignment).
- Permanent land acquisition: Total 19.71 ha required.
 - New sector: 13.39 ha private land and 6.17 ha public land (currently used for community grazing).
 - Rehabilitation sector: 0.15 ha private land.
- Status: Feasibility Study (652/2024) completed; Detailed Design is currently in progress.
- Displacement: Permanent economic displacement of agricultural plots is a significant concern for

landowners in Țarigrad and Miciurin. No residential demolition is expected.

Lot 5 – Costești New Border Connection (~5 km)

- New construction of an access road to a planned bridge and border crossing.
- Permanent land acquisition: Requires a completely new alignment outside the existing RoW. Exact plot data is currently unavailable as it is at the feasibility study stage.
- Displacement: Moderate to significant permanent economic displacement is anticipated due to land take for customs facilities and embankments.

Lot 6 – Cosăuți–Yampil Border Connection (~7.4 km)

- New construction involving an access road and border infrastructure.
- Permanent land acquisition: Substantial footprint estimated at 41.73 ha, comprising 281 land plots (236 private/34.67 ha and 45 public/7.06 ha).
- Status: Feasibility Study (2021) completed; Detailed Design is in progress. Cadastral works are ongoing (2025), with valuation services planned for 2026.
- Displacement: This lot represents the highest land acquisition impact of the project, predominantly affecting agricultural farmers and land users.

Potential Impacts

- Requirement for additional land due to design refinements, including safety elements (acceleration/deceleration lanes), reconfiguration of side roads, and agricultural service connections.
- Procedural delays linked to the complex cadastral works, error correction in land registries, or formal expropriation processes.
- Risk of community dissatisfaction if design changes significantly affect the long-term viability of roadside businesses or access to agricultural parcels (e.g., residents in Cosăuți have expressed disagreement with proposed alternatives).

3.5. Policy, legal and administrative framework

The Project is implemented in accordance with both Moldovan national legislation and the EBRD Environmental and Social Policy (ESP 2019), including its Performance Requirements (PRs). As the Project is financed by the EBRD, it has been classified as **Category B**, requiring an **Environmental and Social Assessment (ESA)** and a stakeholder engagement process consistent with PR1 and PR10.

Key national laws applicable to the Project include:

- Law No. 86/2014 on Environmental Impact Assessment – transposing EU Directive 2011/92/EU; governs screening, scoping, public disclosure, and permitting.
- Law No. 1515/1993 on Environmental Protection – overarching environmental protection framework.
- Law No. 98/2022 on Atmospheric Air Quality.
- Law No. 272/2011 on Water.
- Law No. 239/2007 on Vegetal Kingdom.
- Law No. 1538/1998 on State-Protected Natural Areas.
- Forest Code No. 69/2024.
- Land Code No. 22/2024.

- Labour Code No. 154/2003 (employment and labour rights).
- Law No. 186/2008 on Occupational Safety and Health.
- GD No. 80/2012 (requirements for temporary/mobile construction sites).

Relevant transport and spatial-planning legislation include:

- Law No. 509/1995 on Roads (last amended in 2025).
- Urban Planning and Construction Code No. 424/2023.
- Law No. 488/1999 on Expropriation for Public Utility (last amended 2025).
- Law No. 131/2007 on Road Traffic (last amended 2025).

Environmental permitting requirements were verified for each lot of the Project. **Environmental Permits have been obtained for Lot 4 (No. 18/1025/2024) and Lot 6 (No. 18/963/2024), while Lot 1, 2, and 3 require updated permits at this stage.**

The Project complies with the following EBRD Performance Requirements:

- PR1 – Environmental and Social Assessment and Management;
- PR2 – Labour and Working Conditions;
- PR3 – Resource Efficiency and Pollution Prevention;
- PR4 – Community Health, Safety and Security;
- PR5 – Land Acquisition and Involuntary Resettlement;
- PR6 – Biodiversity Conservation;
- PR8 – Cultural Heritage;
- PR10 – Stakeholder Engagement and Information Disclosure.

Where there are differences between Moldovan law and EBRD PRs, the Project will follow the more stringent requirements, in line with EBRD ESP 2019."

4. Environmental and Social Baseline

4.1. Physical Environment

4.1.1. Area of influence of the R7 road, Tranche 1

Within this ESA, the area of influence of the R7 Road project is defined by the project footprint (including associated infrastructure and nearby areas) and the zones potentially affected by direct and indirect environmental and social impacts.

The extent of the area of influence varies depending on project activities and environmental components, during both construction and operation phases:

- Air Quality: up to 500 m during construction and approximately 5 km during operation.
- Noise & Vibration: about 0.5 km from sources in both phases.
- Biodiversity: direct impact zones of up to 1 km near Emerald sites and 500 m elsewhere; indirect impacts extend up to 5 km.
- Surface Water: 500 m protection zones around water bodies.
- Groundwater: limited to the aquifer beneath the project area.
- Cultural Heritage: confined to the project footprint and nearby settlements along the route.
- Social: up to 2 km for residential areas, 0.5 km for economic activities, and 500 m along connected local

roads.

Overall, the project's area of influence ranges from the immediate construction footprint to several kilometers outward, depending on the type of impact and environmental receptor.

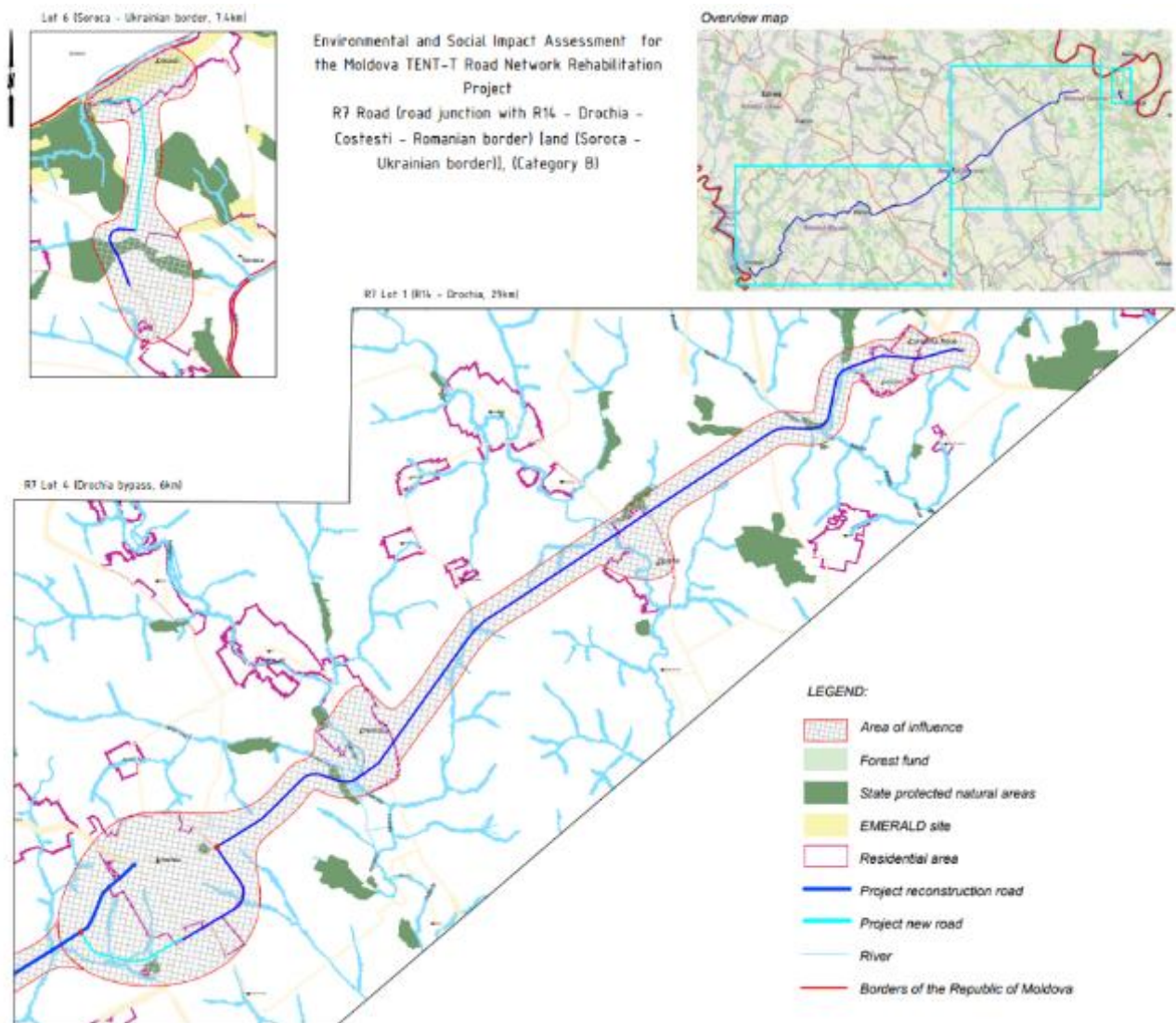


Figure 4-1: Project sites and area of influence, Lot 1, 4 and 6

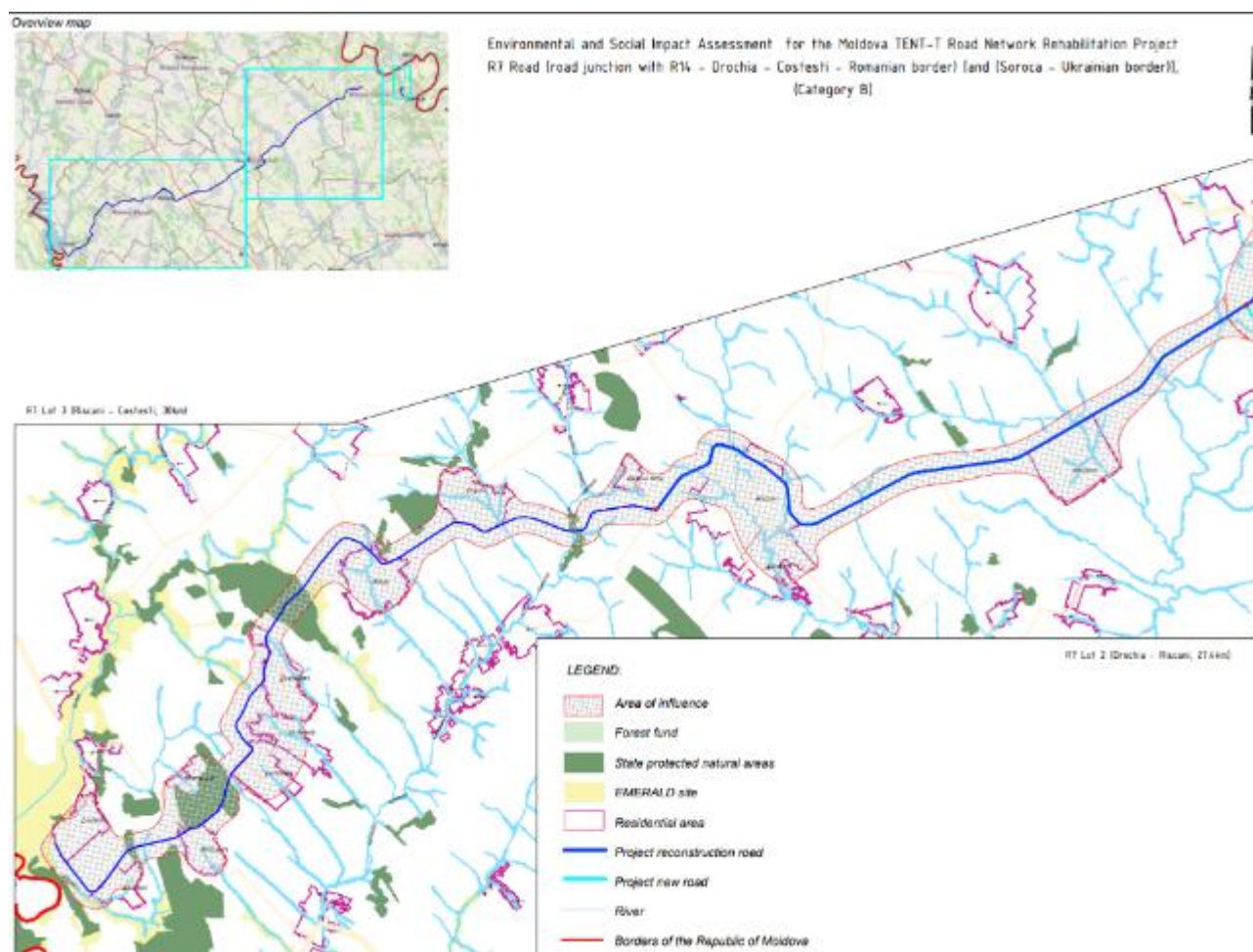


Figure 4-2: Project sites and area of influence, Lot 2 and 3

4.1.2. Air-Quality baseline along the R7 Corridor

Air pollution in the Republic of Moldova is mainly concentrated in urban areas and along heavily trafficked roads, with Chişinău being the most affected. The number of registered vehicles has steadily increased between 2010 and 2024, reflecting economic growth and increased mobility. Despite this, total emissions from road transport have remained relatively stable, suggesting improved vehicle efficiency and cleaner technologies.

However, increased traffic continues to contribute to local emissions of key pollutants such as **NO₂** and **particulate matter**, which pose risks to human health. Along the R7 road, impacts are expected to be lower than in major urban centers due to lower traffic density and the absence of significant industrial sources.

The modernization of the R7 road may lead to increased traffic, including transit flows, potentially raising local pollution levels, especially near settlements where sensitive receptors are located.

To establish current baseline conditions, air quality monitoring was conducted by GEOSTUD S.R.L. in May 2026. The results demonstrated that all analyzed parameters (SO₂, NO₂, NO, PM₁₀, and PM_{2.5}) were either below the method detection limits or significantly below the limit values established by Law No. 98/2022. These findings indicate good ambient air quality along the project corridor and suggest that local pollution levels are substantially lower than those observed at the nearest permanent monitoring station in Bălţi.

The clean baseline air quality conditions require the Contractor to maintain high standards of dust and emission

control throughout the construction period, as any significant deterioration in air quality would be readily attributable to project-related activities.

4.1.3. Noise and vibration

Road traffic is a key source of environmental noise and vibration, generated by tyre-road interaction, engines, and vehicle movement. Levels vary depending on traffic intensity, speed, and driving behavior. Sensitive receptors include residential areas and public institutions located near the road.

Several settlements along the R7 road are located within close proximity (up to 100 m), including: Cosăuți, Soroca town, Cușernița Nouă, Solcani, Zgurița, Chetrosu, Drochia town, Nicoreni, Rîșcani town, Pîrjota, Hiliuți, Șapte Bani, Gălășeni, and Petrușeni. No soundproofing measures are currently in place in these areas.

Baseline noise monitoring conducted by GEOSTUD S.R.L. in May 2026 established that the existing equivalent noise levels (Leq) along the R7 corridor range between 49.00 and 51.55 dB(A).

These values comply with the daytime permissible limit of 55 dB(A) established by NCM E.04.02:2014 and are also below the IFC Environmental, Health and Safety (EHS) Guidelines daytime guideline value for residential receptors. The monitoring confirmed that the primary source of ambient noise is existing road traffic.

The absence of historical noise-related complaints and the measured noise levels remaining below the applicable limit values support the decision not to install noise barriers at the current stage of the Project. Instead, noise management will rely on administrative measures, good construction practices, traffic management, and the use of existing natural barriers to minimize potential impacts on nearby receptors.

4.1.4. Geomorphology and geology conditions

The R7 Tranche 1 project area crosses three main pedogeographic regions, characterized predominantly by chernozem soils and forest-steppe formations across the Soroca Hills, Bălți Plain, and Middle Prut Hills. The terrain is mainly agricultural and varies from gently undulating plains to moderately hilly areas.

- Lot 1 and Lot 2 traverse gently to moderately undulating terrain with agricultural use and several settlement crossings. Elevations range approximately between 116–233 m, with slopes generally moderate and suitable for road infrastructure.
- Lot 3 presents the most complex relief, with pronounced elevation differences (96–260 m), alternating hills and valleys, and steeper slopes, requiring careful engineering design.
- Lot 4 consists of relatively flat steppe terrain with gentle slopes, favorable for the planned bypass around Drochia town, minimizing earthworks and environmental impact.
- Lot 6, located in the Soroca–Cosăuți area near the Nistru River, features a transition from low river valley elevations to higher plateau zones. The alignment includes steeper initial slopes followed by stable terrain, optimized for high-speed traffic while avoiding flood-prone areas.

Overall, the terrain along the R7 corridor is generally favorable for road construction, with low to moderate slopes. However, localized areas require standard engineering measures for drainage, slope stabilization, and stormwater management.

Geophysical investigations (2D electrical resistivity tomography) along Lot 6 identified subsurface geological conditions, aquifer zones, and discontinuities. Based on these findings, drainage systems, slope runoff management, and monitoring systems are recommended, particularly in areas with steep slopes and potential water accumulation, to ensure long-term slope stability and risk prevention.

4.1.5. Soil conditions

The R7 project corridor crosses predominantly forest-steppe and steppe regions of northern and central Moldova, characterized mainly by **chernozem soils** (leached, typical, and grey forest-steppe types). These soils are generally fertile, well-drained, and suitable for agriculture, providing favorable conditions for road construction with standard engineering measures.

Across the project:

- Lot 1, Lot 2, and Lot 4 are dominated by typical chernozems with high agricultural productivity and good bearing capacity, though drainage management is required in low-lying areas.
- Lot 3 (Middle Prut Hills) presents more variable, hilly terrain with moderate fertility and localized stability constraints due to slope processes.
- Lot 6 (Cosăuți area) combines fertile soils with complex relief near the Nistru River, requiring careful design due to hydrological and slope conditions.

Land use along the corridor is mainly agricultural and semi-rural, with moderate to high soil fertility values across most administrative units.

The project will primarily follow the existing road alignment, limiting land take; however, impacts vary by lot:

- Most affected land is private agricultural land, with smaller proportions of public, forest, water fund, and infrastructure land.
- Significant land impacts are expected in Lot 6 (Cosăuți – cross-border connection) and Lot 4 (Drochia bypass), where new construction and deviations from the existing corridor are required.

Overall, land acquisition impacts are localized but require careful management, particularly in areas involving new alignments or community-used land, to ensure proper compensation and mitigation of socio-economic effects.

Baseline soil monitoring conducted by GEOSTUD S.R.L. in May 2026 (Test Reports No. 3186–3188) confirms good environmental quality of soils along the R7 corridor. The analyses of three soil samples collected from representative locations indicate that all monitored pollutants (heavy metals and petroleum products) are below the Maximum Permissible Concentrations (MPCs) established by the State Hydrometeorological Service.

4.1.6. Land cover characteristics along the R7 Project corridor

According to the 2023 CORINE Land Cover (CLC) data, the areas of influence of the R7 road project, analyzed along Lots 1–6, cross a typical rural Moldovan landscape dominated by agricultural activities, interspersed with discontinuous residential areas, fragments of natural vegetation, and built-up surfaces.

In Lot 1, land use is predominantly agricultural, with non-irrigated arable land representing the dominant class, complemented by complex cultivation patterns and areas with significant natural vegetation. The route passes near discontinuous urban fabric nuclei and fragments of deciduous or mixed forests, while the landscape generally remains open.

In Lot 2, a land-use pattern similar to that of Lot 1 can be observed, with a strong predominance of agricultural land (non-irrigated arable land and complex cultivation patterns). However, this lot presents a slightly higher presence of discontinuous built-up areas and semi-natural vegetation.

In Lot 3, the landscape is characterized by extensive agricultural land use. Toward the western extremity, the corridor approaches water bodies and associated riparian areas, giving this section increased hydrological importance. Built-up areas remain discontinuous, and the alignment mainly crosses productive agricultural surfaces.

In Lot 4, the main characteristic is an urban-agricultural mosaic, where discontinuous urban fabric and industrial or commercial units predominate. These are interspersed with extensive patches of non-irrigated arable land and urban green areas, with the section located within a transition zone between peri-urban development and productive agricultural land.

In Lot 6, there is a clear alternation between urban/industrial areas and adjacent agricultural land. The newly designed road crosses an urban-rural transition zone, where impacts on already anthropized land and existing economic activities require particular attention.

Overall, the CLC 2023 analysis indicates that the R7 road area of influence crosses a territory with mixed land use, in which agriculture — particularly non-irrigated arable land — constitutes the dominant category, while built-up areas are largely discontinuous and peripheral. This configuration suggests that impacts on land use will be predominantly temporary or reversible in agricultural areas, although land acquisition management remains essential.

4.1.7. Hydrological context and drainage conditions along the R7 Corridor

The R7 Project crosses several secondary hydrographic catchments located within the Dniester River Basin of the Republic of Moldova. Along the alignment, the corridor intersects a number of permanent and temporary watercourses, irrigation channels, and small tributaries associated with the Răut and Bîc sub-basins, as well as local ponds and drainage depressions characteristic of the Moldovan plateau landscape.

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)
Răut	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 4-1: Characteristics of the main rivers in the Project area

According to available hydrological datasets, River Basin Management Plans, and field investigations conducted in 2025–2026, most watercourses crossed by the project are characterized by moderate to poor ecological and chemical status, primarily due to:

- elevated organic pollution (COD, BOD₅),
- increased concentrations of nutrients (ammonium and total phosphorus),

- diffuse agricultural runoff,
- localized discharge of insufficiently treated domestic wastewater,
- sedimentation and erosion processes within drainage channels.
-

The baseline monitoring results conducted in June 2026 by Environmental Investigations Laboratory S.R.L. indicate a critically degraded condition of water resources along the R7 corridor.

The Copăceanca and Camenca rivers were classified as **Class V water quality (very poor quality)** due to severe dissolved oxygen depletion (3.4 mg/L), elevated biochemical oxygen demand (BOD₅ exceeding 13 mg O₂/L), and excessive sulfate concentrations (above 550 mg/L).

Regarding drinking water from the investigated dug wells, extensive microbiological contamination was detected, with the presence of *Escherichia coli* and total coliform bacteria (exceeding 8.0×10^2 CFU/100 mL) in 7 out of 8 sampled locations. In addition, extremely high nitrate concentrations were recorded in the villages of Nicoreni (193.1 mg/L) and Pârjota (271.0 mg/L), exceeding the legal limit of 50 mg/L by approximately four to five times.

Low flood-susceptibility areas were identified near several river crossings and lowland sectors where the road alignment approaches floodplains, temporary streams, and agricultural drainage systems. Surface runoff accumulation may occur during intense rainfall events, particularly in sections characterized by reduced longitudinal slopes and insufficient roadside drainage capacity.

Technical inspections undertaken along the corridor indicate varying conditions of the existing hydraulic infrastructure:

- **Lot 1:** several existing culverts and drainage ditches are in degraded condition, showing sediment accumulation, joint deterioration, local erosion, and reduced hydraulic capacity. Recommended interventions include cleaning, structural rehabilitation, sealing works, reprofiling of inlet and outlet ditches, and installation of erosion protection measures and end walls.
- **Lot 2:** the majority of existing drainage structures are operational, although localized maintenance works are required to improve hydraulic efficiency and sediment evacuation.
- **Lot 3:** drainage infrastructure generally functions adequately; however, additional hydrological verification and localized rehabilitation measures are recommended near water crossings and low-lying agricultural areas.
- **Lot 4:** several culverts and roadside drainage sections are in unsatisfactory condition due to silting, structural degradation, and insufficient capacity during peak precipitation events. Proposed measures include replacement of deteriorated culverts with new tubular or box culverts and rehabilitation of associated drainage channels.
- **Lot 5:** the corridor crosses predominantly agricultural land with intermittent drainage channels and small watercourses. Existing hydraulic structures require periodic cleaning and localized reconstruction to ensure adequate conveyance capacity.
- **Lot 6:** the alignment passes through peri-urban and industrial transition areas where stormwater

drainage infrastructure is partially developed but locally insufficient. Additional drainage structures and improvements to roadside water collection systems are required to reduce runoff accumulation and protect adjacent properties and economic activities.

4.2. Biological Environment

The basic conditions of biodiversity in the Central-Northern area are specific and different, considering the geographical position, relief, vegetation cover, animal species and migration routes.

The target groups selected for gap analysis for biodiversity impact for R7 Road are as follows:

- Emerald Sites with Natural Protected areas (NPA);
- Habitats of Flora and Fauna;
- Migratory species;
- Natural ecosystems (forestry, aquatic, palustric).

The R7 Road crosses the territory of 3 sites of the Emerald Network:

Lot 3 and estimated in the Lot 5		
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 „Şaptebani”, located near Saptebani village	
Lot 6		
Stancile Nistrene (Dnester Skull) (Site Code: MD00000014)	The road intersects the Emerald Site at the border with Ukraine, near bridge that will be built	
Lot 2		

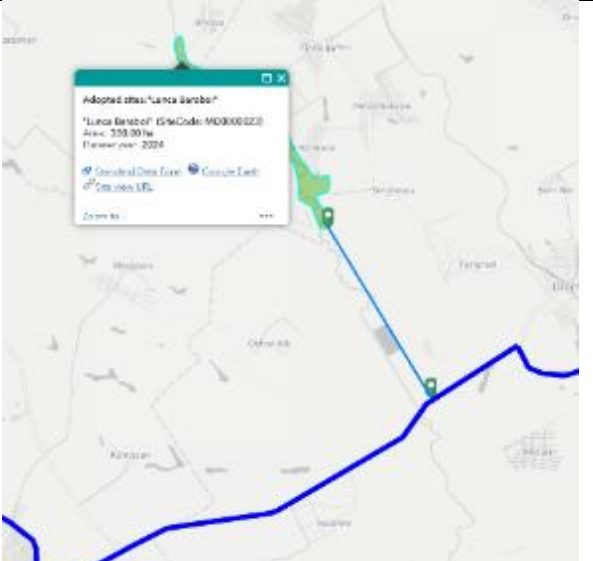
Emerald Site "Lunca Baraboi" (Meadow Baraboi) (Site Code: MD0000023)	In this area the road is at a distance of 6.5 km to the Emerald site and does not intersect this site	
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Table4-2: Road crosses the territory of four sites of the Emerald Network

The legal basis for protected natural areas in the Republic of Moldova is established by Law No. 1538/1998. Protected areas cover approximately 5.8% of the national territory and include national parks, biosphere reserves, nature reserves, and natural monuments.

Along the R7 corridor, protected areas include 4 nature reserves, 2 landscape reserves, 1 resource reserve, and several natural monuments, including the Dniester Thresholds, Defileul Duruitoarea, and Proscureni Reef.

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 Văratice	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	Low potential negative impact
Aflorimentul Chetrosu (Outcrop Chetrosu)	25	West of the village of Chetrosu, near the Drochia-Soroca Road	intersected	Low 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 Șaptebani 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	Low potential negative impact

Table 4-3: Description of the most important national protected areas (NPA), included in the area of R 7

The R7 corridor crosses areas with relatively high biodiversity value, particularly near the Emerald Sites Stâncile Nistrene Emerald Site and Prutul de Mijloc Emerald Site, as well as several protected natural areas. Approximately 230 vertebrate species are recorded in the project area, including mammals, birds, reptiles, amphibians, and fish.

Birds represent the most diverse fauna group, with around 190 species identified, including several protected and migratory species such as the Lesser Spotted Eagle, European Honey Buzzard, Red-footed Falcon, and White-tailed Eagle. Important nesting and migration habitats are located mainly in forested and riparian areas near Lots 1, 3, and 6.

Mammal species of conservation concern include the European Wildcat and European Pine Marten, recorded in protected forest areas near the Prut and Dniester river basins. Several bat species protected under EU and international conventions are also potentially present near bridges, forests, caves, and abandoned structures along the corridor.

Aquatic and wetland habitats support protected amphibian and reptile species, including the European Pond Turtle and several protected snake and frog species. Fish species of conservation importance may occur in the Dniester River basin near Lot 6, where preventing accidental pollution during construction is particularly important.

Potential impacts during construction are expected to be mainly temporary and localized, including disturbance from noise, vegetation clearance, habitat fragmentation, and accidental pollution. No significant irreversible impacts on key fauna populations are anticipated, provided that mitigation measures are implemented.

The ESA therefore recommends continuous biodiversity monitoring during construction and operation, particularly in sensitive areas near Emerald Sites, forests, rivers, and migration corridors. Existing bridges and culverts may also function as ecological crossings for small mammals, reptiles, amphibians, and other wildlife. The R7 corridor crosses a diverse forest-steppe landscape characteristic of northern Moldova, where agricultural land is interspersed with forests, meadows, riparian vegetation, and steppe habitats. The project area supports a high diversity of vascular plant species typical of temperate European ecosystems, including forest, meadow, xeric, and wetland vegetation communities. Forest ecosystems are dominated by oak species, particularly Pedunculate Oak, while riparian and meadow areas contain hygrophilous and hydrophilous vegetation. Several rare and protected plant species have been identified within or near the corridor, including *Asparagus officinalis*, *Primula veris*, *Crocus reticulatus*, and *Iris pseudacorus*. Sensitive flora habitats are mainly associated with forested sectors, river valleys, wetlands, and natural grasslands located near protected areas and Emerald Sites crossed or influenced by the R7 alignment.

Field investigations were carried out between August 2025 and March 2026 along all R7 lots to assess habitats, flora, fauna, and biodiversity risks in accordance with EBRD PR6 requirements. Surveys focused particularly on Emerald Sites, protected natural areas, forests, river corridors, and potential wildlife breeding or migration areas. Meetings and consultations were also organized with specialists from forestry institutions, scientific institutes, and protected area administrations.

The assessments showed that most sections of the R7 corridor cross predominantly agricultural and modified steppe landscapes with low biodiversity sensitivity. Lots 1, 2, and 4 are mainly characterized by agricultural land, degraded grasslands, roadside shrubs, and common bird species, with no critical habitats or endangered species identified during the monitoring period.

The most environmentally sensitive sections are located in Lots 3 and 6, near the Emerald Sites Prutul de Mijloc Emerald Site and Stâncile Nistrene Emerald Site. These areas contain forest, riparian, and aquatic habitats supporting protected bird, mammal, reptile, and amphibian species. Monitoring confirmed the presence of common wildlife species such as wild boar, roe deer, foxes, hares, reptiles, and migratory birds, while no critical habitats or significant populations of endangered fauna were identified within the direct project footprint.

Lot 6, located near the Dniester River and the Cosăuți area, was identified as sensitive mainly for aquatic and migratory bird habitats. Potential impacts during construction are expected to be temporary and related primarily to noise, vibration, and disturbance.

Overall, the field assessments and consultations concluded that the Project is not expected to cause significant degradation of habitats, migration routes, or protected species, provided that mitigation and monitoring measures are implemented. Continuous biodiversity monitoring by qualified environmental specialists is recommended during both construction and operation, particularly in sensitive areas near Emerald Sites, forests, and river ecosystems.

4.3. Socio-Economic Environment

The R7 Project is located in the Northern Development Region of Moldova (Soroca, Drochia, and Rîșcani districts), where inadequate transport infrastructure currently limits mobility, trade, and investment.

As a strategic TEN-T corridor providing one of the shortest connections between the Romanian and Ukrainian borders, the Project will improve regional connectivity, support local economic development, facilitate access to markets and services, and create better opportunities for trade, employment, and investment.

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

Soroca District (North Development Region) – R7 Corridor (Lot 1 & 6) – Summary

Soroca District is located in northern Moldova along the Dniester River, covering about 1,043 km² with approximately 88,000 inhabitants (2024) across around 68 localities. The population is predominantly rural (70–75%), with Soroca town as the main administrative and economic centre.

The district has a mixed ethnic structure, mainly Moldovan/Romanian (75–80%), with Ukrainian, Russian, and Roma minorities. It is characterized by population ageing, low fertility, and strong outward migration, especially among young people.

Migration is dominated by external labour migration to EU countries (Italy, Germany, France), with remittances forming an important income source. Internal migration flows mainly toward Chișinău, contributing to rural depopulation and labour shortages.

The economy is largely agricultural, based on cereals, sunflower, horticulture, and livestock, supported by small agribusiness and food processing. Key industrial actors include the Soroca Cheese Factory (Lactalis Alba) and Alfa-Nistru S.A. (fruit and vegetable processing). The district also benefits from limited free economic zone activity (Ungheni-Business FEZ subzones) and natural resources such as sand, gravel, clay, and groundwater. Average wages are relatively low, at around 7,000–9,000 MDL/month, reflecting limited employment opportunities.

Soroca has strong cross-border connectivity potential, located approximately 55 km from Otaci border crossing, 164 km from Iași (Romania), and 353 km from Odesa (Ukraine). Transport infrastructure, particularly the R7 corridor and Soroca–Yampil bridge, is critical for regional mobility, agriculture, and trade, though many local

roads remain in poor condition.

Drochia District (North Development Region) – R7 Corridor (Lot 1, 2, 4) – Summary

Drochia District is located in northern Moldova, covering about 1,000 km² with approximately 67,000 inhabitants (2024) across around 40 localities. The population is predominantly rural (70–75%), with Drochia town as the main administrative and economic centre.

The district is mainly Moldovan/Romanian (80–85%), with small Ukrainian, Russian, and Roma minorities. It is characterized by strong demographic ageing, low birth rates, and continuous outmigration of young people, especially from rural areas.

Migration is dominated by external labour migration to EU countries (Italy, Germany, Poland), with remittances playing an important economic role. Internal migration flows are directed mainly toward Chişinău and abroad, contributing to labour shortages and rural depopulation.

The economy is predominantly agricultural, focused on cereals (maize), sunflower, sugar beet, and livestock. Agro-industrial activity is relatively developed, including sugar production and food processing. Key economic assets include Südzucker Moldova (largest sugar factory in the country) and the Bioenergagro Industrial Park (13.49 ha) near Drochia. SMEs in trade, construction, and manufacturing are concentrated in Drochia town.

Average wages range between 7,000–9,300 MDL/month, reflecting limited but slightly diversified employment opportunities in industry.

Rîșcani District (North Development Region) – R7 Corridor (Lot 2, 3, 5) – Summary

Rîșcani District is located in north-western Moldova, covering about 936 km² with approximately 60,000 inhabitants (2024) across around 55 localities. The population is predominantly rural (75–80%), with Rîșcani town as the main administrative and service centre.

The population is mainly Moldovan/Romanian (85–90%), with small Ukrainian, Russian, and Roma minorities. The district is characterized by strong demographic ageing, low fertility, and continuous outmigration, especially of young and working-age people from rural areas.

Migration is driven mainly by labour migration to EU countries (Italy, Germany, France), with remittances forming an important part of household income. Internal migration toward Chişinău further contributes to depopulation and labour shortages in rural settlements.

The economy is primarily agricultural, based on crop farming (cereals, sunflower, fodder crops) and livestock production. Agro-processing and light industry are present but limited. Key enterprises include Lactis S.A. (dairy production) and Avicola Rîșcani S.A. (poultry and egg production). The district also has small quarries extracting sand, gravel, and clay for construction and infrastructure works.

Average wages range between 6,500–8,700 MDL/month, reflecting limited economic diversification and reliance on agriculture and seasonal work.

Rîșcani has strong cross-border connectivity potential, located approximately 35 km from Costești-Stâncă (Romania), 90 km from Otaci (Ukraine), and 119 km from Iași (Romania). Transport infrastructure, especially the R7 corridor, is essential for agriculture, trade, and access to services, while rural areas face limited public transport and substandard local road conditions.

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.

Receptor Identified ¹	Aprox. chainage (km) ²	Side (Left/Right)
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
Cosăuți residential area	R14.3	Left to R14.3
Șolcani residential area (with Cureșnița Nouă village)	1+268 3+504	Left/Right
Church in Solcani	1+434	Left
Rultehcom SRL	1+623	Right
Zgurița residential area	11+660 13+950	Left/Right
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
Chetrosu residential area	22+515 24+260	Left/Right
Gymnasium, Bunescu Dumitru, in Chetrosu	23+86	Right
Businesses on R7 road within the administrative territory of Chetrosu village: SRL "Disetincom" – agriculture, SRL "Andrian-Agro" – agriculture, SRL "Chetroșanca" – 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.	22+515 24+260	Right/Left
Drochia city residential area	29+430 33+110	Right/Left
Nicoreni residential area	40+638 43+646	Left
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
Rîșcani city Residential Area (including Rămăzan and Balanul Nou areas)	51+896 62+755	Left
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

¹ business, social-cultural building or area, school, residential area with close proximity

² indicative map www.andsa.md

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
Cemetery of Rîșcani city	54+417	Right
Cemetery Malinovca	55+911	Right
IP Agro Industrial College	56+813	Left
Pîrjota residential area from R7 side	64+542 66+289	Right
Businesses on R7 (Sturzeni and Pîrjota): Agriculture: SRL „Vardan Agro,, (orchard), SRL „Valea Pîrjotei,, , SRL „Agrocreativ Invest,, , SRL „Pîrjoteh Agro,, , GȚ „Garbuz Dan,, , Petrol Station: Rompetrol ÎM	62+956 67+995	Right/Left
Hiliuți residential area	68+829 71+156	Right/Left
Business on R7 Hiliuți Agriculture: GȚ „Sandu Grigore,, GȚ „Sandu , SRL „Hiliuțeanul,, (storage), SRL „Stîncăuți,, (mill),	68+829 71+156	Right/Left
Children's Holiday Camp Vultură	74+820	Right
Șaptebani residential area	75+231 77+227	Right/Left
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
Gălășeni residential area	79+855 80+667	Left
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 Rompetrol Moldova	79+855 81+196	Right/Left
Petrușeni Residential Area	82+810 83+850	Left
Business on R7 Petrușeni 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,,	82+810 83+850	Right/Left
Pășcăuți residential area	85+750 87+525	Left
Costești residential area	89+236	Right
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 Stîncă	84+743 89+242	Right/Left

Table 4-5: Social Receptors identified over the Project Area (Lot 1-6)

5. Potential environmental and social risks and impacts

5.1. Impact Assessment Methodology

The significance of impacts on environmental and social receptors is determined using three main criteria:

- Intensity (based on magnitude of effect and receptor value)
- Duration (temporal aspect)
- Extent (spatial aspect)

Impact significance is defined as: Significance = Intensity + Duration + Extent

Where:

Intensity = Magnitude of Effect + Receptor Value

- Magnitude of Effect evaluates the degree of change to the receptor:
 - High – Loss or major modification of key characteristics, risking loss of identity (e.g., destruction of fertile soil layer).
 - Moderate – Partial alteration reducing quality but not identity (e.g., wind erosion).
 - Low – Minor, temporary changes without lasting degradation (e.g., dust deposition).
- Receptor Value reflects the environmental or social importance of the affected component, based on legal status, sensitivity, or expert judgment.

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

Table 5-1: Semi-quantitative assessment grid

5.2. Project Impact Summary Matrix

All impacts of the R7 Project have been assessed using standard criteria (intensity, duration, extent), and significance remains manageable through mitigation measures, good construction practices, monitoring, and compliance with national legislation and EBRD Performance Requirements.

Phase	Impact	Intensity	Duration	Extend	Significance of impact
Air quality					
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

Phase	Impact	Intensity	Duration	Extend	Significance of impact
O	Air emissions generated during operational traffic flow	Moderate	Long-term	Local	Moderate
Soil					
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
Water resources					
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
Noise and vibration					
C	Construction noise from machinery (excavators, bulldozers, compressors, vibrators, diesel trucks, asphalt milling machines)	Hight	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.)	Hight	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
Biodiversity					
C (Lot 3)	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C (Lot 3)	Impact on forest ecosystems and flora	Moderate	Medium-term	Local	High
C (Lot 3)	Impact on fauna	Moderate	Medium-term	Limited	Moderate
C (Lot 3)	Impact on aquatic fauna (birds, fish other)	Moderate	Medium-term	Limited	Low
O (Lot 3)	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Moderate
O (Lot 3)	Impact on forest ecosystems and flora	Low	Long-term	Local	Moderate
O (Lot 3)	Impact on fauna	Low	Long-term	Limited	Moderate
O (Lot 3)	Impact on aquatic fauna (birds, fish other)	Low	Long-term	Limited	Low
C (Lot 1, 2, 4)	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C (Lot 1, 2, 4)	Impact on forest ecosystems and	Moderate	Medium-term	Local	Moderate

Phase	Impact	Intensity	Duration	Extend	Significance of impact
	flora				
C (Lot 1, 2, 4)	Impact on fauna	Moderate	Medium-term	Limited	Moderate
C (Lot 1, 2, 4)	Impact on aquatic fauna (birds, fish other)	Moderate	Medium-term	Limited	Low
O (Lot 1, 2, 4)	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Low
O (Lot 1, 2, 4)	Impact on forest ecosystems and flora	Low	Long-term	Local	Low
O (Lot 1, 2, 4)	Impact on fauna	Low	Long-term	Limited	Low
O (Lot 1, 2, 4)	Impact on aquatic fauna (birds, fish other)	Low	Long-term	Limited	Low
C (Lot 6)	Impact on the Emerald Site and NPA	Moderate	Medium-term	Limited	Moderate
C (Lot 6)	Impact on forest ecosystems and flora	Moderate	Medium-term	Local	Moderate
C (Lot 6)	Impact on fauna (Mammalia, Reptilia, amphibians)	Moderate	Medium-term	Limited	High
C (Lot 6)	Impact on aquatic fauna (water birds, fish other)	Moderate	Medium-term	Limited	High
O (Lot 6)	Impact on the Emerald Site and NPA	Moderate	Long-term	Limited	Moderate
O (Lot 6)	Impact on forest ecosystems and flora	Low	Long-term	Local	Low
O (Lot 6)	Impact on fauna	Low	Long-term	Limited	Moderate
O (Lot 6)	Impact on aquatic fauna (birds, fish other)	Moderate	Long-term	Limited	Moderate
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
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

Phase	Impact	Intensity	Duration	Extend	Significance of impact
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
Occupational Health Safety, Labour and working conditions					
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
Economic Development					
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
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	Low	Short	Local	Low

Phase	Impact	Intensity	Duration	Extend	Significance of impact
	4–6)				
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 5-2: Assessment matrix on potential environmental and socio-economic impacts

6. Mitigation of potential Project environmental and social impacts

6.1. Physical Environment

6.1.1. Air and climate change

Construction phase (dust and emissions mitigation):

- Regular water spraying of exposed surfaces, access roads, and stockpiles in dry/windy conditions
- Covering of trucks transporting soil, aggregates, and other loose materials
- Speed limit of max. 40 km/h for construction vehicles in settlements (e.g., Şolcani, Zgurița, Chetrosu, Pirjota)
- Regular maintenance of machinery, use of low-sulphur fuels, and engine shut-off during idle time
- Use of cold in-place recycling (Lot 1, 2, 3) to reduce material transport and emissions
- Location of asphalt plants and worker camps away from settlements and sensitive receptors
- Works near Chetrosu Gymnasium (20 m from road) scheduled outside school hours/holidays

Operational phase (long-term emission reduction):

- Maintenance of road in good condition to ensure smooth traffic and lower emissions
- Speed control and traffic management in settlements to reduce dust resuspension
- Roadside green belts and vegetation to capture dust and reduce wind impacts
- Periodic air quality monitoring (PM10, PM2.5, NO₂, CO) in representative locations

Climate resilience measures:

- Climate-resistant asphalt/concrete and bridge expansion joints for temperature extremes
- Improved drainage systems (culverts, stormwater management)
- Slope stabilization using bioengineering and vegetation
- Coordination with Hydrometeorological Service for early warning systems
- Alignment with National Climate Change Adaptation Strategy 2030 and EBRD GET approach

Overall: construction impacts on air quality are expected to be minor, temporary, and localized, while operation will reduce emissions due to smoother traffic flow and improved infrastructure.

6.1.2. Soil

The results confirm the absence of significant historical soil contamination, providing a solid baseline for assessing any accidental impacts during the construction phase (e.g., fuel or oil spills). Therefore, no pre-construction remediation measures are required. However, the Contractor must implement strict measures to prevent soil degradation and chemical contamination, particularly in areas designated for equipment refuelling, maintenance, and storage of hazardous materials.

Construction phase (soil erosion, contamination and fertility protection):

- Clear demarcation of permanent (e.g., 41.73 ha Lot 6; 19.71 ha Lot 4) and temporary land take; restriction of heavy vehicles to approved access routes
- Compliance with environmental standard CP D.02.30:2023 for road works
- No washing, maintenance or repair of machinery on site; all activities in impermeable areas with spill control (sand beds/absorbents); wheel cleaning before entering public roads
- Waste management in line with Law No. 209/2016; collection in designated areas and disposal via authorized services; reuse of milled asphalt (Lots 1–3) in sub-base stabilization
- Topsoil stripping, separate storage in protected dry locations, and stabilization with fast-growing vegetation to prevent erosion
- Reuse of topsoil for slope stabilization, shoulders, agricultural land restoration, and filling erosion gullies
- Erosion control on slopes (>10% in Lots 1 and 3) through proper drainage and restriction of material storage to approved areas
- Quarry management (Duruitoarea, Șaptebani, Cosăuți) including topsoil storage, drainage protection, and post-extraction rehabilitation with final slopes up to 1:3
- Full restoration of temporary work areas to original condition after completion of works

Operational phase (long-term soil stability):

- Regular waste collection at bus stops and parking areas; no unauthorized dumping sites
- Maintenance of drainage systems (ditches, culverts) to prevent erosion from uncontrolled runoff
- Maintenance of vegetated slopes using topsoil cover to prevent soil washout
- Rapid response to landslides (e.g., Hiliuți area), including soil removal and stabilization with moisture-loving trees (willow, poplar)
- Routine road maintenance, including cleaning of sediment traps and oil separators (especially Lot 6 near the Dniester) and removal of illegal waste

Overall: with full implementation of mitigation measures, residual impacts on soil are expected to be minor and localized. Permanent effects are limited to the road footprint, while temporary areas will be fully restored, ensuring long-term soil stability and preservation of agricultural fertility.

6.1.3. Water

Construction phase (water pollution prevention):

- Emergency Prevention and Pollution Control Plan, including staff training to avoid fuel/oil spills
- Baseline and periodic monitoring of surface water and nearby wells along R7
- Segregated waste collection and disposal via licensed operators; provision of portable toilets with regular servicing
- Vehicle and machinery maintenance only in impermeable areas with oil separators and drainage systems; refuelling in secured zones with spill kits
- Material storage at least 50 m from watercourses and outside flood-prone/drainage areas
- No discharge of concrete wash water or pollutants into water bodies; proper site drainage management
- Erosion and sediment control during heavy rain/snowmelt using silt fences and sedimentation basins

- Specific protection measures near sensitive areas (Lot 6 – Nistru; Lot 5 – Prut buffer zones)
- Ready-mix concrete use where possible; controlled mixing in isolated areas
- Daily environmental supervision with monthly reporting

Operation phase (long-term water protection):

- Installation and maintenance of oil-water separators (especially Lot 6), including annual sludge removal
- Regular inspection and cleaning of drainage systems (at least twice per year and after extreme weather)
- Permanent emergency response plan for accidental fuel spills
- Post-construction water quality monitoring (3–5 years) in Prut and Nistru and other receptors

Conclusion: with full implementation of mitigation and monitoring measures, no significant adverse impacts on surface or groundwater are expected. The upgraded R7 will improve drainage control and reduce uncontrolled runoff, ensuring compliance with national legislation and EBRD requirements for water protection.

6.1.4. Noise and vibration

Construction Phase (to minimize noise, vibration, and community disturbance):

- Inform local communities in advance (via meetings with LPA and working team) about:
 - Working hours and material transport schedules (limited in localities to reduce inconvenience).
 - Any unavoidable night/weekend works (prior notification via LPA).
- Schedule deliveries and works to avoid peak times, overcrowding, and high noise in residential areas.
- Use low-noise equipment/tools where possible; isolate high-noise/vibration sources (e.g., screens/enclosures).
- Continuously monitor noise and vibration levels; stop work if limits exceeded.
- Regularly check/maintain machinery to ensure compliance with noise standards.
- For material transport: Avoid residential areas where feasible; limit speed to max 40 km/h through villages.
- Restrict works to daytime hours (no rest days or public holidays).
- Install acoustic screens near sensitive buildings (e.g., homes, schools).

Operation & Maintenance Phase

To ensure acoustic comfort for residential communities and protect biodiversity in areas adjacent to the R7 corridor, a combination of active and passive mitigation measures is recommended. Although the current technical design relies mainly on administrative measures, mitigation remains essential to comply with applicable legal noise limits.

The R7 operation strategy includes:

- **Speed control:** Installation of appropriate road signage and speed monitoring systems at village entrances to reduce rolling noise and vibration from heavy vehicles.
- **Improved traffic flow:** The rehabilitated road surface will ensure smoother traffic conditions, reducing noise from frequent braking and acceleration caused by current road deterioration.
- **Natural barriers:** As an alternative to fixed noise barriers (not included in the current design and not requested during consultations), priority will be given to maintaining and planting vegetative buffers and forest shelterbelts to reduce noise and dust.

- Post-construction monitoring: Periodic noise measurements at representative receptors (residential areas) every six months for two years after completion to assess real operational impacts.
- Adaptive management: If monitoring identifies persistent exceedances of noise thresholds in sensitive areas (e.g., Lot 3 near forest areas or village centres), NRA will assess the need for physical noise barriers or expansion of green protection zones.

6.1.5. Waste

Construction Phase (waste reduction, segregation, recycling, and safe disposal):

Implementation of Waste Prevention and Recycling Plans under the C-ESMP to minimize total waste generation and prioritize material reuse. Mandatory source segregation of all solid waste:

- Recyclable waste: Metals from bridge works, timber from formwork, and packaging materials will be handed over to licensed recycling companies under contract.
- Municipal waste: Collected in separate containers by category and transported to an authorised regional landfill with APL approval.
- Inert and vegetal materials: Milled asphalt (Lots 1–3) will be reused through cold recycling techniques. Excavated soil will be reused for embankments and erosion control. Vegetation waste (from ~1,628 trees removed across Lots 1–4) will be managed according to felling permits and transferred to forestry or local authorities.

All workers will be trained in proper waste handling and the 3R principles (Reduce, Reuse, Recycle). Hazardous waste (oily rags, used filters, fuel residues) will be collected in sealed containers, stored on impermeable surfaces in secured areas, and disposed of only by licensed operators. Open dumping, burial, or burning of waste on site or in surrounding areas is strictly prohibited.

Operation and Maintenance Phase:

Regular collection of waste from bus stops, parking areas, and rest zones with transport to authorised facilities. Periodic maintenance of drainage systems (Lot 6), including removal of sediments (~148 m³/year) and hydrocarbons from oil separators near the Nistru area.

These measures ensure compliance with national waste legislation (Law 209/2016) and EBRD PR3, promote the 3R principle, and minimise risks of soil and water pollution. With proper segregation, training, and controlled disposal, residual impacts are minor, short-term, and fully manageable.

6.2. Biodiversity

Construction Phase (biodiversity protection and mitigation):

- Tree cutting only where strictly necessary, with permits (~1,628 trees across Lots 1–4) in line with national legislation
- Protection of roadside vegetation, especially in sensitive areas (e.g. Rîșcani / Lot 3)
- Biodiversity specialist to supervise works near Emerald sites and protected areas (Prutul de Mijloc, Stâncile Nistrene, Șaptebani, Lucăceni)
- No works, storage, or facilities inside protected areas or nesting zones

- Minimum 1.5 m buffer zone around trees; no excavation/compaction near roots without approval
- Seasonal restriction on tree cutting (mid-March to late August); preferred period September–mid-March
- Temporary fencing of green areas and contractor full liability for vegetation damage
- Compensation planting with native species in coordination with forestry authorities
- Dust suppression and immediate waste removal to protect habitats and avoid attracting wildlife

Operation Phase (long-term protection):

- Regular maintenance and removal of waste and pollutants, especially near protected areas
- No waste storage allowed in biodiversity-sensitive zones
- Maintenance and expansion of vegetative buffers and shelterbelts as ecological corridors and noise/dust barriers
- Wildlife crossing signage, especially in forested areas (Lot 3 – Șaptebani, Lucăceni)
- Continuous monitoring of habitats and species in line with national law and EU requirements
- Monitoring and reporting of invasive species to environmental authorities for control actions

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 6-1: Requirements for how to mitigate the impact for species and habitats in the Emerald Sites, NPA and forest ecosystems

6.3. Socio-economic

6.3.1. 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 6-2: Impact/mitigation measures land acquisition and economic displacement

Residual Impact: Expected Low, provided that RAP/LARF measures are implemented.

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; CHSSP
Long-term Traffic Safety Monitoring	Periodic road safety audits and inspections; monitoring of accident data; adaptive measures where needed	OESMP; Monitoring Plan

Table 6-3: Impact/mitigation measures access and traffic restrictions

Residual Impact: Expected reduced to Low–Moderate with Traffic Management Plan and Road Safety Audit compliance.

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); CHSSP
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 6-4: Impact/mitigation measures community health, safety and welfare

Residual Impact: Expected Low–Moderate; Welfare impact remains High Positive

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)
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

Impact	Mitigation Measure	Relevant Plan / Tool
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
GBVH/SEAH, 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 use of force; GM to receive complaints about security staff.	Security Management Plan (SMP); Security Provider Contracts; Worker & Community GM
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

Impact	Mitigation Measure	Relevant Plan / Tool
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 6-5: Impact/mitigation measures occupational health, safety and labour conditions

Residual Impact: Expected Moderate (OHS is inherently high-risk but manageable).

Historical and Cultural Heritage

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 hiring, labour practices, and economic benefits	Monthly reporting by Contractors: workforce composition, gender/age breakdown, % local hires. Regular labour audits & OHS compliance checks. Training records maintained and reported. Community feedback loops maintained via CLO. Annual performance review of local employment outcomes.	LMP Monitoring Requirements ESMP Monitoring Framework 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 6-6: Impact/mitigation measures historical and cultural heritage

Residual Impact: Is expected Negligible.

6.3.2. Construction Camps

Construction camps (worker accommodation, offices, canteens, workshops, laydown areas, parking, and ancillary facilities) will be established by the selected Contractor to support the execution of works across the R7 Tranche 1 lots. The exact number, size, and locations of camps are not known at the ESIA stage and will be determined by the Contractor based on the detailed construction programme, lot sequencing, and available sites. All camp locations and layouts must be approved by the Supervising Engineer (SE) and NRA prior to establishment.

Mitigation Measures for Construction Camps

Siting and Selection

- Camps and laydown areas shall be located outside protected areas (Emerald Sites, NPAs, forest fund), floodplains, wetlands, riparian zones, and at least 500 m from sensitive receptors (schools, hospitals, places of worship, residential clusters) where feasible.
- Preference shall be given to previously disturbed or industrial sites, existing laydown areas, or land agreed with Local Public Authorities (LPAs).
- Sites shall have good access to public roads, avoid steep slopes (>10%), and be located above flood levels with adequate natural drainage.
- No camp shall be placed in biodiversity-sensitive zones (e.g., near Molești–Rezeni, Carbuna, Bugeac Steppe, or Prutul de Jos Lakes) or within 100 m of watercourses without special justification and mitigation.
- Final locations shall be submitted to SE/NRA for approval, including environmental screening and consultation with LPAs and EPI.

Design and Setup

- Camps shall comply with EBRD/IFC Guidance Note on Workers' Accommodation: Processes and Standards (2009) and Moldovan GD No. 80/2012.
- Provide separate, secure accommodation for male and female workers (if applicable), with adequate privacy, lighting, ventilation, and fire safety.
- Include canteen/kitchen facilities meeting sanitary standards, potable water (bottled or treated), sewage system (septic tanks or connection to municipal network), solid waste segregation/collection points, and wastewater treatment (oil separators for vehicle washing areas).
- Provide first-aid station, fire-fighting equipment, emergency exits, and security fencing/lighting.
- Designate impermeable areas for fuel/oil storage (with bunds >110% capacity), vehicle maintenance, and washing (with drainage to oil separators).
- Install portable ecological toilets (or connect to sewerage) and ensure regular emptying by licensed services.

Operation and Management

- Appoint a dedicated Camp Manager responsible for daily OHS, environmental, and social compliance.
- Implement strict waste management: separate collection of recyclables, hazardous waste (oily rags, filters, batteries), and domestic waste; regular removal by authorized companies.
- Control dust/noise/light spill: water unpaved internal roads, limit night works, use low-noise generators, and direct lighting downward.

- Prevent soil/water contamination: no on-site vehicle washing outside designated areas; spill kits and emergency response plan in place.
- Manage social risks: code of conduct for workers (respect for local communities, zero tolerance for GBVH/SEAH), grievance mechanism accessible to workers and nearby residents, no unauthorized visitors.
- Provide regular training to camp residents on waste, hygiene, fire safety, and community interaction.

Decommissioning and Restoration

- At the end of use, remove all structures, equipment, waste, and contaminated soil.
- Reinstate the site to original or better condition (topsoil replacement, revegetation, grading for drainage).
- Conduct final environmental inspection by SE and obtain clearance from NRA and local authorities before handover.

Monitoring and Reporting

- Contractor's Environmental Officer shall conduct weekly camp inspections and report to SE.
- SE shall verify camp conditions during routine site visits and include findings in monthly compliance reports.
- Any non-compliance (e.g., inadequate sanitation, spills, community complaints) triggers immediate corrective action and escalation to NRA/EBRD if serious.

These measures ensure that construction camps minimize environmental footprint, protect worker welfare, prevent community disturbance, and comply with national legislation and EBRD standards. Final camp plans and locations will be detailed in the approved C-ESMP once the Contractor is selected and the construction programme is finalized.

6.3.3. Quarries, Borrow Pits, and Material Sources

Potential Impacts

- Soil erosion and loss of fertile topsoil at borrow sites.
- Dust generation from extraction, loading, and transport.
- Noise and vibration from blasting/excavation.
- Alteration of local relief, drainage patterns, and landscape.
- Risk of water pollution from runoff/sedimentation near rivers.
- Biodiversity disturbance if sites are near Emerald Sites/NPAs or sensitive habitats.
- Traffic safety and road wear from haulage.

Mitigation Measures

Sourcing and Selection

- Prioritize existing licensed quarries and previously used borrow pits to minimize new land disturbance.
- New borrow pits shall only be opened if no viable alternatives exist; locations must be approved by SE/NRA and Environmental Agency.
- Prohibit sourcing from protected areas (Emerald Sites, NPAs, forest fund, riparian zones, floodplains, wetlands, or within 500 m of watercourses without special justification).
- Avoid sites on steep slopes (>15%), arable land of high bonitation, or near residential/recreational areas.
- Contractor to submit a Materials Sourcing Plan (including maps, volumes, transport routes, and environmental screening) for SE/NRA approval before extraction begins.

Site Preparation and Operation

- Strip and separately store fertile topsoil (minimum 20–30 cm depth) in stabilized stockpiles (seeded with fast-growing grass) for later reuse in site rehabilitation.
- Install perimeter drainage ditches, silt fences, and sediment traps to control runoff and prevent sedimentation into nearby water bodies.
- Limit excavation depths and slopes (maximum 1:3 gradient for stability and safety).
- Wet unpaved surfaces and haul roads regularly to suppress dust.
- Restrict blasting (if required) to daytime hours, with prior notification to nearby communities and vibration/noise monitoring.
- No on-site washing of aggregates unless in contained areas with wastewater treatment/oil separators.
- Implement speed limits (max 30–40 km/h) on haul roads and cover trucks transporting loose material.

Transport and Traffic Management

- Use approved haul routes agreed with LPAs to minimize impact on public roads and communities.
- Clean vehicle wheels before entering public roads to prevent mud tracking.
- Schedule haulage to avoid peak traffic hours and school times near sensitive receptors.

Decommissioning and Rehabilitation

- Upon completion of extraction, re-grade the site to ensure stable slopes and proper drainage.
- Replace stored topsoil, level the area, and revegetate with native species (grass, shrubs) suitable for local conditions.
- Conduct final inspection by SE and obtain clearance from Environmental Agency and local authorities before site handover.
- Restore any temporary access roads to original condition or better.

Monitoring and Reporting

- Contractor's Environmental Officer to inspect borrow pits/quarries weekly and report compliance.
- SE to verify rehabilitation progress and include findings in monthly reports.
- Monitor erosion, dust, and water quality near active sites per the Monitoring Plan.

These measures ensure responsible sourcing of materials, minimize land disturbance, protect soil/vegetation/water resources, and prevent secondary impacts (dust, traffic, sedimentation). Final sourcing plans, including exact locations and volumes, will be detailed in the approved C-ESMP once the Contractor is selected and quantities are calculated. All activities remain subject to permit requirements and EBRD oversight.

7. Environmental and Social Monitoring Programme

Environmental and social monitoring is essential for ensuring that mitigation measures in the Environmental and Social Management Plan (ESMP) are effectively implemented, that the project complies with Moldovan legislation, EBRD Environmental and Social Policy (2019) and Performance Requirements (PR1–PR10), and that adverse impacts remain minimal while delivering intended benefits (improved safety, reduced emissions, better traffic flow, Drochia bypass diversion).

Table 7-1 presents the detailed **Environmental and Social Monitoring Plan** for the R7 Road Corridor Tranche 1 Rehabilitation Project. This plan outlines the specific environmental and social indicators/parameters to be monitored, their locations, frequency, type of monitoring (laboratory analyses, site monitoring, or visual observations during site checks), responsible party, and indicative costs.

The monitoring plan is designed to:

- Verify the effective implementation and performance of mitigation measures outlined in the ESMP (Table 12-1).
- Detect any changes in environmental and social conditions attributable to project activities (especially during construction).
- Ensure early identification of non-compliance, emerging impacts, or performance issues.
- Provide objective data for compliance reporting to the National Roads Administration (NRA), EBRD, Environmental Agency, and other authorities.
- Support adaptive management, corrective actions, and continuous improvement throughout the project lifecycle.

Monitoring focuses on key parameters relevant to the project's Category A classification and sensitive context (dust/air quality, noise/vibration, water quality, soil erosion, biodiversity near Emerald Sites/NPAs, waste management, community health/safety, and traffic/road safety). It combines:

- Laboratory analyses (e.g., water/sediment samples, air quality if required).
- Instrumental/site monitoring (e.g., noise meters, dust gauges).
- Visual observations during regular site inspections and checks.

The plan is proportionate to the project's risk profile and will be integrated into the Contractor's Construction Environmental and Social Management Plan (C-ESMP).

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 PM ₁₀ and PM _{2.5} , hydrocarbons, and benz(a)pyrene)	Potentially most affected residential areas, sensitive receptors (schools, kindergartens, healthcare facilities), houses located adjacent to the road corridor, pedestrian areas, and settlements affected by construction traffic	1 x prior to start of works 1 x at the peak of construction inside each village affected by construction Additional monitoring in case of complaints or visible dust/emission issues;	Accredited lab (sampling, lab analysis and data interpretation)	Contractor; SE to approve sampling points and reports. Supervising Engineer (SE) to approve monitoring locations, methodology, and monitoring 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 and sensitive receptors along the Project corridor, particularly within settlements and near schools, healthcare facilities, and other	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
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

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	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					
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

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
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
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,	Contractor/SE	NA

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			contaminated runoff, or improper disposal occur. 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, visibility, and durability. Visual inspection, verification of sign placement, reflectivity, and stability	Contractor/ SE-NRA in consultation with "Moldsilva" Agency	Implementation costs
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	Contractor (Environmental/Biodiversity Expert)/ SE-Environmental Inspectorate, "Moldsilva" Agency	BOQ

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			ecologist; cavity inspection; photographic documentation.		
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 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.	NRA/Contractor/ SE Review of Contractor's Land Use Register - Land lease agreements Lease contracts; payment records, Interviews with landowners (sample) Site inspections - Completion documentation co-signed by landowners – Photographic evidence	Contractor Costs
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)	NRA Review of final design (access plans, junction layouts) - Stakeholder consultations with identified businesses	Implementation Costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			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)	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	
Compliance with LARF / RPF / RAP and PR5 Requirements	All lots	Pre-construction	Existence and approval of 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
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 of meaningful engagement with relevant stakeholders and 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
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					

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
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) Contractor incident logs - Police data (monthly)	Implementation costs
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)	NRA/Contractor/SE Emergency service logs - LPA feedback (quarterly)	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			Number of critical access points temporarily blocked without emergency alternative	Site inspection (monthly)	
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					
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 diversions, missing signs) and % corrected within defined timeframe	NRA/Contractor/SE/Police Contractor incident logs - Police data (monthly) Random speed checks (monthly) Daily/weekly site safety inspections – Non-conformance register	Contractor costs
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,	NRA/Contractor/SE	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			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	Site inspections - TMP & CHSP review (weekly) GRM records - Meetings with school directors and transport operators (monthly)	
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 Environmental and Social Management Plan (CESMP) and Community Health and Safety Plan (CHSP)	NRA/Contractor/SE GRM database analysis (coded by topic, location, lot, gender) (monthly) E&S audits - Plan vs. practice review (quarterly)	Implementation costs
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	NRA/Contractor/SE	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			into buffer zones - No material storage near monuments No physical damage to memorials, churches, burial sites, local monuments	Site inspections - Photographic evidence – monthly construction Field inspections - LPA confirmations	
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 inspections Monthly; extra before holidays (Easter, Memorial Days)	Contractor costs
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)	Contractor costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
				Incident logs - Incident notification forms (as incidents occur; aggregated monthly)	
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 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	Contractor/SE PPE compliance inspections – Noise measurements (monthly) OHS medical records - Site inspections (checklists)- monthly (more frequent in extreme seasons) Task logs - JHAs/method statements - monthly	Contractor costs
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 during hazardous conditions (fog, snow, low visibility)	NRA/Maintenance Contractor Work orders - Maintenance logs quarterly	Contractor costs
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	NRA	Implementation costs

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			- Number of internal reviews of LMP implementation per year.	Document review - Management review minutes - Annual PR2 Compliance Report.	
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
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

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
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 and LPAs - Examples of new/expanded businesses citing R7 improvements as a factor Change in average travel time on key sections (vs. baseline)	NRA/Contractor/LPAs Interviews / FGDs with businesses and LPAs - Short post-construction survey - once in early operation (Year 2–3) NRA traffic/time–distance surveys (once at opening + once in Year 2)	N/A
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)	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

Environmental indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
			Number of vulnerable job-seekers (women, youth, low-income) hired through targeted outreach (if tracked)		
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
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/ESA 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 7-1: Environmental and Social Monitoring Programme

8. Institutional Arrangements. Roles and responsibilities

The successful implementation and monitoring of the Environmental and Social Management Plan (ESMP) for the R7 Road Corridor Tranche 1 Rehabilitation Project relies on a clear institutional framework with defined roles, responsibilities, and lines of accountability. The main parties involved are the National Roads Administration (NRA) as the Project Beneficiary and Implementing Agency, the Contractor (Execution Contractor), the Supervising Engineer (Technical Supervision Consultant), and relevant public authorities. All parties are required to appoint dedicated environmental, social, and occupational health & safety (OHS) specialists to ensure effective coordination, compliance, and performance.

A. National Roads Administration (NRA) – Project Beneficiary and Implementing Agency

NRA is the overall responsible entity for project delivery and ensuring full compliance with Moldovan legislation, EBRD Environmental and Social Policy (2019) and Performance Requirements (PR1–PR10), and the approved ESMP.

Key responsibilities:

- Overall coordination and oversight of environmental, social, health & safety, and stakeholder engagement activities throughout the project lifecycle.
- Preparation and inclusion of the ESMP, SEP (Stakeholder Engagement Plan), and GRM (Grievance Redress Mechanism) in tender documents and construction contracts.
- Procurement and selection of the Contractor and Supervising Engineer.
- Review and approval of the Contractor's Construction Environmental and Social Management Plan (C-ESMP).
- Coordination with local public authorities (LPAs), Environmental Protection Inspectorate (EPI), Public Health Centers (PHC), and other regulatory bodies for inspections, permits, and compliance verification.
- Maintenance of the central Grievance Register and regular reporting to EBRD on grievances, status, and resolutions.
- Organization of public consultations, stakeholder meetings, and ongoing engagement.
- Preparation and submission of quarterly and annual environmental/social monitoring reports to EBRD and relevant authorities.
- Oversight of Contractor and Supervising Engineer performance; escalation of serious non-compliance.
- Assumption of ESMP monitoring and road maintenance responsibilities during the operation phase.

B. Contractor (Execution Contractor)

The Contractor, selected through NRA's public procurement process (via MTender platform), is responsible for the physical execution of works and day-to-day implementation of all ESMP mitigation and management measures.

Key responsibilities:

- Preparation, submission, and implementation of the site-specific Construction Environmental and Social Management Plan (C-ESMP), which must fully incorporate the project ESMP, permit conditions, and EBRD requirements.

- Appointment of qualified Environmental Officer/Specialist, Social Consultant, OHS Officer, and (where required) Biodiversity Specialist.
- Day-to-day execution of mitigation measures (dust suppression, noise/vibration control, waste management, spill prevention, biodiversity protection near Emerald Sites/NPAs, traffic management, etc.).
- Daily site inspections, compliance monitoring, and record-keeping.
- Worker training on environmental, social, OHS, and emergency procedures.
- Immediate reporting of incidents, non-compliances, or grievances to the Supervising Engineer and NRA.
- Implementation of the approved Traffic Management Plan (TMP), waste management plan, emergency response plan, and Chance Find Procedure (CFP).
- Site restoration, recultivation, and handover of rehabilitated areas upon completion.

C. Supervising Engineer (Technical Supervision Consultant / “Engineer”)

The Supervising Engineer, appointed by NRA, acts as the independent supervisor of construction works on behalf of the Beneficiary.

Key responsibilities:

- Review, approval, and ongoing verification of the Contractor's C-ESMP before commencement of works.
- Daily/regular site inspections and audits to monitor Contractor compliance with ESMP, C-ESMP, permits, and contract requirements.
- Liaison between NRA, Contractor, LPAs, EPI, PHC, communities, and other stakeholders.
- Approval of temporary facility locations (camps, laydown areas, borrow pits), waste disposal arrangements, and other site-specific plans.
- Monitoring of environmental and social performance, including effects monitoring (air, noise, water, soil, biodiversity).
- Preparation and submission of monthly C-ESMP implementation reports to NRA.
- Issuance of instructions/notices for corrective actions in case of non-compliance.
- Participation in final acceptance of works and preparation of the final environmental/social report.

D. Public Authorities and Other Stakeholders

- Environmental Protection Inspectorate (EPI): Conducts inspections of construction sites, verifies compliance with environmental legislation and permits, and enforces corrective measures or sanctions if required.
- Public Health Centers (PHC): Monitors public health aspects (e.g., dust/noise impacts on communities, sanitary conditions at camps), conducts inspections, and supports grievance resolution.
- Local Public Authorities (LPAs): Participate in consultations, support grievance resolution at local level, approve traffic diversions, and coordinate community notifications.
- Moldosilva Agency, NPAs administrations, and scientific institutions: Provide input and oversight on biodiversity-related matters (Emerald Sites, protected areas, compensation planting, monitoring of sensitive habitats).
- Environmental Agency: Issues environmental permits and verifies compliance during construction.

E. Lender

EBRD ('the Lender') is considering financing the Project. The Lender will require the submission of progress reports that monitor the EHSS performance of the Project against its set of specific Performance Requirements (PRs) for key areas of environmental and social sustainability.

The ESMP and associated plans are contractual obligations attached to the tender and construction contract. Non-compliance triggers graded enforcement (notices → corrective plans → payment withholding → suspension → penalties). All parties must maintain open communication and cooperation to ensure timely identification and resolution of issues.

9. Implementation Plan

The implementation of the Environmental and Social Management Plan (ESMP) will be fully integrated into the overall project timeline and the Contractor's detailed construction programme. The ESMP will be executed as a binding component of the construction contract, with all mitigation, monitoring, and management measures applied systematically throughout pre-construction, construction, and early operation phases.

Phase	Key Activities / ESMP Actions	Timing / Triggers	Responsible Party	Notes / Dependencies
1. Pre-construction	- Finalize & approve Contractor's C-ESMP - Obtain all permits & authorizations - Baseline surveys & monitoring (noise, air, water, biodiversity, building conditions) - Hire/train ES/OHS specialists & staff - Stakeholder consultations & GRM setup - Demarcation of land take, topsoil stripping/storage, site setup with controls	Prior to mobilization / commencement of physical works on any lot	Contractor (with PIU/SE approval)	Critical for all lots; must be completed before site access
2. Construction	- Progressive ESMP implementation per mobilized lot/section - Daily/weekly compliance monitoring & inspections - Application of mitigation (dust suppression, noise controls, waste management, seasonal restrictions) - Effects monitoring (air, noise, water, soil, biodiversity) - Regular reporting & immediate corrective actions - Special scheduling near sensitive receptors (e.g., school holidays in Ciucur-Mingir)	During active works on each lot (sequence TBD)	Contractor (day-to-day) SE (supervision) PIU (oversight)	Priority likely given to sensitive lots (e.g., Lot 1 near Emerald sites, Lot 4 bypass); exact order to be confirmed
3. Post-construction / Early Operation	- Site restoration, recultivation & handover - Final biodiversity monitoring & compensation planting verification - Air/noise monitoring at receptors for at least 2 years - Transition to NRA routine monitoring - Annual performance review & lessons learned	Defects notification period + first 1–2 years after completion	Contractor (initial) NRA (ongoing)	Applies project-wide after each lot/section is handed over; long-term monitoring continues

Table 9-1: General Phased Implementation Approach for ESMP

Note: Indicative – to be detailed and updated once the Contractor's construction programme, lot priorities, and start dates are confirmed.

10. E&S General Management Measures under responsibility of National Road Administration/Supervision Consultant

This section outlines the general environmental and social responsibilities of National Road Administration throughout the life cycle (phases) of the Project.

10.1. Environmental and Social Management System

To ensure full alignment with EBRD Environmental and Social Requirements (ESR 1–10) and to strengthen long-term institutional capacity, the National Road Administration (NRA), as Client and Implementing Agency, is required to develop, formalize, and operate a comprehensive Environmental and Social Management System (ESMS). This ESMS will provide the overarching framework for managing environmental, social, labour, land-related, and OHS risks across all NRA-implemented road projects, including the R7 corridor. The ESMS shall include an Environmental and Social Policy, detailed management procedures, HR and labour management policies, contractor management protocols, supply-chain controls, monitoring and reporting procedures, and tools for incorporating EBRD requirements into procurement and supervision. Establishing this ESMS is essential for ensuring consistent compliance, improving oversight of contractors, and embedding proactive risk management throughout the NRA's institutional practice and future project portfolio.

The ESMS shall include, at minimum, the following core components:

- 1. Environmental and Social Policy** - a formal, publicly available E&S Policy that: defines NRA's commitment to environmental protection, social responsibility, labour standards, community safety, and continuous improvement; is aligned with EBRD ESR1–10 and relevant national regulations; is communicated to all NRA departments, contractors, subcontractors, and supervision entities.
- 2. ESMS Procedures and Management Processes** - a structured set of procedures governing: identification and evaluation of environmental and social risks; integration of E&S considerations into project planning, procurement, and contracting; implementation of the Project ESMP and approval of Contractor ESMPs; monitoring and reporting requirements for the full project lifecycle; emergency preparedness and response arrangements; management of non-compliance and corrective actions.
- 3. Labour and Human Resources Management** - institution-wide procedures aligned with PR2, covering: fair recruitment, working conditions, equal opportunity, and non-discrimination; prohibition of child and forced labour; worker accommodation standards where applicable; worker grievance redress mechanism; oversight of contractor and subcontractor labour performance.
- 4. Contractor and Supply-Chain Management** - tools and procedures for: embedding E&S requirements in tender documents and contracts; prequalification screening based on E&S performance; verifying contractor capacity to implement the ESMP and labour standards; monitoring supply-chain risks (e.g., quarries, materials, transport providers); ensuring non-retention of worker documents, ethical recruitment, and compliance with all E&S clauses.
- 5. Monitoring, Reporting, and Record-Keeping** – including requirements for: routine site inspections, audits, and compliance checks; environmental monitoring (air, noise, water, soil, waste, biodiversity); social and land-related monitoring (engagement, grievances, livelihood impacts); OHS performance indicators and incident

reporting; periodic reporting to NRA senior management and to the financiers.

6. Stakeholder Engagement and Grievance Management – including systematic processes for: maintaining and updating the Stakeholder Engagement Plan (SEP); ensuring continuous, inclusive consultation throughout project phases; managing community grievances through accessible and transparent channels; documenting responses, resolutions, and follow-up actions.

7. Capacity-Building and Training – including a structured approach to ensure that NRA's E&S, HR, OHS, procurement, and technical staff: are trained in E&S requirements, monitoring tools, and international good practice; understand their roles in implementing the ESMS; have access to internal guidance, templates, supervision checklists, and reporting formats.

8. Continuous Improvement Mechanism - the ESMS shall include provisions for: internal review of system effectiveness; lessons-learned integration; annual updates to procedures, tools, and controls; revision of ESMP and contractor requirements based on monitoring results or changes in project design.

10.2. Procedures for Implementation of the Project

In support to the E&S policies, National Road Administration will develop internal procedures to ensure sound E&S performance throughout its life cycle (phases) of the Project and this ESMP, including the following key topics:

- Mobilisation of the designated NRA project personnel;
- Allocation of sufficient human and financial resources to implement E&S requirements;
- Allocation of the key roles and responsibilities within the appointed NRA Project personnel (tabel below).
- Coordination and clear division of responsibilities among the appointed NRA Project personnel for review of CESMP documents and procedures, and monitoring of their implementation.
- Progress reporting, record keeping, databases (e.g. photographs, grievances, environmental incidents, health and safety issues, etc.).
- Implementation of mitigation measures throughout the operation phase of the Project.

Nr	ESMS key personnel roles	Key responsibilities
National Road Administration (NRA) / Project Implementation Unit (PIU) - Overall responsibility for ESMP implementation and compliance with EBRD requirements		
1	NRA/PIU Director – Project Owner	Overall accountability for ESMP implementation Ensures alignment with EBRD PRs and Moldovan legislation Approves project-level decisions and ESMP revisions
2	Environmental & Social (E&S) Manager – NRA	Leads NRA's Environmental and Social Management System (ESMS) Coordinates with EBRD, SE, Contractor Reviews and approves CESMP and all Contractor E&S sub-plans Oversees monitoring and reporting
3	Environmental Specialist	Monitors compliance with environmental mitigation measures Reviews pollution, soil, water, waste, biodiversity monitoring Participates in site inspections with SE
4	Social Specialist	Monitors community impacts, access restrictions, livelihood impacts Collects GRM data and analyses grievance trends Coordinates resolution of social grievances Ensures timely referral of grievances Maintains communication with complainants Monitors community impacts Coordinates with LPAs and community leaders Supports SEP implementation Ensures integration of vulnerable groups Prepares monthly and quarterly social monitoring reports

Nr	ESMS key personnel roles	Key responsibilities
		Supports monitoring of land acquisition and RAP-related commitments
5	Land Specialist	Manages land acquisition, RAP obligations, temporary access planning Coordinates with LPAs and PAPs Oversees SEP implementation and disclosure activities Monitors community grievances
6	OHS Specialist	Ensures alignment with Law 186/2008 and EBRD PR4 Monitors Contractor OHS performance and safety KPIs Participates in incident investigations
7	Communications Officer	Leads public information and disclosure Coordinates GRM reporting Prepares announcements and consultation logistics
Supervision Engineer (SE) - Independent compliance, technical and E&S supervision		
1	Team Leader	Ensures all works comply with design, technical, and ESMP requirements Issues site instructions and non-compliance notices
2	Environmental Supervisor	Daily/weekly environmental inspections Verifies CESMP implementation Approves method statements with environmental relevance
3	Social / Community Liaison Specialist	Monitors community impacts, access restrictions, livelihood impacts Collects GRM data and reports to NRA
4	OHS Supervisor	Conducts daily H&S inspections Confirms training, PPE, work permits, safe work method statements Issues Stop-Work Orders for severe non-compliance
Executive Contractor - Primary responsibility for daily implementation of ESMP on site		
1	Contractor Project Manager	Overall responsibility for construction and environmental/social performance Ensures Contractor's resources, staffing, and equipment meet ESMP obligations
2	Contractor EHS Manager (Environmental, Health & Safety Manager)	Prepares and updates the C-ESMP Oversees all EHS staff and subcontractors Reports incidents to SE and NRA Ensures training, emergency preparedness, risk assessments
3	Environmental Officer(s)	Implements environmental sub-plans (air, noise, soil, water, waste, biodiversity) Manages monitoring equipment, records, and non-conformity logs Implements spill response and pollution control
4	Social/Labour Officer	Implements the Labour Management Plan and Workers' Code of Conduct Manages worker GRM and camp-related community interface Oversees recruitment, non-discrimination, worker onboarding
5	Community Liaison Officer (CLO)	Daily communication with LPAs and residents Handles community grievances and notifications Coordinates access arrangements and temporary detours
6	OHS Officers	Conduct daily toolbox talks, site inspections, work permits Ensure compliance with CP D.02.18:2017 and PR4 Investigate accidents, keep safety statistics
7	Traffic Management Supervisor	Implements Traffic Management Plan Manages signage, diversions, pedestrian safety corridors
8	Subcontractor EHS Focal Points	Report to Contractor EHS Manager Implement site-specific method statements and controls

Table 10-1: ESMS key personnel roles and responsibilities

10.3. Climate resilience

The National Road Administration (NRA), as Client and Implementing Agency for the R7 corridor, will ensure that climate-resilient design, construction, and operational measures are integrated across all project phases. Given the exposure of the R7 alignment—particularly Lots 1, 2 and 4 (Răut sub-basin, including Căinari, Cubolta and Copăceanca rivers), Lot 3 (Camenca and Ciuhur sub-basins), and Lot 6 (Dniester slope area)—to flash floods, prolonged droughts, heat stress, erosion, and extreme weather events, NRA will apply a systematic

climate adaptation approach in line with EBRD Performance Requirement 4 (PR4) and national road and hydrotechnical standards.

Key climate resilience measures include:

- Climate-adapted materials and engineering: Use of modified asphalt and concrete mixes designed to withstand extreme temperatures and freeze–thaw cycles, reducing accelerated pavement deterioration.
- Advanced hydrological management: Upgrading and resizing drainage infrastructure (culverts, ditches, and stormwater systems) to manage increased rainfall and prevent flooding or embankment failure.
- Slope stabilisation and erosion control: Application of engineering works and bioengineering solutions in risk areas (e.g. Hiliuți in Lot 3 and steep slopes in Cosăuți, Lot 6), including vegetation planting for soil stabilisation.
- Monitoring and early response: Integration of early warning systems with the State Hydrometeorological Service and post–extreme weather inspections to ensure structural integrity of roads and bridges.

Through these measures, the R7 Project supports the National Climate Change Adaptation Strategy 2030 and delivers a resilient transport infrastructure capable of ensuring long-term safe and reliable connectivity.

The National Road Administration (NRA) will develop and implement a Climate Resilience Action Plan (CRAP) to strengthen institutional capacity for managing climate risks across the road network.

The plan will include:

- Climate data updates: Regular integration of updated climate and hydrological data into design standards and future projects.
- Monitoring system: Tracking performance of drainage, pavements, slopes, and structures, and recording climate-related incidents (floods, erosion, heat damage).
- Lessons learned: Post-event reviews (e.g. floods, storms) to improve future design, maintenance, and contractor requirements.
- Adaptive decision framework: Identification and implementation of additional measures, including updated standards, materials, technologies, and budget allocation for resilience.

All measures will be integrated into Contractor ESMPs, supervision requirements, procurement documents, BoQs, and technical specifications, with clear responsibilities and continuous monitoring during construction and operation.

10.4. Resettlement

The Project requires land acquisition and restriction of land use. These issues could induce adverse impacts for the affected landowners and users. A Land Acquisition and Resettlement Framework has been prepared in compliance with the EBRD E&S policy that sets out a framework by which the impacts will be mitigated and how compensation will be made. This ESMP section outlines the key management actions the NRA must undertake to ensure that land acquisition, compensation, and livelihood restoration are implemented correctly and equitably.

Key Management Actions Prior to Construction

Preparation of a Resettlement Action Plan (RAP)

Upon completion of the Detailed Design for each Lot, the NRA shall prepare and implement a Project-specific

Resettlement Action Plan (RAP).

The RAP will be based on: verification of final land-take requirements using Detailed Design drawings and updated cadastre data; classification of permanent and temporary land impacts, safety-zone needs, and access modifications.

The RAP shall include the following:

Identification of affected persons and Impacts: identification of all affected landowners, agricultural users, tenants, and informal occupants, mapping of affected plots and type of impact (acquisition, temporary occupation, crop loss, access restrictions);

Socio-Economic Survey and Vulnerability Assessment: a full census covering all affected persons, assessment of vulnerable categories (elderly, women-headed households, low-income, disabled persons, large families),

Compensation at Full Replacement Cost (FRC): compensation for land, structures, crops, and economic losses at full replacement cost, valuation carried out by certified Moldovan valuers in line with national regulations and EBRD PR5;

Livelihood Restoration: restoration or improvement of livelihood conditions, especially for agricultural households; measures may include transition allowances, crop-loss compensation, and access to alternative land;

Consultation and Disclosure: systematic engagement with affected persons, ensuring participation and accessible information; documentation of all meetings, agreements, concerns, and commitments;

Monitoring and Documentation: a RAP database recording: household eligibility, compensation entitlements, payment status, cases requiring additional support, follow-up monitoring results;

Key audit elements shall include: verification of the list of expropriated plots and ownership status; review of compensation amounts, methods, and timeliness; interviews with previously affected persons to assess satisfaction, grievances, or livelihood impacts; identification of any outstanding claims or legacy issues; preparation of corrective measures to bring past actions into alignment with PR5.

Key Management Actions During Construction and Operation

During Construction: ensure RAP measures are fully implemented before taking physical possession of land. Any temporary land occupation must follow the same principles as permanent acquisition (full compensation, consultation, documentation). Maintain continuous engagement with affected communities.

During Operation: If additional land is required for maintenance, emergency access, or safety works, the NRA shall: apply national legislation and PR5 principles; prepare a RAP addendum where necessary; consult affected persons and provide compensation at full replacement cost.

Grievance Redress Mechanism (GRM)

Before RAP implementation and expropriation procedures, the NRA shall establish and operationalise a dedicated Land Acquisition GRM.

The GRM shall: offer multiple accessible channels for submitting grievances (online, in person, phone, LPAs); record, track, and respond to complaints in a timely and transparent manner; remain active throughout construction and early operation; be clearly communicated to all affected households during consultations.

Resettlement Committee

For cases involving unclear ownership or informal users, the NRA shall establish a Resettlement Committee composed of representatives from: Local Public Authorities (LPAs), cadastral offices, community representatives, NRA land team.

The Committee will support: identification of real land users or tenants; validation of occupancy status; facilitation of socio-economic surveys; communication and grievance resolution.

Support to Vulnerable Groups:

Vulnerable individuals and households shall receive additional assistance, such as: help with documentation or administrative procedures; priority processing of compensation; supplementary livelihood support; transportation to consultation meetings; facilitated access to the GRM.

10.5. Stakeholder Engagement

A Stakeholder Engagement Plan (SEP) has been developed for the R7 national road project (Section 1) and will be implemented by the National Road Administration (NRA). The SEP complies with EBRD Performance Requirement 10 (PR10) and national legislation, ensuring structured, inclusive, and continuous engagement with affected communities and institutions.

As a Category B project, a formal consultation process is required as part of the Environmental and Social Assessment (ESA). Early-stage scoping identified affected stakeholders and mapped them by level of impact and interest, including national and local authorities, municipalities, affected communities, businesses, NGOs, and media.

A multi-channel communication approach was used, including official websites, social media, Viber/Facebook groups, physical notices in local administrations, and printed information leaflets. This ensured broad outreach, including in small or remote communities.

The process resulted in over 280 participants in community meetings and more than 220 socio-economic surveys. Feedback has been documented and will be integrated into project reporting to support ongoing design and performance improvements.

Stakeholder Engagement Summary – R7 Project

- Information boards: Installed in villages within the project area (e.g. Rîșcani, Șolcani, Miciurin), mainly at or near mayor's offices, providing project updates and GRM information.
- Direct meetings and field visits: Conducted with local authorities, residents (Lots 1–6), and roadside businesses to identify social receptors and specific concerns; site visits with mayors helped validate community priorities.
- Institutional workshops: Held with NRA and ANTA (29 Aug and 21 Oct 2025) covering project capacity, EU compliance, environmental and social impacts, land acquisition, and road safety audits.
- Grievance Redress Mechanism (GRM): Managed by NRA; free of charge, bilingual (Romanian/Russian), allows anonymous complaints, acknowledges receipt within 7 working days, and provides escalation to mediation or court.
- Land acquisition measures: Early notification through leaflets, on-site explanations, and centralized grievance tracking integrated with contractor and NRA systems.
- Overall conclusion: Consultations showed strong general support for the project, conditional on addressing

road safety issues, land access concerns, and environmental sensitivities (especially Emerald sites). All key inputs have been integrated into the SEP and ESA process.

Stakeholder Engagement Summary – R7 Project (March–April 2026)

Between 19 March and 1 April 2026, the NRA Project Implementation Unit and ESA consultants carried out a comprehensive stakeholder engagement campaign and baseline socio-economic survey across all settlements in the R7 Area of Influence (Lots 1–6), in line with EBRD PR10 and national legislation.

The engagement covered all affected communities, including Soroca, Șolcani, Cureșnița-Nouă, Zgurița, Chetrosu, Drochia, Țarigrad, Miciurin, Nicoreni, Rîșcani (including Bălanul-Nou and Rămazan), Pîrjota, Hiliuți, Șaptebani, Gălășeni, Mălăiești, Petrușeni, Cosăuți and Costești commune.

More than 280 participants attended community meetings and over 220 household surveys were completed. A standardized, multi-channel approach ensured inclusive participation through public notices, municipal boards, online dissemination, printed leaflets, community meetings, and focus group discussions.

The household survey collected data on demographics, income, employment, service access, road safety exposure, health and vulnerability, land use, and past land acquisition experience.

A dedicated SEP and Grievance Redress Mechanism (GRM) have been developed and will be implemented by NRA and contractors to ensure transparent and continuous engagement throughout the project lifecycle. Key future engagement priorities include land acquisition, property access, community safety, pedestrian infrastructure, coordination with local utilities, agricultural access, road safety improvements, and public information on final design, construction timelines, employment opportunities, and GRM procedures.

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 requirements.

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.
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 10-2: Overview engagement methods

10.6. Grievance Redress Mechanism (GRM)

An effective Grievance Redress Mechanism (GRM) was established for the R7 Road Tranche 1 Project to enable stakeholders to raise questions, concerns, or complaints related to environmental and social performance, access to land, or other project impacts.

The GRM ensures issues are addressed promptly, transparently, and without retribution, in line with EBRD PR10 par 29 and Moldovan Law No.148/2023 on Access to Information of Public Interest, Law No. 64/2010 on Freedom of Expression (last amended 28.12.2023), Law on Transparency in Decision-Making, No. 239/2008 (last amended 28.10.2016) and GD No. 1467/2016 – Regulation on Public Access to Environmental Information (last amended 18.01.2019).

The Objectives of a GRM is to:

- Provide accessible, transparent, and fair channels for stakeholders to submit complaints;
- Prevent escalation of concerns by resolving them at the lowest possible level;
- Strengthen trust between NRA, contractors, and local communities;
- Record, track, and report grievances consistently throughout the project lifecycle.

The Project apply a three-level mechanism:

Level	Responsible Entity	Description / Timeframe
Level 1 – Site / Contractor / LPA	Contractor's E&S Officer / Secretary of LPA	Receive and register grievance; acknowledge within 7 working days;

Level 2 – NRA/PIU.	NRA Environmental & Social Unit	Review cases; propose solutions, corrective actions; feedback, close case within 30 working days.
Level 3 – Appeal / Independent Review	MIDR or national authorities	Complainant may appeal to Ministry or relevant agency; if unresolved, legal remedies remain available under national law.

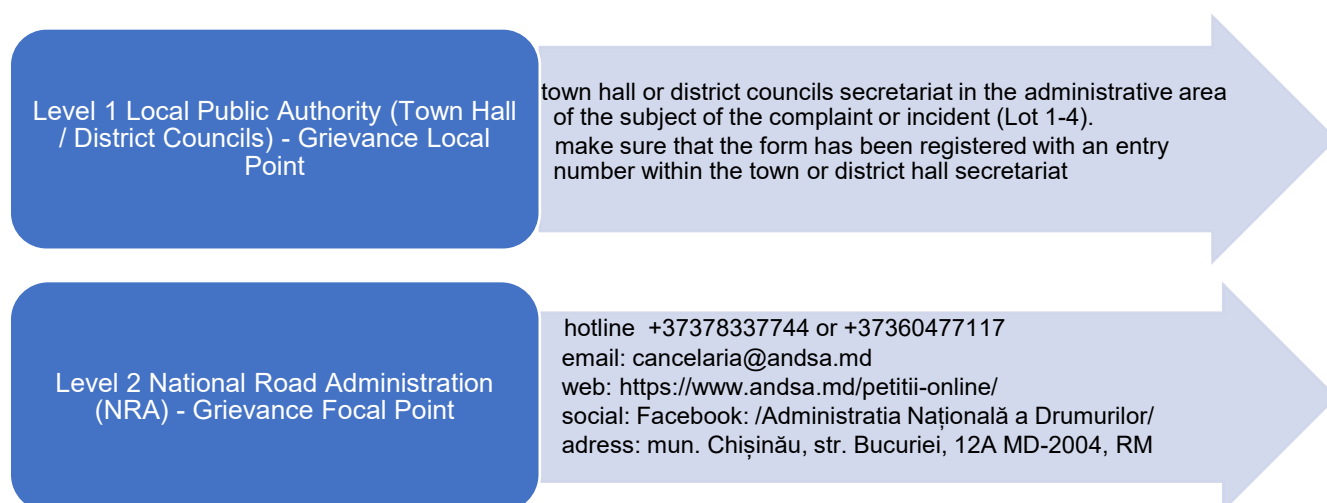
Table 10-3: Overview of the process

Anonymous submissions are accepted. The mechanism is free of charge and open to all affected persons, including workers and vulnerable groups.

Stakeholders may submit grievances through any of the following means:

- In writing (forms available at LPA offices - secretariat, on construction sites – contractor's E&S staff) . Forms are presented in ANNEX E
- By email or online form on the NRA web-site (details in Figure 10-1);
- Verbally during meetings or to designated NRA Department of Sustainable Development and Environment contact person (Ludmila Vîrlan – Environment Specialist – Chief of Department e-mail: ludmila.virlan@andsa.md);
- Via telephone hotline established at the NRA (details in Figure 10-1).

All complaints are logged in the Project Grievance Register, assigned a tracking number, and monitored until resolution.

**Figure 10-1: Roles and Responsibilities for GRM**

The responsibilities for the management of the GRM system include the following and may be updated from time to time in consultation with NRA and the EBRD task teams.

Level 1. Local level. The secretary and technical supervisor of Local Public Authorities (Mayor Offices and District Councils) will act as **Grievance Local Point (GLP)** will be responsible for collecting the grievance from local residents and contractor's employees. The channels for grievance submission will be disclosed for community in front of mayoralty information board and for workers near the construction site in big board format managed by Contractor. For contractor's employee special grievance box, prepared envelopes (with LGP or FGP stamp) with printed forms and e-mail will be available for submitting grievances (including anonymous). The construction supervision engineer or dedicate E&S specialist will be responsible for collecting grievances from contractors' employees. The complaint/grievance will be filed in a template letter of complaint.

Level 2. The NRA will serve as **Grievance Focal Point (GFP)** who will register the submitted grievances in the Grievance Log (database) and review within 30 days, including the information verification, cross-checking, and analysis, and follow-up with the applicant as needed. As necessary, the **Grievance Focal Point** will involve the other relevant units' specialists in this activity.

All the responsible personnel for GRM have to fill the grievance/inquiry template record (**template ANNEX from SEP**) for comprehensive GRM Log.

The information about the Grievance Redress Mechanism will be available at the online platform and will be included in the communications conducted with the project stakeholders through the communications methods and tools that are part of this stakeholder engagement plan and communications plan under the project, including emails, website, workshops, meetings, focus groups discussions etc.

Complaints should be reviewed as soon as they are received and prioritised for resolution. Regardless of general response and resolution time frames, some complaints may require immediate attention – for example, an urgent safety issue or where it concerns damage to a person's property during a survey. There are some complaints that are simple and can be resolved quickly. Many complaints deal with rather minor construction, disruption or nuisance issues or misunderstandings that can be addressed and fixed promptly. grievance mechanisms should provide a framework to resolve such matters quickly, if at all possible and appropriate. These complaints however should still be recorded and the resolution or action taken to resolve them recorded.

A locally-based project-specific GRM, proportionate to the potential risks and impacts of the project, will be established, building upon existing labour practices and HR procedures.

In addition, a GRM specifically for **direct and contracted workers (non-employee workers)** will be provided in accordance with PR2. Contractors as employers are also obliged to establish their own internal grievance mechanism. The GRM will be designed at an early stage and will be formally established by project effectiveness and before any disbursements and start of the civil works. The responsibilities for managing the Grievance Redress Mechanism (GRM) system are as follows, subject to periodic updates through consultations with the PIU, and EBRD teams. In cases related to labour grievances, the **Construction Supervision Engineer** via **E&S Specialist/Communication Officer**, the **State Labour Inspectorate (ISM)**, and for foreign-specific cases, the **General Inspectorate for Migration**, may be involved as third parties by NRA.

10.7. Environmental and Social Monitoring of Construction

The environmental and social management measures under responsibilities of the Contactor(s) as described in this ESMP are complex and will require detailed planning and supervision to ensure timely and efficient execution. The key responsibilities of National Road Administration/Supervision Consultant for the environmental and social monitoring of the construction are provided below.

Key Management Actions:

- **Permitting:** Verify that all legal environmental permits are obtained prior to the start of the construction works.
- **Review and approval of the CESMP:**

- Confirm mobilisation and suitability of EHS resources allocated by the Contractor(s) as per contract requirements: key EHS personnel (qualification and experience including specific authorisations and/or licenses), logistics, equipment, etc.
- Require timely submission of CESMP specific E&S management plans and procedures as described in this ESMP prior to the start of the construction works, including vegetation clearing.
- Check and review the compliance of the management plans and procedures with the relevant ESHS standards and specifications and, subsequently, approve the plans and procedures.
- Require timely revision of CESMP specific E&S management plans and procedures.
- **Site inspection:**
 - Organise regular scheduled inspection of the different construction sites jointly by the EHS Manager(s) of the Contractor(s).
 - Review the respective reports based on the inspection assessment sheets, including EHS incident reporting and ensure that appropriate corrective measures are undertaken.
- **Coordination meetings:** Organise regular E&S coordination meetings with the Contractors(s) to address all E&S issues relevant for the construction of the Project.
- **Stakeholder engagement:** Ensure the implementation of the requirements of the SEP including the Public Grievance Procedure, which are under the responsibility of the Contractor(s), are timely and appropriately carried out.

10.8. Labour and Working Conditions

National Road Administration must implement and maintain Grievance Mechanism for workers into its ESMS. It must also create and implement relevant labour and working conditions policies (all in compliance with national labour law and its bylaws and EBRD PR2), such as:

- Company's HR Policy
- Non-discrimination and Equal Opportunities Policy
- Policy against GBVH (including procedure for reporting and responding to GBVH)
- Policy against Child and Forced Labour
- Occupational Health and Safety Plan for the tasks delivered to this project
- Code of Conduct (for all workers, including those of sub-contractors)

National Road Administration must organize annual training to its employees on GBVH, and this training must also include sub-contractors' workers engaged on this project. Workers engaged on other NRA projects are welcome to participate on GBVH trainings.

Contractor(s) and the sub-contractors responsible for maintenance of the highway will be required to develop and implement written management procedures related to labour, including procedures to establish and maintain a safe working environment as per requirements of EBRD PR2.

10.9. Community Health and Safety

Contractor(s) and the sub-contractors responsible for maintenance of the R7 road will be required to develop and implement written management procedures related to labour, including procedures to establish and maintain a safe working environment as per requirements of EBRD PR2.

Mitigation measures that should be implemented in order to thoroughly contribute to the health and safety of the passengers, local community and workers by National Road Administration, will include:

- Occupational Health and Safety Plan during Operation;
- Community Health and Safety Plan during Operation, with campaign of traffic safety for local population and school children;
- Conducting regular control and maintenance of traffic signalization;
- Conducting regular inspection and maintenance of the fence along the highway in order to reduce the risks of illegal crossing of the population, wildlife and livestock, as well as the number of accidents.
- Implementation of Emergency Preparedness and Response Plan (EPRP) during operation, Community Health and Safety Management Plan (CHSMP) during operation and EPRP. CHSMP and EPRP must be in compliance with EBRD ESP, and particularly with PR1, PR4 and PR10.
- Road Safety

Before the opening to traffic and during the operation of the highway, regular inspections of the road safety shall be conducted by National Road Administration and respective reports should be prepared.

11. Detailed ESMP procedures

The Environmental and Social Management Plan (ESMP) for the R7 Tranche 1 Project consolidates all procedures, plans, and operational controls required to ensure that construction and early operation are carried out in full compliance with Moldovan legislation and EBRD Environmental and Social Requirements (PR1–PR10). The ESMP translates the commitments made in the ESIA into practical, implementable management measures for the National Road Administration (NRA), the Executive Contractor, subcontractors, and the Supervision Engineer.

It sets out the mechanisms for managing key environmental, social, labour, OHS, and community-related risks, and includes a suite of thematic management plans that describe how impacts will be prevented, minimised, or mitigated throughout the Project lifecycle. Each management plan defines objectives, key actions, monitoring requirements, and clear roles and responsibilities as follows:

Title:	Stakeholder Engagement Plan and Community Grievance Mechanism
Objectives:	▪ To provide stakeholders with accurate information about the Project design, construction stages, and other relevant information. ▪ To ensure that road users, public transport users, and other stakeholders are informed about the location and expected duration of temporary road traffic deviations that will be in place during the construction stage. ▪ To raise awareness about the Community Grievance mechanism which can be used by a road user, or other stakeholder, to raise a grievance about the Project should they wish to do so
Key content and management measures: A summary of requirements for stakeholder engagement and information disclosure from national legislation and PR10. ▪ Details of the stakeholders identified to date and how they are to be engaged with during the construction and operational stages of the Project.	

- Details of how accurate and timely information associated with the Project is to be disclosed in a culturally appropriate format, including:
- Advance notification on potential sources of traffic disruption and the available road networks available (deviations) during the construction stage.
- Lane restrictions that will be implemented along the bridge, including details of which lane direction is open to traffic
- Potential disruption of utility connections to nearby residents and local businesses.
- Alterations to public transport routes, timings, and frequency and details of alternative public transport routes that are available.
- Road safety information to road users, including specific information to pedestrians, cyclists, people with disabilities, and children.
- A summary of the feedback from stakeholders about the Project which has been received to date, and how this has been used to improve the adjust the design.
- A summary of the Community Grievance Mechanism and how awareness of this mechanism will be raised so that it is accessible and culturally appropriate
- Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities

Table 11-1: Stakeholder Engagement Plan and Community Grievance Mechanism

Title: Utilities Management Plan	
Objectives:	▪ To accurately identify the presence of all utility infrastructure that may be impacted by the project so that occupational health and safety risks to the construction workforce are avoided/minimised to the extent possible. ▪ To ensure that local residents and other stakeholders do not experience a temporary loss of access to utilities if possible, and if a temporary loss is essential, this is minimised with stakeholders being informed of the loss in advance. ▪ To ensure that vulnerable people who may be impacted by a temporary loss in utilities are informed in advance and provided with additional support, where necessary to do so. To raise awareness about the Community Grievance mechanism which can be used to raise a grievance about the Project should they wish to do so, including temporary losses of utilities
Key content and management measures:	
▪ A summary of national requirements associated with the process used to relocate a utility and the necessary steps/approvals required from the relevant government authorities. ▪ The outcome of detailed surveys undertaken to identify the presence and layout of utilities that are to be impacted. ▪ Details of the numbers of people that are expected to be impacted from any temporary loss in utilities, and the types of sensitive receptors impacted (if any) such as healthcare facilities, schools, etc. Whilst there are no such sensitive receptors identified in the immediate area at each of the 4 project locations, it is still possible that any loss could impact the local area/region as the utility is relocated. ▪ A summary of the Community Grievance Mechanism and how awareness of this mechanism will be raised in connecting with this activity. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	

Table 11-2: Utilities Management Plan

Title: Resettlement Plan	
Objectives:	▪ To ensure that the PIU complies with national and PR5 requirements during all resettlement planning and implementation. ▪ To ensure that impacts associated with resettlement are avoided, and where avoidance is not possible, minimised in accordance with the mitigation hierarchy. ▪ To ensure that resettlement planning is undertaken with the informed, consultation and participation of the displaced persons, in relation to the resettlement choices available to them, the design of economic restoration measures, and that vulnerable people are provided with additional support. ▪ To ensure that the economically displaced persons are able to restore at a minimum, if not improve, their economic earning capacity and standards of living within the shortest time possible (if this is relevant).
Key content and management measures:	
▪ A summary of the policy and regulatory framework for resettlement, the applicable requirements from PR5, key differences between national legislation and PR5, and details the steps the PIU shall take to address them.	

- Resettlement principles, objectives, and details of the method used to prepare the RAP.
- A summary of Project impacts that are expected to occur.
- A calculation of the compensation and that will be provided to the displaced persons.
- Details of how economic restoration and standard of living improvement measures are to be provided to the economically displaced persons, along with details as to how vulnerable people are to be assisted during the RP implementation process. This will also include measures designed to enhance the operation of the impacted businesses in the future.
- Details of stakeholder consultation and information disclosure activities undertaken during preparation of the RAP, and how this shall continue during implementation of the RAP.
- A schedule and budget for RAP implementation.
- Internal training, awareness raising activities, monitoring and evaluation using KPIs, and roles and responsibilities.

NOTE: The Resettlement Action Plan will be prepared using the Land Acquisition and Resettlement Framework as a basis.

Table 11-3: Resettlement Plan

Title:	Worker Code of Conduct and Security Personnel Code of Conduct
Objectives:	▪ To ensure that all workers, including security personnel, are made aware of the minimum standard of behaviour that are required in the workplace, to minimise the risk of harassment and discriminatory behaviour. ▪ To ensure that senior management within the PIU and construction contractor provides leadership in the standard of behaviour required. ▪ To ensure that all workers receive training on the content of the Code of Conduct and formally acknowledge that they have understood and agree to adhere to its content. ▪ To ensure that State Police act proportionally following a security incident. ▪ To address potential risks to women from GBVH
Key content and management measures: A requirement for all workers to: ▪ Prioritise the safety of themselves and other people in the workplace. ▪ Exercise their right to 'Stop Work' if they see an unsafe act in progress. ▪ Look after the Personal Protective Equipment (PPE) which is issued to them and ensure that it is correctly used when necessary to do so. ▪ Report any incident, near-miss, or other issue of concern to their immediate supervisor as quickly as possible. ▪ Not consume any substances such as alcohol or illegal drugs, comply with the random alcohol testing programme that shall be in place, and to ensure that all prescribed medication taken in the workplace is approved in advance in writing by a Site Medical Officer. ▪ Never behave in a way that could be considered by others as being offensive, disrespectful, bullying, or harass another member of the workforce, or a member of the public. ▪ Never allow race, colour, religion, gender, age, national origin, sexual orientation, gender identity, marital status, disability, or any other characteristic to influence their judgement when it comes to their attitude or behaviour towards others in the workplace, including colleagues, suppliers or members of the public. ▪ To be informed of the importance that the workplace is suitable for the presence of women, and that GBVH is prohibited in the workplace. ▪ Never distribute or display offensive material, including inappropriate pictures, cartoons, and symbols of hatred. ▪ Inform your immediate supervisor if a member of the public or other person (such as a worker in a supply chain company) approaches you to raise a grievance. ▪ A requirement for all security personnel (in addition to the above) to: ▪ Always wear a uniform so that they can clearly be identified as a security personnel and display their unique identification badge clearly. ▪ Be friendly when greeting all visitors, undertaking duties in a professional manner. ▪ Never abuse their position of authority. ▪ Only use force is absolutely necessary and in proportion to the scale and magnitude of the threat. ▪ Never carry or use an item which could be considered threatening, including firearms, unless it is absolutely necessary to do so and use only in reasonable and proportionate measures. ▪ Report all security incidents to their immediate supervisor without delay. ▪ Cooperate with government-provided security personnel at all times. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	

Table 11-4: Worker Code of Conduct and Security Personnel Code of Conduct

Title:	Labour Management Plan
Objectives:	▪ Ensure fair, safe, and lawful labour practices in accordance with Moldova labour legislation, ILO Core Conventions, and EBRD PR2. ▪ Define and manage all categories of workers (direct, contracted, and primary suppliers) to ensure consistent application of PR2 requirements. ▪ Protect workers' rights, including equal opportunity, non-discrimination, freedom of association, and prevention of child and forced labour. ▪ Ensure robust HR systems, grievance management, and transparent recruitment. ▪ Promote local employment and procurement, supporting economic benefits to affected municipalities. ▪ Ensure safe, healthy, and dignified living conditions for workers in accommodation facilities, aligned with IFC/EBRD standards. ▪ Strengthen contractor capacity through training, policy compliance, and independent assessments prior to mobilization.
Key content and management measures: The Contractor(s) must prepare and implement several interrelated labour management instruments within the CESMP. ▪ Labour Use Overview: definition of labour categories: direct workers, contracted workers, primary supplier workers, estimated workforce numbers and distribution. ▪ HR Policy: Non-Discrimination and Equal Opportunity Policy, GBVH prevention policy (including reporting and response procedures), child and forced labour policy, workers' organisation policy; Code of Conduct (for direct and subcontracted workers); Worker Grievance Mechanism (WGM), compliance assessment: independent external assessment of HR policies and labour practices; gap analysis against national law and EBRD PR2; corrective action plan prior to construction mobilisation. ▪ Labour Conditions: contracts and employment terms; social, pension, and medical insurance coverage; working hours, overtime, rest and leave; wage and benefit standards; non-discrimination and harassment protection ▪ Local Employment and Procurement Plan: target of minimum % local workers; equal employment opportunities for women and vulnerable groups, local procurement opportunities and transparent advertising of positions; workforce recruitment, development and Training Plan; transparent recruitment procedures; skills development; annual GBVH training for all workers (including subcontractors); Mandatory OHS and Code of Conduct induction. ▪ Worker Accommodation Plan: standards aligned with IFC/EBRD Worker Accommodation Guidelines layout, hygiene, safety, fire protection, drinking water, waste management. ▪ Monitoring and Reporting: Labour inspections; grievance records; training records; workforce statistics (incl. gender and local worker ratios);	
Management Measures / Mitigation Actions ▪ Develop, adopt, and implement all required labour policies; provide policies to all workers in a language they understand; require all workers (including subcontractors and supply chain workers) to sign the Code of Conduct; maintain complete personnel files and HR documentation. ▪ Non-Discrimination, equal opportunity, and GBVH prevention: ensure hiring, promotion, and termination processes are free from discrimination; implement a survivor-centred GBVH response procedure; conduct annual mandatory GBVH training for all workers; enforce disciplinary actions for violations of the Code of Conduct. ▪ Working Conditions: ensure compliance with national labour law on: working hours, rest, and overtime; wages and regular payment; leave entitlements; minimum age; prohibit child and forced labour in all project tiers, including suppliers; enrol all workers in social, medical, and pension insurance schemes. ▪ Worker Grievance Mechanism: establish a confidential, accessible GM for direct and subcontracted workers; ▪ Provide induction training on WGM use and workers' rights; install complaint boxes and display GM contact details at key locations; register every grievance and provide a formal, documented response; ensure no retaliation against complainants. ▪ Local Employment and Procurement: implement transparent recruitment with preference for workers from affected municipalities; achieve a minimum of 30% local workforce; advertise jobs through municipal authorities and local information channels; ensure equal opportunities for men, women, and vulnerable groups; prioritise local suppliers where feasible. ▪ Workforce recruitment, development and training: verify identity and age of all workers. provide comprehensive induction covering: OHS, Code of Conduct, GBVH, GM, Site rules and emergency procedures: deliver regular toolbox talks and refresher training. ▪ Worker Accommodation: ensure accommodation meets: Moldova national standards, IFC/EBRD Worker Accommodation Guidance. Provide: Adequate space, ventilation, sanitation, clean drinking water, fire safety and emergency exit, waste management systems; medical access, conduct regular inspections and maintenance, ensure accommodation rules are posted and explained to all residents. ▪ Monitoring and Reporting: conduct routine labour audits and inspections. track workforce composition (local workers, gender, subcontractor workers, etc.); monitor implementation of labour policies; record and report all grievances and resolutions; document training attendance and competency certification, report labour performance to the Client and supervision consultant.	

Table 11-5: Labour Management Plan

Title: Worker Grievance Mechanism	
Objectives:	▪ To provide a mechanism for workers, including the workers of supply chain companies, to raise a complaint about their working terms and conditions in accordance with PR2. ▪ To ensure that complaints about working conditions are raised early before they lead to widespread concerns amongst the workforce. ▪ To allow grievances to be raised anonymously. ▪ To allow grievances to be raised by a worker without the fear of retribution against the person raising the concern by senior management or other people in the workplace.
Key content and management measures: ▪ A description of the process that can be used by a worker to raise a grievance about any aspect of the Project, including the ability to submit an anonymous complaint, and which assures the confidentiality of complainants. ▪ A description of the process to be used to record, investigate, and report back to the persons raising the grievance, throughout the resolution process. ▪ Details of an appeals process should the person raising the grievance not accept the proposed resolution. ▪ Details of how the existence of the worker grievance mechanism will be raised amongst the workforce and how the effectiveness of the awareness raising activities shall be monitored. ▪ The provision of support to workers to register a complaint should this be needed. ▪ Details of how the confidential nature of grievances shall be maintained. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities. NOTE: To assist in the implementation of the Worker Code of Conduct, the PIU will appoint a GBVH focal point and provide regular training and communications for employees and contractors on understanding GBVH risks in the workplace.	

Table 11-6: Worker Grievance Mechanism

Title: Human Resources Management Plan and Human Resources Policies	
Objectives:	▪ To establish an open and transparent recruitment process. ▪ To preferentially target specific groups of people for recruitment, including (1) adults (male and female) who are displaced persons; (2) unemployed adults who are listed on government database; and (3) people who are based in near localities. ▪ To encourage women and vulnerable people to apply so that they can comprise a proportion of the workforce. ▪ To provide information to workers about their terms and conditions in a culturally appropriate and transparent manner, reflecting the combined requirements of national legislation, ILO and PR2. ▪ To provide information to workers temporarily employed on the expected duration of their employment so that when their employment comes to an end, this is not experienced as a sudden shock leading to resentment and/or protests. ▪ To provide a mechanism for regular discussions to take place between workers and managers in an open and transparent manner. ▪ To raise awareness of the Worker Code of Conduct and Worker Grievance Mechanism. ▪ To manage the risks of labour violations (such as child or forced labour) within the supply chain of companies used by the construction contractor.
Key content and management measures: ▪ The following policies: Equal Opportunities Policy, a Working Hours and Voluntary Overtime Policy, Human Rights and Modern Slavery Policy, and Occupational Health and Safety Policy. ▪ A summary of worker's legal rights and obligations of the employee and employer reflected by national legislation, international Labour Organisation (ILO) conventions, and PR2. ▪ A summary of the numbers and job description profile required for the construction stage, when this is expected to occur, the expected duration of employment, and the various roles between low-skilled, skilled, and highly-skilled workers, and how local employment positions are to be preferentially offered to the target groups identified above. ▪ A description of the process used to recruit people, including details of how positions are to be publicly advertised, how candidates can apply and what support shall be provided to candidates seeking to apply who are not able to complete an application form for any reason (language barriers, etc.), how candidate details shall be recorded on a	

central register/database, and how candidates shall be individually screened based upon a clearly defined criteria for each role to determine the suitability of candidates against specific job requirements.

- Details of how workers will be able to obtain a fitness to work certificate following a medical examination which shall be organised and paid for by the employer.
- A prohibition of recruitment of local people spontaneously (at working sites, etc.) to prevent people from moving towards the sites seeking work. Any person wishing to apply for an employment position must follow the formal procedure and people will not be employed 'on the spot'.
- Targets for women to form a part of the low-skilled, skilled, and highly-skilled construction workforce, and details as to how women shall be specifically encouraged to apply for employment positions.
- Details of the Community Grievance Mechanism that can be used to raise a concern about the way in which local people are being recruited, and the Worker Grievance Mechanism which can be used to raise a concern during their employment.
- The outcome of a supply chain risk assessment, procurement questionnaire and audit protocol to check for the potential for forced and child labour to be present in the supply chain of the construction contractor.
- How the legal rights and terms and conditions of employment are to be provided to workers at the start and periodically during their employment using a Worker Handbook (or other type of document). This will include details of the Worker Code of Conduct, their salary and payment process, right of freedom of association and collective agreements, severance pay, working hours, overtime payments, tax and other types of deductions, provision of occupational health and safety insurance, data protection, appraisals, disciplinary policy and procedures, emergency leave arrangements, maternity and paternity leave entitlements, probation arrangements, redundancy procedure, sickness and absence policy, stress at work, request for unpaid leave, whistleblowing policy, and training policy.
- Details of the training activities that each worker shall be provided with, including initial induction training on the Worker Code of Conduct and HSE.
- A reference to the Worker Code of Conduct which must be signed by all workers, and how workers will be reminded of their expected standard of behaviour on a regular basis.
- Details of the Worker Grievance Mechanism which shall be available during the initial recruitment process and throughout their duration of employment.
- Details of a 'whistle-blower hotline' where allegations of bullying or harassment can be reported anonymously (to be administered by the PIU).
- How temporary workers shall be reminded about the temporary nature of their work during their employment, and providing them with adequate notice prior to termination, so that notification does not come as a sudden shock and trigger resentment or protests. A Retrenchment Plan will be prepared and implemented by the construction contractor, if this is required.
- How worker-employee relationships shall be managed through regular meetings between management and workers, including the use of worker representatives.
- A commitment to provide a certificate to each worker that describes their job title, roles and responsibilities, vocational training received (if any) and any certifications, duration of employment, and contact details for a future employer to use to check that the information contained therein is accurate and valid once their involvement in this Project is complete.
- How the above arrangements will be applied (and checked) to the internal supply chain companies of contractors.
- Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.

NOTE: To assist in the implementation of the Worker Code of Conduct, the PIU will appoint a GBVH focal point and provide regular training and communications for employees and contractors on understanding GBVH risks in the workplace.

Table 11-7: Human Resources Management Plan and Human Resources Policies

Title:	Worker Accommodation Plan (if required)
Objectives:	▪ To ensure that the building(s) selected to provide accommodation to the non-local workforce take into consideration the presence of nearby environmental and social sensitivities. ▪ To ensure that the non-local workforce is provided with decent and safe accommodation. ▪ To ensure that the standard of accommodation provided to the non-local workforce reflects the combined requirements from national legislation and PR2.
Key content and management measures:	

- All worker accommodation shall be constructed and operated in accordance with the applicable content of the IFC/EBRD publication entitled: “Workers’ accommodation: processes and standards - A Guidance Note (2010)”. This includes details of the minimum control specifications covering fire safety, electrical safety, the availability and quality of sanitation facilities, the security of worker’s personal belongings, food safety, the availability of drinking water, air conditions/heating, the availability of recreational activities, and gender separated bedrooms and sanitation facilities.
- Details of how entry into accommodation units shall be controlled using designated entry/exit points staffed by security personnel.
- A commitment for each building used to have an emergency response plan to ensure the safe evacuation of workers in the event of a fire or other type of emergency, with fire exits clearly marked and kept free of obstructions, and how the plan will be regularly tested using fire drills.
- Details of how workers are to be provided with medical advice and support free of charge. Workers requiring specialist advice or treatment shall be transported to the nearest government medical centre.
- Monthly meetings shall be held between management representatives and worker representatives, to discuss the conditions of the accommodation and facilities.
- A reference to the Worker Code of Conduct.
- Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.

Table 11-8: Worker Accommodation Plan

Title:	Emergency Response Plan
Objectives:	▪ To ensure that there is an adequate plan in place to respond to an emergency event that occurs during construction in accordance with national legislation and PR4. ▪ To ensure that the roles and responsibilities within the PIU for reporting, responding and notifying relevant government departments are clearly defined and tested. ▪ To present details of the nearby emergency response facilities and how they are to be contacted to request support during an emergency response if required. ▪ To ensure that a large-scale response to an emergency event is coordinated between the PIU and relevant government departments.
Key content and management measures:	
▪ An assessment will be conducted to identify a range of realistic emergency scenarios that could occur during construction. This will include a description of the event, their level of severity, potential impacts on environmental and social receptors (biodiversity, water quality, worker health, public safety, etc.), and any other relevant information. Using the outcome of this assessment the Emergency Response Plan will be designed to respond to the scenarios identified. ▪ Emergency response flow charts will be prepared for each emergency scenario including a step-by-step process flow chart that indicates the actions to be undertaken, and who is responsible for each one. ▪ Details of an Internal Emergency Response Team within the PIU who come together to jointly lead the emergency response effort from the PIU with the assistance of government departments. ▪ Communication protocols to notify PIU personnel (including the Emergency Response Team), relevant government departments, and community leaders. This will include a list of up-to-date contact names and telephone numbers. ▪ Details of government emergency response resources and the type of support that they could provide during a response covering fire and rescue, police, and medical support. ▪ Details of the construction contractor’s minimum emergency response resources such as on-site spill kits, first aid stations, and other equipment. ▪ Subsequent incident investigation activities which will include a root cause analysis and corrective action plan processes. ▪ Emergency response drill plan (including frequency of training, desktop drills and ‘live’ drills) to test the Emergency Response Plan. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	
NOTE: A draft copy of the Emergency Response Plan shall be shared with government authorities who have responsibility for emergency planning and response, to gather their feedback and clarify the notification and reporting arrangements. During these engagements the type and extent of resources that they could provide during an emergency response will be agreed on and recorded. A record of how the engagement has helped define the content of the updated Emergency Response Plan shall be prepared.	

Table 11-9: Emergency Response Plan

Title:	Occupational Health and Safety Management Plan
Objectives:	▪ To ensure that occupational health and safety risks are identified, assessed, and adequate management controls are implemented to reduce them to As Low As Reasonably Practicable (ALARP). ▪ To ensure that occupational health and safety risks are managed in accordance with national legislation and PR4. ▪ To ensure that the occupational health and safety performance of all contractors involved in construction works are continuously monitored, with the aim of improving their performance over time.
Key content and management measures:	
▪ The outcome of a documented risk assessment shall be used as the basis for the development of the Occupational Health and Safety Management Plan which shall be informed through the completion of a hazard identification workshop. ▪ A Risk Register shall be developed that describes the potential risk, its likelihood and consequence, overall significant rating, control measures to be applied, and monitoring measures to ensure that the controls implemented are effective. ▪ Key sources of risk include the need to lift heavy loads, the use of rotating and mechanical machinery, the presence of excavations, and the need to conduct construction works adjacent to temporary pavements roads that are in use by members of the public. ▪ The 'Golden Rules' which apply to all construction activities covering several topics such as walking under suspended loads, use of PPE, isolation and lockout, permit to work, authorisation before starting excavation activities, confined space entry, fall protection whilst working from height, use of seat belts in vehicles, use of cell phones whilst driving, no alcohol or drugs, and use designated smoking areas. ▪ A Permit to Work (PTW) system. ▪ Define requirements for site segregation such as fencing and the provision of safe routes for pedestrians. ▪ Define the internal and external notification procedures following an incident and an accident and investigation procedure that includes a root cause analysis; ▪ Details of how senior managers will provide leadership to the workforce through their personal involvement in safety briefings, award ceremonies, and similar activities. ▪ The use of toolbox talks, preparation of method statements, and task-based risk assessments where necessary. ▪ Ensuring that competent personnel only are used for specific roles such as the supervision of complex tasks, or the use of construction machinery. ▪ The distribution and training to workers on the use of PPE which shall be provided free of charge. ▪ The provision of occupational insurance so that workers are provided with compensation should an injury/fatality occur. ▪ A programme of future audits and inspections to monitor and record the occupational health and safety performance of contractors over time. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	

Table 11-10: Occupational Health and Safety Management Plan

Title:	Community Health and Safety Management Plan
Objectives:	▪ To ensure that potential community health and safety risks are identified, assessed, and adequate management controls are implemented to reduce them to As Low As Reasonably Practicable (ALARP). ▪ To ensure that community health and safety risks are managed in accordance with national legislation and EBRD's PR4. ▪ To ensure that the community health and safety performance of all contractors involved in construction works are continuously monitored, with the aim of improving their performance over time.
Key content and management measures:	
▪ The outcome of a documented risk assessment shall be used as the basis for the development of the Community Health and Safety Management Plan which shall be informed through the completion of a hazard identification workshop. A Risk Register shall also be developed that describes the potential risk, its likelihood and consequence, overall significant rating, control measures to be applied, and monitoring measures to ensure that the controls implemented are effective. Key sources of risk include the potential for unauthorised entry of local people into construction areas, the presence of excavations, moving construction machinery, temporary road diversions, changes in street lighting and traffic signals, the presence of security personnel at entry/exit points of construction sites, and the generation of air emission including dust, and noise. ▪ The use of protective barriers surrounding all construction sites to prevent unauthorised entry. ▪ Raising awareness of the dangers of trying to enter construction sites within local schools, during public meetings, and including this in disclosure materials that will be publicly available. This will target local schools to inform children to stay away from construction areas.	

- Installing a series of signs on the protective barriers warning people to keep out along with contact details of the PIU's Community Liaison officer who will be able to respond to any questions or concerns, in accordance with the Stakeholder Engagement Plan.
- The design and implementation of a road safety awareness programme which is targeted to the general public, and particularly towards vulnerable road users (pedestrians and cyclists).
- The future control measures to be installed at temporary road crossing points, including signage and road markings to warn drivers to slow down and allow people to safely cross the road.
- The time period when street lighting becomes temporarily unavailable shall be minimised to the extent possible. Nearby residents and businesses affected by the changes in street lighting shall be informed in advance of these being switched off and informed once again so that they are aware of when street lighting will become available once more.
- The PIU will install temporary street lighting at public areas to ensure the safety of local residents, including women, should this be necessary to do so. Details of the locations where temporary lighting will be installed shall be included in the Plan.
- A cross-reference to the Pollution Prevention Plan which includes controls to manage the generation of noise and air emissions including dust.
- A risk of the incoming, non-local workforce from spreading communicable diseases amongst nearby settlements.
- A programme of future audits and inspections to monitor and record the community health and safety performance of contractors over time.
- Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.

Table 11-11: Community Health and Safety Management Plan

Title:	Traffic and Transport Management Plan
Objectives:	▪ To ensure that the level of disruption to other road users during the construction stage is minimised to the extent possible, and that access continues to be maintained where possible to other parts of the city. ▪ To ensure that the movement of construction vehicles are carefully managed so that they do not create an obstacle or congestions to other road users. ▪ To ensure the safety of other road users and pedestrians during the construction stage
Key content and management measures:	
▪ The outcome of a detailed planning study to identify the section of road, estimate how long construction will take, and identify alternative routes, using an approach that involves the participation of different types of road users. ▪ A series of road layout diagrams will be prepared to indicate where temporary changes in access, signage, signals, and pedestrian walkways will occur, and for how long. These road layout diagrams will subsequently be discussed with the relevant government agency to ensure that they are satisfied with the plans and any changes needed shall be made. ▪ Using the updated layouts, a series of temporary access routes, signs and signals will be identified and installed, so that road users and pedestrians clearly understand where to go to move around the construction works safely. ▪ Media and press releases will issue details of temporary road deviations so that road users and pedestrians are informed about this, in advance of the changes being implemented. ▪ Details of the Community Grievance mechanism shall be installed at various public places along with supporting maps of temporary deviations, so that people can raise a concern or complaint about these, should they wish to do so. ▪ Construction vehicles shall not be overloaded. Speed limits must be obeyed at all times. Seat belts must be worn by all passengers. Drivers shall not be permitted to make phone calls whilst driving. ▪ The movement of construction vehicles transporting materials and personnel shall be carefully planned to avoid creating congestion at the entry of sites. One-way circulation shall be used on construction sites where practicable. Loading, unloading and reversing of vehicles shall be under the control of a competent signaller (also known as a 'banksman'). ▪ All vehicles and plant used shall be inspected on a weekly basis for their general condition, safety-critical features (lights, horn, brakes, windscreen, mirrors, tyres, etc.). Any vehicles found to be defective will not be used until they are repaired. ▪ Ongoing monitoring of road traffic delays which are recorded from quantitative road monitoring surveys. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	

Table 11-12: Traffic and Transport Management Plan

Title:	Pollution Prevention Management Plan
Objectives:	▪ To ensure that effective measures are in place to protect the environment and avoid/minimise the generation of nuisances to local residents and road users. ▪ To ensure that the management of noise, air emissions, wastewater, artificial lighting, and any other sources of pollution are managed in accordance with national legislation and EBRD's PR3

Key content and management measures:**Air emissions, dust and noise**

- All construction plant and vehicles shall be modern and maintained in accordance with the manufacturer's specifications, applicable industry codes, or engineering standards to ensure their safe and reliable operation. The generation of a black emissions upon start-up shall be avoided to the extent possible through effective preventative maintenance.
- All construction plant and vehicles shall be switched off whilst not in use to prevent the unnecessary generation of noise and air emissions.
- The drivers of construction plant and vehicles shall be trained and provided with equipment that aims to prevent the generation of dust from tyres, and from the transport of spoil and other materials that could generate dust.
- All construction workers shall be provided trained and provided with equipment which aims to minimise the generation of construction dust. This shall include the use of water sprinklers where this is appropriate to use.
- The drivers of construction plant and vehicles shall be trained and provided with equipment that aims to prevent the generation of noise (including clanging noises) during the transport of materials and equipment.
- Where large volumes of materials are stockpiled, these shall be regularly inspected and constructed with minimum slow height to prevent the generation of dust and turbid runoff.
- Where possible, electricity from the local grid shall be used to provide power at construction sites to avoid the use of portable mobile generators which generate noise and air emissions.
- Construction vehicles and plant (including crushing plant) shall be located as far as possible from nearby sensitive receptors to the extent possible. If required, such plant shall be housed in suitable acoustic enclosures to prevent the generation of noise.
- The use of noisy equipment (such as the crushing plant) shall be restricted to day-time periods only, defined as 07:00 - 22:00 which is when day-time noise standards apply.
- Additional noise baseline data shall be collected at sensitive receptors in the vicinity of the construction works, and these will be used as a comparison during future monitoring activities.
- When selecting large plant that is to be used for extended periods, preference shall be given to plant that is compliant with EU Noise Directives 2000/14/EC and 2005/88/EC.
- Periodic audits shall be undertaken to confirm effectiveness of measures to minimise dust which shall include observations of meteorological conditions including wind speed, direction and general weather conditions.

Wastewater and drainage

- Details of the minimum standards from national legislation and EBRD's PR3 associated with the discharge of wastewater into the sewer, surface water, or other receptor. This will involve a comparison between the national standards and EBRD's PR3 with the stricter standard being adopted.
- Details of national permits, licences and authorisations that are required to discharge wastewater.
- All wastewater to be discharged shall be tested for its quality and compliance with the Project Standard before being disposed of.
- A site-specific assessment shall be conducted to check that the selected disposal site is suitable for the volume and quality of water which is planned to be discharged.
- The volume and sources of wastewater discharged shall be recorded along with the results of the testing.
- All sewage generated shall be contained into a tank and transferred to a municipal sewage treatment facility in accordance with the Waste Management Plan.
- Details of temporary drainage arrangements to ensure that parts of the site do not flood if they are subjected to periods of heavy rainfall.

The prevention of soil, groundwater and surface water contamination

- All hazardous materials (diesel, oils stored at vehicles workshops) shall be located within a secure, bunded area. The secondary containment must be able to hold 110 % per cent of the container's capacity, or where there is more than one container within the secondary containment, 110 % of the largest container or 25 % of the total, whichever is greater.
- A dedicated refuelling area shall be available at each construction site which is within an impermeable area so that any leaks and spills can be easily cleaned up. A refuelling procedure shall be used which includes checking the volume of fuel that is required and the capacity in the tank, temporary containment in the form of drip trays, communications between personnel, and a post-fuelling check to ensure any leaks are cleaned up immediately.
- Spill kits shall be available across the site in accordance with the Emergency Response Plan to deal with minor leaks and spills.
- No wastewater shall be discharged into a river unless it has been subjected to a site-specific assessment and water quality testing (as above).
- No vehicle washing shall be undertaken within 50m of a river.
- All areas of land temporarily used during the construction stage shall be restored back to their original condition.
- No waste or other material shall be left and the site shall be inspected by the PIU before the contractor's scope is considered to be completed and the final invoice paid.

The use of water resources

- The steps to be taken to minimise the use of freshwater resources during the construction stage.
- Details of the future volume of water required during the construction stage and where this is to be sourced from.
- Details of national permits, licences and authorisations that are required to abstract water from the identified sources.

General

- Systematically review material inputs and design for resource efficiency through minimising material use, use of prefabrication, selecting lower embodied-energy or recycled products and/or specifying lower maintenance-interval solutions.
- Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.

Table 11-13: Pollution Prevention Management Plan

Title:	Soil Management and Erosion Control Plan, and Excavated Material / Spoil Management Plan
Objectives:	▪ Protect, conserve and reinstate soils disturbed during construction works. ▪ Avoid unnecessary excavation and minimise soil removal, degradation, or contamination. ▪ Ensure safe handling, storage, re-use and disposal of excavated soils and spoil. ▪ Prevent soil erosion and sediment transport, including from slopes, stockpiles, access roads and work sites. ▪ Control geological risks such as landslides and slope instability through engineering and drainage solutions. ▪ Restore vegetation and natural drainage as soon as practicable to stabilise soils and reduce erosion.
Key content and management measures: ▪ The Contractor must prepare the SMECP as part of the CESMP, covering: ▪ Organisational Arrangements: roles and responsibilities of the Contractor and subcontractors. Relevant licences and certificates required under national legislation. ▪ Soil and Spoil Characterisation: quantities and types of excavated soil and spoil per site, classification and suitability for reuse (topsoil, subsoil, spoil). ▪ Segregation and Collection Systems: Procedures for separating: topsoil (fertile layer), excavated subsoil and spoil, methods for minimising mixing and contamination. ▪ Storage and Stockpiling Requirements: Locations and conditions for temporary storage and stockpiles, measures for run-off control, covering, seeding and preserving fertility. ▪ Re-Use and Final Destination: closed-loop reuse principles to maximise reinstatement on site, criteria for off-site transport or disposal where reuse is not feasible. ▪ Erosion Risk Assessment: identification of erosion-prone areas (steep slopes, loose soils, drainage lines), Identification of required erosion control measures and locations. ▪ Temporary and Permanent Erosion Control Techniques: specification of matting, mulching, drainage works, slope stabilisation, sediment control measures, etc. ▪ Drainage Design (as required), additional drainage for areas with high erosion risk or slope instability. ▪ Monitoring, Maintenance and Restoration: procedures for monitoring soil condition, erosion, stability and reinstatement performance. ▪ Requirements for progressive restoration and re-vegetation. Management measures: Soil Management ▪ Minimisation and Reuse: Plan works to minimise excavation and allow soil removal only when necessary. Maximise reuse of excavated materials for on-site reinstatement in line with the Site Reinstatement Plan. ▪ Handling and Storage: Remove and segregate topsoil from other materials; store separately, store all soils in secure locations with protection from run-off and erosion, cover or seed stockpiles stored longer than 3 months; remove or spread stockpiles at end of construction. ▪ Protection of Soil Quality: Limit vehicle movements off-road to avoid compaction—especially in soft soils or on steep slopes, avoid off-road driving during wet conditions; repair ruts or compaction damage immediately. ▪ Slope Stability and Earthworks: Avoid earth cutting and access routes on steep slopes; apply engineered stabilisation where unavoidable. Design drainage ditches so that adjacent land stability and hydrology are not negatively affected. ▪ Reinstatement and re-vegetation: Avoid leaving ground without vegetation cover unless naturally barren, ▪ Re-grade surfaces to restore natural drainage patterns, re-vegetate cleared areas and modified slopes with native species as early as possible. Spoil / Excavated Material Management Plan (EMMP) To be implemented before earthworks begin and must include: ▪ Planning and Organisation: contractor and subcontractor details, procedures for E&S assessment of borrow pits and disposal sites. ▪ Reuse and Material Flow: measures to maximise on-site closed-loop reuse (topsoil and subsoil), material quantities and reuse potential per category and per site. ▪ Stockpile Management: requirements to cover stockpiles and protect them from run-off, segregation of clean vs contaminated excavated soils; safe treatment or disposal of contaminated soil, long-term topsoil stockpiles must be outside active work areas and away from drainage ditches. ▪ Borrow Pits and Disposal Sites: must be approved by regulators and environmental authorities, require E&S assessment and mitigation development by the Contractor, must be coordinated with municipalities. ▪ Quality Protection and Preservation: stockpiles designed to minimise loss, compaction, contamination and	

degradation, agricultural land used temporarily must be reinstated and returned to agricultural use.

Erosion Control – Key Mitigation / Management Actions

- Planning and Exposure Minimisation: Minimise cleared surfaces and areas exposed to erosion, optimise workspace layout to reduce exposed soils.
 - Temporary Erosion Controls: install erosion control matting, mulching, bunds or temporary drainage where needed, protect exposed soil until vegetation is restored.
 - Sediment Control Measures: Install silt fences, sediment traps, check dams or similar measures to control water flow and sediment, apply sediment control particularly on: access roads, construction camps, tower foundations (if applicable), any cut-and-fill areas.
- Water Flow and Run-Off Management: Install drainage structures to control surface run-off and reduce sediment mobilisation, maintain all erosion and sediment controls throughout construction.

Table 11-14: Soil Management and Erosion Control Plan, and Excavated Material / Spoil Management Plan

Title:	Construction Noise Management Plan
Objectives:	▪ Prevent, minimise and control noise and vibration emissions from all construction activities. ▪ Ensure compliance with national noise limit values and good international practice (GIP). ▪ Protect nearby receptors (residences, schools, health facilities, workplaces) from excessive noise or vibration levels. ▪ Apply source-based and site-based controls to reduce noise emissions during construction. ▪ Ensure transparent communication with affected communities regarding construction schedules, noisy activities and complaint mechanisms. ▪ Monitor noise and vibration to ensure continual compliance and corrective action.
Key content and management measures:	
The Contractor must prepare the CNMP as part of the CESMP. It shall include:	
▪ Identification of noise and vibration sources: all machinery, heavy equipment, trucks, generators, compressors, batching plants, crushers, construction stages with high noise intensity (excavation, breaking, piling, asphalt works). ▪ Legal and standards framework: Relevant national legislation in Republic of Moldova (noise limits and time restrictions), GIP standards (e.g., EU Outdoor Equipment Directive, IFC/EBRD guidance values). ▪ Baseline and receptor mapping: Identification of nearest occupied receptors, Sensitive receptor map within 200 m of construction sites and transport routes. ▪ Noise & Vibration control strategy: control at source (equipment specifications, muffling devices), control across site (scheduling, barriers, zoning, sequencing), transport-related noise controls. ▪ Noise and vibration monitoring programme: locations, frequency, parameters, thresholds and corrective actions, complaint-triggered monitoring procedures. ▪ Community information and communication: notification systems for residents, mechanisms to address noise complaints and feedback. ▪ Roles, responsibilities and training: designated noise control officer, worker training requirements (noise reduction, equipment operation). ▪ Reporting and record keeping: daily logs, exceedance records, corrective actions, and reports to authorities.	
Management measures:	
▪ Construction planning & scheduling: schedule noisy activities during permissible working hours; avoid early mornings, evenings, holidays and weekends; sequence noisy tasks to avoid long continuous noise exposure; coordinate noisy works between subcontractors to prevent cumulative noise peaks, agree working hours with local authorities. ▪ Use of quieter and well-maintained equipment: select low-noise equipment compliant with EU Outdoor Equipment Directive; ensure regular maintenance and servicing to reduce noise and vibration; conduct periodic noise tests to confirm compliance; keep acoustic covers on engines closed during operations. ▪ Muffling, silencing and engineering controls: fit equipment with silencers, mufflers, acoustic enclosures; use sound-reduced compressors with proper acoustic housing, apply anti-vibration pads under stationary equipment; use low-vibration power tools (e.g., hydraulic instead of pneumatic where possible). ▪ Temporary and natural noise barriers: build temporary barriers using earth berms, spoil stockpiles, containers or acoustic panels; install barriers around stationary high-noise equipment (generators, crushers, batching plants), position equipment as far as possible from sensitive receptors. ▪ Vibration control measures: select low-vibration equipment and methods, use isolation pads, dampers or vibration-absorbing foundations, limit activities with high vibration potential (e.g., pile driving) and notify residents in advance, monitor vibration where receptors are close to excavation or compaction areas. ▪ Worker training & operational discipline: train workers on noise-reduction techniques and proper equipment use; avoid shouting; encourage use of radios or headsets for communication, require workers to use hearing protection (earpieces) in high-noise areas. ▪ Community information & communication: Inform residents in advance about construction activities, timing, and expected noise level; provide updates for any works planned within 200 m of receptors; share contact details for the project's Grievance Mechanism (GM); respond promptly to complaints and implement corrective actions.	

- Compliance with local regulations: strict adherence to Republic of Moldova noise standards and time restrictions; no night-time, weekend or holiday works unless authorised by local authorities; document and justify any exceptional works requiring extended hours.
- Noise monitoring: conduct regular monitoring in accordance with national requirements, use calibrated sound level meters positioned near key receptors; trigger corrective actions when exceedances occur (e.g., relocation of equipment); record complaints and responses.
- Additional site-specific noise-reducing Measures (GIP): place noisy machinery away from sensitive areas (schools, houses, businesses); avoid simultaneous operation of multiple high-noise equipment; reduce transport-related noise; limit vehicle speeds to ≤ 10 km/h on temporary site roads; stabilise dirt access roads with gravel; load/unload materials away from receptors; avoid unnecessary engine revving and horn use; switch off engines during idling; start machinery sequentially, not simultaneously;
- Complaint management and corrective action: investigate all noise/vibration complaints; identify the source and assess need to: adjust working hours, relocate equipment, install additional barriers, enhance operational discipline. Sensitive receptors must be mapped before works begin to enable rapid response.
- Coordination with Authorities: maintain regular liaison with local authorities on: planned works, temporary increases in noise, required exemptions, community notifications, report monitoring results and exceedances as required.

Table 11-15: Construction Noise Management Plan

Title:	Chemicals and Hazardous Substances Management Plan
Objectives:	▪ Ensure safe handling, transport, storage, use, and disposal of chemicals and hazardous substances during construction. ▪ Minimise risks to workers, communities, and the environment arising from spills, leaks, exposure or fires. ▪ Manage hazardous materials in line with national legislation and international good practice (GIP). ▪ Prevent contamination of soil, water, air and sensitive ecological receptors. ▪ Ensure workers are trained and competent in hazardous materials management, PPE use and emergency response. ▪ Implement a clear risk hierarchy: elimination, substitution, isolation, control, safe practices, and PPE.
Key content and management measures:	
The CHSMP must be prepared as part of the CESMP and include: ▪ Hazard identification and inventory: full list of hazardous substances expected on-site (fuels, oils, solvents, detergents, paints, sealants, gases, herbicides, etc.); quantities, storage locations, associated risks, and hazard classifications. ▪ Legal and standard framework: national regulations applicable to hazardous substances management in Republic of Moldova; GIP references (Material Safety Data Sheet guidance, safe storage standards, bunding requirements). ▪ Risk Reduction Hierarchy: elimination / substitution of high-risk chemicals; isolation, enclosure, bunding and distance-based protection; engineering controls, safe work practices, PPE. ▪ Roles, responsibilities and training: designated chemical safety officer and responsibilities; training programme for workers, including spill response and safe handling. ▪ Storage and handling protocols: approved storage areas, bund capacity, segregation rules, ventilation requirements; labelling, signage and container management. ▪ Transport Requirements: licenced transporters, route planning, documentation, vehicle requirements, emergency response kits. ▪ Emergency Response Procedures: spill management steps, reporting lines, emergency contacts, interfaces with ERP (Emergency Response Plan). ▪ Waste and disposal arrangements; requirements for segregation, containment, off-site disposal and record keeping. ▪ Monitoring, Inspection and Reporting: weekly inspection requirements, inventory updates, corrective actions and documentation procedures.	
Management measures: ▪ Maintain a complete and up-to-date MSDS Register for all hazardous substances, review MSDS before any handling, transport, storage or disposal; train all personnel in safe handling, PPE use, spill response, and emergency procedures; maintain training records; provide spill response kits at all storage facilities and on equipment transporting hazardous substances; ensure availability of suitable PPE (gloves, masks, goggles, chemical-resistant overalls); store all chemicals and chemical wastes in accordance with approved standards and national requirements; fit all site vehicles with appropriate fire extinguishers. ▪ Transport of Hazardous Substances: engage only licensed transporters knowledgeable in hazardous materials regulations; transport hazardous substances in compliance with relevant national regulations; ensure spill kits accompany all vehicles transporting hazardous goods; use properly labelled containers and ensure secure loading to prevent tipping or leakage; ensure drivers are trained in emergency response and reporting procedures. ▪ Storage Requirements: store and use substances exactly as specified in MSDS and manufacturer labels; minimise the number of storage locations; centralise where possible; do not store incompatible chemicals together (flammables, corrosives, toxics); store hydrocarbons (fuel, oils, lubricants) in bunded areas meeting regulatory standards; store drummed hazardous substances on impervious, sloped or bunded surfaces; store flammable, corrosive and toxic substances separately, with regulatory labelling; prohibit all ignition sources near flammable storage tanks; provide	

safety showers, eyewash stations and first aid kits near hazardous storage areas; maintain spill kits at all storage areas and on equipment handling hazardous substances; prohibit storage or use within 50 m of watercourses or drainage lines, install appropriate warning and hazard signage at all hazardous storage locations. ▪ Use Requirements: follow safe operating procedures, including correct decanting, mixing and dilution practices; avoid using hazardous substances in windy or rainy conditions where dispersal is likely; ensure containers are sealed when not in use to prevent evaporation or spillage use tools, equipment and containers approved for chemical use. ▪ Disposal of Hazardous Waste: collect and dispose of hazardous wastes in accordance with the Construction Waste Management Plan; use only licensed disposal or recycling facilities approved by national authorities; segregate hazardous waste from general waste; label containers clearly; maintain documentation of quantities, disposal dates, transporter and destination; ▪ Spill Prevention and Response: follow the spill management procedures in the Emergency Preparedness and Response Plan (EPRP); immediately contain and clean all spills using appropriate absorbents; report all spills to NRA / Supervision Consultant as required; inspect and maintain all equipment to prevent leaks, especially hydraulic systems; replace damaged hoses, seals or fittings immediately; ensure spill kits include absorbents, sand, booms, neutralisers and fire suppression devices appropriate to risk. ▪ Monitoring and Inspection: maintain a full Hazardous Substances Inventory for the Project, completed at the start of construction and regularly updated; maintain a Safety Data Sheet Register at storage areas and contractor office; conduct weekly inspections covering: storage conditions, bund integrity, PPE availability, spill kit condition, container labelling, evidence of leaks or improper handling, record non-compliances and implement corrective actions, report monitoring results to the Client and supervising engineer.
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Table 11-16: Chemicals and Hazardous Substances Management Plan

Title: Waste Management Plan	
Objectives:	▪ To ensure that the management of solid and liquid wastes (including overburden/spoil) are appropriately managed in accordance with national legislation and EBRD's PR3. ▪ To ensure that contractors are adopting the waste hierarchy, which is to avoid reduce, reduce, recover, recycle and, if none of these options are available, to treat and dispose of waste in a legal and responsible manner. ▪ To track all waste movements, recording how waste may be transferred from one entity to another before it reaches its end point. ▪ To ensure that waste management contractors are assessed and evaluated during procurement process, before they are used, to check that they will be able to management waste according to the requirements of this Plan. ▪ To ensure all waste management facilities are audited against national requirements and EBRD's PR4 requirements before they are used.
Key content and management measures:	
▪ Details of a Waste Inventory that reflects the expected quantity, type and hazardous classification of wastes generated, along which waste types can be recovered and recycled. The inventory will indicate when during the construction stage of the project, large quantities of waste will be generated so that the management of high waste volumes can be planned in advance. ▪ A Waste Register that reflects how the different types of waste will be recovered, recycled or treated/disposed of, and where the final destination of the waste materials could be after being subjected to a detailed audit (see below). ▪ Details of how potential waste contractors are to be audited to ensure that they have the internal capacity to meet the applicable requirements of national legislation and Good Industry Practice. ▪ Details of how potential waste management facilities are to be audited to ensure that they are being operated in accordance with national legislation and GIP. ▪ An up-to-date register of approved waste management contractors and waste management facilities who have been subjected to a successful audit. ▪ Details of how waste generated at each construction site shall be segregated using a simple colour coded system and signage. ▪ How waste storage containers shall be securely stored, banded (where required), fenced off, and labelled including details of international hazard labels and the applicable UN code where required for hazardous waste materials. ▪ How waste storage areas at each construction stage shall be subjected to a weekly visual inspection. ▪ Internal training, awareness raising activities, monitoring using KPIs, and roles and responsibilities.	

Table 11-17: Waste Management Plan

Title: Site Reinstatement Plan	
Objectives:	▪ Restore all temporary construction areas to their pre-construction condition or better, ensuring they are stable, safe, and environmentally compatible. ▪ Prevent long-term environmental degradation such as erosion, soil instability, contamination, or loss of vegetation.

	- Rehabilitate land in a sustainable manner using technical and biological reinstatement measures. - Ensure safe closure of construction compounds, temporary access roads, storage zones, stockpiled earth areas, worker camps, and auxiliary workspaces. - Ensure coordination with local authorities and landowners to meet regulatory and community expectations. - Achieve progressive restoration to minimise the footprint and duration of impacts.
Key content and management measures:	
The Contractor must develop an SRP as part of the CESMP. It must include: - Identification and mapping of all temporary construction areas: access roads not required for operation, construction compounds, laydown areas, worker accommodation camps, storage yards and stockpiled earth, temporary utilities and support infrastructure - Pre-Construction Baseline Conditions: photographic record of site condition; soil profile (topsoil/subsoil) and existing vegetation; drainage patterns and land use. - Reinstatement Strategy: progressive reinstatement aligned with construction sequencing; technical and biological reinstatement measures; methods for topsoil preservation and reuse; standards for grading, contouring, and erosion control; restoration acceptance criteria (visual, structural, vegetation cover). - Schedule and Phasing: a reinstatement schedule coordinated with construction milestones; seasonal planning for vegetation establishment (spring/autumn). - Roles and Responsibilities: contractor's reinstatement team, environmental specialists, and supervisors; coordination with NRA and local competent authorities. - Monitoring and Reporting: vegetation monitoring programme (survival rates, regrowth, erosion); post-restoration inspections and corrective actions.	
Management measures - All areas temporarily used during construction must be reinstated to pre-construction conditions or better. - Reinstatement must comply with all permits and regulatory consents. Close collaboration with competent authorities and NRA is mandatory during planning and implementation. - Technical Reinstatement includes physical restoration measures such as: landscaping and re-grading to restore original contours; installation of permanent erosion control structures (ditches, drains, slope stabilisation); ensuring safe runoff management and preventing soil loss; removal of temporary culverts, pipes, access tracks and structures; ensuring reinstated land poses no safety hazards to workers, landowners, or the public. - Biological Reinstatement includes ecological restoration using: spreading topsoil previously stripped and preserved; seeding or planting with autochthonous (native) species only; temporary irrigation or erosion mats if required; a detailed monitoring programme to track vegetation establishment, growth, and survival; replanting in case of unsuccessful vegetation establishment. - Removal of Temporary Works and Facilities: all temporary construction-related facilities must be removed unless needed for long-term operation. This includes: construction compounds and camps; temporary offices, storage containers, utilities and fencing; all equipment, temporary structures, and residual materials; stockpiled earth or spoil piles; waste and demolition debris (handled per Waste Management Plan). after removal: sites must be graded, stabilised, and re-vegetated. - Clean-Up and Waste Removal: all residual materials, debris, stockpiles, and waste must be removed and disposed of in accordance with the Waste Management Plan; contaminated soils must be remediated if identified. - Access Roads Restoration: all access roads used only for construction must be restored after works unless required for operational maintenance. Restoration includes: grading, recompaction where needed, topsoil replacement, re-vegetation, drainage reinstatement. - Landscaping and Re-Vegetation: re-vegetation must be planned early in the CESMP. Use only locally appropriate, autochthonous plant species. re-vegetation is progressive, not postponed until the end. - Apply measures such as: mulching, erosion control mats, protective fencing, soil improvement (where needed) - Progressive Reinstatement: reinstatement must occur as soon as areas become redundant for construction. - This minimises erosion risk and reduces the disturbed footprint. Progressive reinstatement should follow a clear flow: remove temporary facilities, re-grade and stabilise, replace topsoil, plant/seed. - Monitoring and acceptance criteria: vegetation establishment must be monitored for at least one full growing season. Criteria for successful reinstatement include: stable slopes and no erosion, $\geq 70\%$ vegetation cover with native species, restored drainage patterns; reinstated land safe for intended use. Failure to meet criteria requires corrective actions (re-seeding, additional topsoil, erosion control).	

Table 11-18: Site Reinstatement Plan

Title:	Chance Find Procedures
Objectives:	- To establish procedures to protect the status of tangible cultural heritage resources that may be unexpectedly found during excavations, earth movements and similar activities in accordance with national legislation and PR8. - To ensure that government departments are notified of the chance find as soon as possible to do so.

	To raise awareness of the Chance Finds Procedure amongst the Construction Contractor's workforce and subcontractors so that work is stopped immediately after a chance find is made
Key content and management measures: - A chance find procedure that includes a commitment to: - Temporarily stop all work; - Notify the E&S Manager; - Conduct a preliminary assessment based upon what can be observed; - Document the preliminary assessment that has been made which includes taking photographs, the potential significance of the find and measures required to protect the find; - For potentially significant finds, notify the relevant government department and wait for their involvement before proceeding, until a future plan of action is agreed; or - For chance finds assessed to be not significant, extract the remains into a secure container, inspect the surrounding area for further artefacts, and resume works whilst checking for any additional finds.	

Table 11-19: Chance Find Procedures

Title:	Training Plan
Objectives:	- To ensure that the PIU (if the PIU will be other entity than NRA) has the adequate capacity to manage the E&S risks and impacts that are expected to occur during the construction and operational stages of the project. - To ensure that the PIU is aware of the relevant E&S compliance requirements under national legislation and the applicable PRs.
Key content and management measures: - To provide training to the PIU's E&S department and senior managers inside the organisation on the following topics: - Stakeholder engagement and grievance management; - Labour and working conditions, - Community health and safety; - Pollution prevention and control; - Safety and security management; - Implementation of the resettlement plan; - The eLearning course developed by EBRD on the E&S management of contractors - The eLearning course developed by EBRD on stakeholder engagement.	

Table 11-20: Training Plan

Title:	Supply Chain Management Plan
Objectives:	- To identify significant labour risks and impacts associated with the project's core supply chains in relation to child labour, forced labour, and occupational health and safety (including GBVH). - To monitor supply chains on an ongoing basis to identify any relevant changes and to identify new significant risks or impacts associated with these changes.
Key content and management measures: - Details of the core suppliers to the construction contractor and a profile of the labour risks associated with each economic sector such as (for example) the abstraction of aggregate materials from a quarry for road base material. - The outcome of a risk assessment to indicate the likelihood and consequence of supply chain risks in each economic sector and company used. - How the Construction Contractor will be obliged to select low-risk suppliers, where it is possible to do so. - Details of legally binding agreements the PIU will require the Construction Contractor to have with its supply chain of companies to incorporate the prohibition and prevention of forced labour, child labour, and significant life safety risks. - A description of the scope of audits and inspections to be undertaken at a supplier's workplace/facility, depending on the outcome of the risk assessment. - Details of how the PIU will require the Construction Contractor to disengage from suppliers where significant audit findings are not rectified in a reasonable period of time.	

Table 11-21: Supply Chain Management Plan

12. Environmental and Social Management Plan

The table below presents the **Environmental and Social Management Plan (ESMP)** for the R7 Road Corridor Tranche 1 Rehabilitation Project. The table summarizes the key potential environmental and social impacts identified during the assessment, their assessed significance, and the specific mitigation measures required to avoid, minimize, or offset adverse effects in line with Moldovan national legislation, EBRD Environmental and Social Policy (2019) and Performance Requirements (PR1–PR10), and relevant EU standards.

For each impact, the table specifies:

- Significance of impact (rated as Low, Moderate, or High based on intensity, duration, and extent criteria);
- Mitigation measures to be implemented during construction and/or operation phases;
- Responsibility for execution (primarily Contractor, with oversight by Supervising Engineer, PIU, and NRA);
- Indicative cost (where quantifiable, in USD or percentage of contract value);
- Timeframes for implementation;
- Execution and Monitoring arrangements to ensure effective delivery and compliance.

The ESMP serves as a practical, actionable tool to guide project implementation, ensuring that all identified risks are proactively managed, residual impacts remain acceptable, and project benefits (improved road safety, reduced emissions, enhanced connectivity, and community welfare) are maximized. It forms the core of the project's environmental and social management system and will be integrated into the Contractor's Construction Environmental and Social Management Plan (C-ESMP), with regular monitoring, reporting, and adaptive management as outlined in the ESMP Monitoring Framework.

The measures in **Table 12-1: Environmental and Social Management Plan** are prioritized for the construction phase (where most impacts occur) but include provisions for operation where relevant. Full compliance with this plan is mandatory under the project contract and EBRD financing conditions.

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
						Pre-Construction period
Site organizations/ Temporary Sites and Locations	Moderate	Mitigation: Identify the location of construction site organizations in consultation with local authorities, NRA, EPI and environmental NGOs; avoid, where possible, the establishment of construction site organizations near settlements or water sources. Avoid felling trees and reduce vegetation clearance in line with national legislation and PRs'. Provide water and sanitation facilities for employees, in line with national legislation and PRs'. Control of solid waste and wastewater according to national and municipal regulations and EBRD PRs. The dumping, burying or burning of solid waste on and/or in the vicinity of the construction site is prohibited. The waste will be deposited at the nearest landfill or area that has the required permits. Guarantee by the Contractor that he will organize and maintain the system of waste sorting, collection and transport according to national and EBRD PR requirements. Ensure that all hazardous and non-hazardous, liquid and solid wastes are selected, collected and disposed of according to national regulations and requirements according to national and EBRD PR requirements. Upon completion of the project, remove all small materials and waste, as well as all temporary structures, including office buildings, shelters and restrooms. The Engineer will inspect and report that the site organization has been cleared and restored to pre-project conditions. Management Plan: Waste Management Plan Pollution Prevention and Control Plan, Worker Accommodation Plan (if camps are used), Community Health and Safety Management Plan (for proximity to settlements). Site Reinstatement Plan, Soil Management and Erosion Control Plan, Chemicals and Hazardous Substances Management Plan	Contractor (Project manager)	Supervising Engineer, LPA, NRA, EPI, Public Health Centre	BoQ	Construction period

³ Intensity: Low, Moderate, High;

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
Atmospheric air including climate change						
Emissions of polluting substances associated with road traffic (construction activities). Potential impacts on nearby residents and sensitive receptors.	Low	Mitigation: Maintain machinery regularly to reduce exhaust emissions; Use of low-sulphur fuels and avoidance of unnecessary engine idling; Avoid unnecessary engine idling and use low-sulphur fuels; Apply asphalt only in suitable weather conditions; Restore work areas progressively to reduce dust; Locate construction camps and asphalt plants away from settlements. Management Plans: Pollution Prevention and Control Plan; Air Quality Management Procedures; Traffic Management Plan; Asphalt Plant Environmental Control Procedures; Site Reinstatement Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan; Worker Accommodation Plan (when applicable).	Contractor (environmental specialist)	Supervising Engineer, EPI, Public Health Centre	Construction costs	Construction period
Dust emissions generated by earthworks, excavation, transportation of materials, operation of haul roads, and aggregate handling activities. Potential nuisance and health impacts on nearby communities, schools, and other sensitive receptors.	Moderate	Mitigation: Use of water sprayers during transportation and loading/unloading of sand, aggregates and all similar materials where there is a probability of creating dust. Intensified dust suppression measures in Şapte Bani, Gălăşeni, and Petruşeni, where intensive truck traffic associated with nearby quarries contributes to elevated dust levels. Cover trucks transporting soil, sand, or waste materials. Enforce a maximum speed limit of 40 km/h for all construction vehicles within settlements, including Şolcani, Zguriţa, Chetrosu, Pârjota, and other inhabited areas along the project corridor. Suspend particularly dust-generating activities during periods of strong winds where feasible. Maintain haul roads and keep vehicle wheels clean before entering public roads. Schedule works in the vicinity of sensitive receptors to minimize exposure to dust and emissions. Construction activities near Gimnaziul „Dumitru Bunescu” in Chetrosu (approximately 20 m from the road) should, where practicable, be undertaken outside teaching hours or during school holidays.	Contractor (environmental specialist)	Supervising Engineer	Construction costs	Construction period

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		Management Plan: Pollution Prevention and Control Plan; Air Quality / Dust Management Procedures; Traffic Management Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan.				
Soil and subsoil						
Accidental losses of fuel and lubricants	Moderate	Mitigation: Prohibit washing, maintenance, or repairs of machinery on site; Use sand beds to contain accidental leaks; Protect the territory from fuel and lubricant spills; Clean vehicle wheels before entering public roads. Management Plan: Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Waste Management Plan; Traffic Management Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Non-compliant management of construction materials and waste	Low	Mitigation: Manage construction waste according to Law no. 209/2016 and CP A.09.04.2014; Collect waste in designated areas and remove it periodically by authorized services; Use only approved access routes and avoid uncontrolled disposal; Maintain site cleanliness and prevent soil contamination. Management Plan: Waste Management Plan; Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Soil Management and Erosion Control Plan; Traffic Management Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Non-compliant management of construction materials and waste	Low	Mitigation: Collect waste in designated areas and remove it periodically by authorized services; Management Plan: Waste Management Plan; Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Soil Management and Erosion Control Plan; Traffic Management Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Non-compliant management of construction materials and waste	Low	Mitigation: Use only approved access routes and avoid uncontrolled disposal; Maintain site cleanliness and prevent soil contamination. Management Plan: Waste Management Plan; Pollution Prevention and Control Plan; Soil Management and Erosion Control Plan; Traffic	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		Management Plan				
Loss of fertile soil quality due to the organization of the construction site	Moderate	Mitigation: Identify and demarcate land for permanent and temporary use; Strip and store the fertile topsoil separately for later reuse; Use stored soil for recultivation and slope stabilization; Avoid unnecessary occupation of agricultural land. Management Plan: Soil Management and Erosion Control Plan; Site Reinstatement Plan; Pollution Prevention and Control Plan; Environmental Monitoring Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Increased vulnerability to erosion due to excavation and creation of foundation	Moderate	Mitigation: Provide organized surface drainage in sloped areas; Limit excavation to project boundaries; Stabilize exposed slopes and gullies with vegetation or geotechnical measures; Reuse excavated materials to fill gullies and erosion pits. Management Plan: Soil Management and Erosion Control Plan; Pollution Prevention and Control Plan; Site Reinstatement Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Temporary loss of topsoil for the borrow pit and access road; risk of erosion; alteration of the local relief	Moderate	Mitigation: Commencement of excavation works only after obtaining all the required permits. Stripping and separate storage of the topsoil layer; Protection of spoil heaps with drainage ditches; Reuse of topsoil for site rehabilitation; Construction of slopes with a maximum gradient of 1:3. Management Plan: Soil Management and Erosion Control Plan; Site Reinstatement Plan; Pollution Prevention and Control Plan; Environmental Monitoring Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Surface and groundwater						
Oil and fuel leaks due to the operation of machinery	Low	Mitigation: Emergency prevention and pollution control plan; Periodic checking of the operating status of the machines in order to avoid possible malfunctions. Management Plan: Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Waste Management Plan; Traffic Management Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, LPA, EPI	Construction costs	Construction period
Water pollution due to improper	Moderate	Mitigation: Collect domestic and construction waste in designated areas, using separate containers. Remove waste regularly through	Contractor (environmental)	Supervising Engineer, LPA, EPI	Construction costs	Construction period

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
management of waste and wastewater		authorized companies; Provide portable ecological toilets for site personnel; Store excavated soil and materials outside natural drainage areas to prevent erosion and runoff; Ensure proper site drainage to prevent ponding or uncontrolled runoff. Avoid discharge of concrete slurry, process water, or other pollutants into water bodies; Conduct baseline and periodic monitoring of nearby surface water and groundwater wells to detect potential contamination. Management Plan: Pollution Prevention and Control Plan; Waste Management Plan; Chemicals and Hazardous Substances Management Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan; Site Reinstatement Plan	specialist)			
Poor groundwater quality and contamination of local wells with coliform bacteria, <i>E. coli</i> , and nitrates, posing health risks to local populations and construction workers	High (pre-existing condition / baseline constraint)	Construction personnel shall be strictly prohibited from using water from local wells for drinking, food preparation, or personal hygiene purposes due to the identified bacteriological contamination and toxicological risks associated with elevated nitrate concentrations. The Contractor shall provide exclusively certified bottled drinking water and ensure an adequate supply is available at all construction sites, worker facilities, and temporary camps throughout the construction period.	Contractor (environmental specialist)	Supervising Engineer, LPA, EPI	Construction costs	Construction period
Increased sedimentation and turbidity of surface waters during construction activities near river crossings; potential deterioration of already degraded aquatic ecosystems and water quality due to runoff of suspended solids into the Cubolta, Răut and Camenca rivers.	High	Installation and maintenance of sediment control measures (silt fences, sediment traps, temporary settling ponds/decanter) at all work areas adjacent to watercourses. Restrict earthworks during heavy rainfall events where feasible. Stabilize exposed soils as soon as possible. Regular inspection and cleaning of sediment control structures. Immediate restoration of disturbed riverbanks following completion of works. Compliance with the ESMP and Water Pollution Prevention Plan.	Contractor (environmental specialist)	Supervising Engineer, LPA, EPI	Construction costs	Construction period

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
Risk of contamination of watercourses from construction runoff in rivers with limited self-purification capacity and poor baseline water quality.	High	Mandatory installation of silt fences and temporary settling facilities at the Cubolta (PC 241+45), Răut (PC 384+26), and Camenca (PC 624+95) crossings. Periodic monitoring of downstream water quality during construction. Emergency response procedures for accidental pollution incidents.	Contractor (environmental specialist)	Supervising Engineer, LPA, EPI	Construction costs	Construction period
Noise and vibration						
Construction noise and vibration generated by machinery (excavators, bulldozers, compressors, vibrators, diesel trucks, asphalt milling machines) with potential disturbance to nearby residential areas, schools, healthcare facilities, and other sensitive receptors.	Moderate	Mitigation: Use work equipment/tools that generate as little noise as possible; Isolate construction equipment that generates excessive noise or vibration (acoustic barriers, enclosures). Strict enforcement of maximum speed limit of 40 km/h for all construction vehicles within settlements (e.g., Șolcani, Zgurița, Chetrosu, Nicoreni, Pârjota) to reduce noise and vibration levels. Carry out construction work only during daytime hours; Suspend construction activities during public holidays and outside working days; Constant monitoring of noise and vibration levels during works; Stop work if maximum permissible noise limits are exceeded; Periodically check machinery to ensure compliance with permissible noise levels. Use of low-noise equipment and proper maintenance of machinery to ensure compliance with manufacturer noise standards. Installation of acoustic enclosures or mobile noise barriers around stationary equipment (generators, compressors) when operating near sensitive receptors such as schools (e.g., Gimnaziul din Chetrosu), hospitals, and medical centres (e.g., Drochia District Hospital). Pre-construction visual inspections and photographic documentation shall be carried out for all buildings located within 25 m of the road axis, particularly in the sectors of Hiliuți, Zgurița, and Nicoreni. The purpose of these surveys is to establish baseline structural conditions of nearby properties prior to the commencement of works and to enable comparison during and after construction. The baseline assessment will provide a reference for monitoring any potential structural changes or damages that may occur during construction activities, including those potentially associated with	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		heavy compaction works and vibration-generating equipment. Management Plan: Noise Management Plan; Community Health and Safety Management Plan; Pollution Prevention and Control Plan; Traffic Management Plan; Worker Accommodation Plan (if applicable)				
Temporary noise from material transport along haulage roads	Moderate	Mitigation: Schedule deliveries of construction materials to avoid overcrowding; Establish a timetable for carrying out work to minimize noise peaks; Avoid residential areas as much as possible; Limit speed to a maximum of 40 km/h where transport passes through built-up areas; Monitor traffic noise during material transport to ensure compliance with limits. Cover transport loads where applicable and ensure proper vehicle maintenance. Management Plan: Traffic Management Plan; Noise Management Plan; Community Health and Safety Management Plan; Pollution Prevention and Control Plan.	Contractor (environmental specialist)	Supervising Engineer, EPI	Construction costs	Construction period
Operational noise from vehicles using bypass road	Low	Mitigation: Limit vehicle speed in sensitive areas. Schedule operational traffic to minimize overlap with sensitive periods (night/rest hours). Maintain road surface in good condition to minimize tyre–road noise. Management Plan: Noise Management Plan (Operation Phase); Traffic Management Plan (Operation Phase); Community Health and Safety Management Plan	Maintenance Contractor (environmental specialist)/ NRA (environmental specialist)	Supervising Engineer, EPI	Operation costs	Operation period
Landscape						
Temporary modification of the landscape and visual characteristics of the area of borrow pit	Moderate	Mitigation: Restoration of the site upon completion of extraction activities; Shaping and levelling of disturbed areas to blend with the surrounding landscape; Reuse of stored topsoil for surface reinstatement and vegetation recovery; Implementation of erosion control measures (drainage channels, slope stabilization); Re-vegetation with native species to restore the natural appearance and prevent soil degradation; Regular monitoring of site rehabilitation progress and vegetation establishment. Management Plan: Site Reinstatement Plan; Soil Management and Erosion Control Plan; Pollution Prevention and Control Plan; Environmental Monitoring Plan; Community Health and Safety Management Plan	Contractor (environmental specialist)	Supervising Engineer, LPA, EPI	Construction costs	Construction period
Cultural, archaeological, and historical resources						

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
Risk (very minor) to hitherto unknown cultural heritage sites from excavations along the road corridor.	Low	Mitigation: Avoidance of protection zones; dust/noise control; Formal Chance Finds Procedure; stop-work authority; Supplier screening; audits; child/forced labour prohibition; Training on artefact identification; monthly refreshers Management Plan: CHMP (Cultural Heritage Management Plan), Chance Finds Procedure (CFP); Supply Chain Management Plan (SCMP), Contractor Training Plan (CTP)	Contractor (social specialist)	Supervising Engineer	Construction cost	Construction phase
Biodiversity						
Emerald Sites and Natural protected areas	Moderate	Mitigation: Application of all measures for protection the habitats of flora species according to National legislation, EU Directives, International Treated and EBRD's PR6 requirements; Provide control of sites to detect potential contamination or pollution of habitats; It is not allowed to store construction materials and equipment in the Emerald sites and NPAs zones adjacent to the road; Training of the employed personnel prior to construction, by an environmental/biodiversity expert, hired by the Contractor, to explain the behaviour that must be in sensitive areas and about the importance of avoiding the risk on these areas; The contractor (environmental/biodiversity expert) will draw up incident response plans for sensitive areas, which must be taken into account during the construction period; Management Plan: Environmental Monitoring Plan (construction-phase wildlife and habitat monitoring); Pollution Prevention and Control Plan; Site Reinstatement Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan; Emergency Preparedness & Response Plan (Sensitive Areas Section)	Contractor (environmental/biodiversity expert)	Supervising Engineer, ME: Environmental Agency, "Moldsilva" Agency, EPI	Construction cost	Prior to construction Construction period, permanently
Flora and forest ecosystems	Moderate	Mitigation: Obtaining all the permissive documents for deforestation.it is not allowed to start tree cutting works and to control the execution of the works, without the consent / presence of the representatives of the responsible environmental institutions; The locations for replanting will be only inside the road area, as close as possible to the places where there have been tree losses, respecting the design and safety requirements; If possible, stretch a net along the forests, where the trees are closer than 3 m to the road, to avoid polluting them with dust. Daily	Contractor (environmental/biodiversity expert)	Supervising Engineer, ME: Environmental Agency, "Moldsilva" Agency, EPI,	Construction cost	Construction period, permanently

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		spraying of these areas with water, when finishing construction works; It is not allowed to store construction materials and equipment in the forest areas adjacent to the road. Management Plan: Environmental Monitoring Plan; Pollution Prevention and Control Plan; Soil Management and Erosion Control Plan; Site Reinstatement Plan; Community Health and Safety Management Plan				
Fauna and their habitats	Moderate	Mitigation: The monitoring and control the sensitive areas for wild animals, particularly the species included in EU Resolution 6 (including mammals, reptiles, birds, others), especially migratory species Stopping work in sensitive areas for animals and special monitoring the area along the road, in the period of breeding and nesting of wild animals (Spring and summer) Conduct long-term monitoring of wildlife mortality or injury during construction. Emergency reporting to environmental authorities about all cases of animal mortality and injury; Avoiding the storage of household solid waste, used water, toxic and chemicals substances, in areas adjacent to construction sites that can attract animals and endanger their life or health. Avoid noise and vibration, strong lighting in sensitive areas for animals, especially during the dark period. Management Plan: Environmental Monitoring Plan (construction-phase wildlife and habitat monitoring); Noise Management Plan; Pollution Prevention and Control Plan; Waste Management Plan; Community Health and Safety Management Plan; Emergency Preparedness & Response Plan (Wildlife Section)	Contractor (environmental/biodiversity expert)	Supervising Engineer, ME: Environmental Agency, "Moldsilva" Agency, EPI,	Construction cost	Construction period, permanently
Socio-economic						
Land Acquisition & Economic Displacement	Low to Moderate	Mitigation: Implement Resettlement Action Plan (RAP); full replacement cost compensation; completion of cadastral works; Negotiated temporary land use agreements with compensation; reinstatement to pre-project condition; advance communication; temporary access routes; signage; timely reinstatement; Parcel-level consultation; redesign access routes where possible; livelihood restoration; Additional consultations with affected	NRA specialists (land)	Supervising Engineering	NRA costs	Preconstruction/Construction phase

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		businesses and ensuring access to the business facilities during and after the Project implementation, where possible. Management Plan: Resettlement Action Plan (RAP); Stakeholder Engagement Plan; Community Health and Safety Management Plan; Traffic Management Plan; Site Reinstatement Plan; Labour Management Plan (if livelihood-related)				
Access & Severance Effects to Communities and Traffic Restrictions to Road Users	Moderate to High	Mitigation: In the pre-construction phase, the detailed design will be revised and further refined to incorporate the recommendations of the Road Safety Audit (RSA) as well as the issues and concerns raised during stakeholder consultations, ensuring that the final design fully addresses identified safety risks and community needs along the R7 corridor. Implementation of Traffic Management Plan during construction to maintain vehicle and pedestrian access, safe passage of vehicles and pedestrians, and provide clear warning and instructions to vehicles. Maintain at least one access route; provide detours; temporary access ramps; visibility signage; directional boards; phased works to avoid full closures; Assurance of speed limits; flaggers; barriers; lighting; secure pedestrian routes; Consolidation of access points; deceleration lanes; grade-separated crossings; Consultations and engagement, to ensure that sufficient access to community, businesses and all personal assets is retained. Road Safety Awareness campaign. Management Plan: Traffic Management Plan; Community Health and Safety Management Plan; Stakeholder Engagement Plan; Resettlement Action Plan (if access restrictions cause economic displacement); Site Reinstatement Plan; Noise Management Plan (where applicable)	NRA (ES Manager, Land Specialist) Contractor (Traffic Management Supervisor)	NRA, LPA	BoQ	Preconstruction/Construction phase
Impacts on Community Health & Safety during Construction	Moderate to High	Mitigation: Dust/Noise/Vibration: watering, covering trucks, day-only works, noise barriers, monitoring; Worker–Community Interaction: Code of Conduct; GBVH training; worker screening; no camps in settlement; Pedestrian Safety: safe crossing points; fencing; temporary footpaths; school route coordination;	Contractor (Community Liaison Officer - CLO)	NRA/LPA/Supervising Engineer	Contractor cost	Construction Phase

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		Vulnerable Groups: communication campaigns; targeted safety measures for schools/elderly; Health Infrastructure Pressure: emergency coordination; on-site first aid; hygiene protocols; Management Plans: Community Health and Safety Management Plan; Traffic Management Plan; Noise Management Plan; Pollution Prevention and Control Plan; Labour Management Plan (including Worker Code of Conduct & GBVH procedures); Worker Accommodation Plan (if applicable); Stakeholder Engagement Plan; Emergency Preparedness and Response Plan; Site Reinstatement Plan				
Risks to Worker Health & Safety (PR4),	Moderate to High	Mitigation: 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; Contractor OHS Performance: prequalification, audits, KPIs, Job Hazard Analysis (JHAs), toolbox talks; Supply Chain Risks: supplier screening; audits; child/forced labour prohibition; OHS During Construction: safe work-zones; PPE provision and enforcement; task-specific JHAs and method statements; heat/cold stress protocols; noise/vibration control; near-miss reporting; behaviour-based safety. OHS During Operation (maintenance staff): maintenance-specific risk assessments; maintenance TMP; reflective PPE; shadow vehicles and signage for mobile works; training for night work and winter conditions. Management Plan: Occupational Health and Safety Management Plan (OHSP); Labour Management Plan (LMP); Supply Chain Management Plan (SCMP); Traffic Management Plan (TMP); Emergency Preparedness and Response Plan (ERP); Pollution Prevention and Control Plan; Worker Accommodation Plan (if applicable); Contractor Management Plan / Contractor Oversight Procedures	Contractor (Social/Labour officer, OHS officer)	NRA/Supervising Engineer/LSI – Labour State Inspectorate, Immigration Agency	BoQ	Construction Phase/Operation phase
Labour and Working	Moderate to	Mitigation: Gaps in HR policies & Code of Conduct: develop PR2-	Contractor (OHS officer,	NRA/Supervising Engineer/LSI/Immi	BoQ	Construction phase

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
conditions (PR2)	High	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; 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; 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. 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. 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. 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. 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. Inadequate wages & benefits: contractual requirement to meet at least national minimum wage and industry standards; periodic 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. 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.	social/labour officer)	gration Agency		

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		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. 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. 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. 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. GBV/SEA, harassment and bullying: GBV/SEA Action Plan; code of conduct with explicit GBV/SEA prohibitions; mandatory induction and refresher training; confidential reporting channels; survivor-centred response protocols; contractual zero-tolerance clauses. 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 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. 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. Retrenchment / collective dismissals (if applicable for O&M) Develop Retrenchment Plan aligned with ESR2; analyse alternatives; consult workers and unions; define compensation and support				

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		measures; integrate GM; clear communication plan. Management Plan: Labour Management Plan (LMP); Human Resources Policy and Code of Conduct (including GBV/SEA provisions); Occupational Health and Safety Management Plan (OHSP); Worker Grievance Mechanism Procedure; Worker Accommodation Plan (if applicable); Supply Chain Management Plan; Security Management Plan (if security personnel are deployed); Emergency Preparedness and Response Plan; Traffic Management Plan; Contractor Management and Oversight Procedures (PIU ESMS); GBV/SEA Action Plan; and Retrenchment Plan (if collective dismissals apply)				
Atmospheric air including climate change						
Dust emissions associated with road traffic	Low	Mitigation: Air quality along the road section to be monitored at locations near the closest residential buildings for an initial period during operation; Establishing speed limits in residential areas; Management Plan: Pollution Prevention and Control Plan; Air Quality Monitoring Plan; Traffic Management Plan (operation-phase speed limits); Community Health and Safety Management Plan	NRA (environmental specialist)	EPI	Operation cost	Quarterly (as needed)
Air emissions generated during operational traffic flow	Moderate	Mitigation: Installation of PM10, PM2.5, NO ₂ , CO monitoring stations in sensitive areas and periodic checks to assess compliance with national/EU standards. National promotion of low-emission vehicles; Establishing speed limits in residential areas. Management Plan: Air Quality Monitoring Plan; Pollution Prevention and Control Plan; Traffic Management Plan (operation-phase speed limits); Community Health and Safety Management Plan	NRA/EPI (environment specialist)	EPI	Operation cost	Quarterly (as needed)
Soil and subsoil						
Soil erosion caused by rainwater runoff	Low	Mitigation: Regular inspection and maintenance of drainage systems (ditches, culverts, channels) to ensure proper water flow; Construction of additional drainage structures in erosion-prone areas, if necessary; Stabilization of slopes and embankments using grass cover, vegetation, or geotextiles; Minimization of exposed soil areas by maintaining protective vegetation along embankments and road shoulders; Monitoring erosion-prone sections after heavy rainfall events and implementing corrective actions promptly. Management Plan: Soil Management and Erosion Control Plan; Site Reinstatement Plan; Pollution Prevention and Control Plan; Community Health and Safety Management Plan (for erosion risks)	NRA (environment specialist)	EPI	Operation cost	Quarterly (as needed)

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		near settlements); Environmental Monitoring Plan (for erosion inspections and post-rainfall checks)				
Accidental losses of fuel and lubricants	Low	Mitigation: Regular inspection and maintenance of vehicles and equipment to prevent leaks; Immediate containment and clean-up of any accidental spills; Provision of spill kits at all maintenance and refuelling sites; Use of designated and impermeable areas for refuelling and minor maintenance; Training of staff in spill prevention and emergency response procedures; Monitoring of surrounding soil and drainage areas for contamination signs. Management Plan: Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Waste Management Plan (for contaminated materials); Emergency Preparedness and Response Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan (where spills may affect public areas)	NRA (environment specialist)	EPI	Operation cost	Quarterly (as needed)
Surface and groundwater						
Oil and fuel leaks from transport and maintenance equipment	Low	Mitigation: Good maintenance of drainage infrastructure; Emergency prevention and pollution control plan. Management Plan: Pollution Prevention and Control Plan; Chemicals and Hazardous Substances Management Plan; Emergency Preparedness and Response Plan; Soil Management and Erosion Control Plan; Waste Management Plan (for contaminated materials).	NRA (environment specialist)	EPI	Operation cost	Quarterly (as needed)
Noise and vibration						
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	Mitigation: Limit vehicle speed in sensitive areas; Noise levels must be measured at least at representative receivers (residential areas) on the side of the road every six months for a period of 2 years after construction; Performance evaluation of installed sound panels. Management Plan: Noise Management Plan (operation-phase); Traffic Management Plan (speed limits); Community Health and Safety Management Plan; Air & Noise Monitoring Plan (operation-phase monitoring of receptors); Site Reinstatement Plan (where noise barriers require maintenance or adjustment).	NRA (environment specialist)	EPI	Operation cost	Quarterly (as needed)
Biodiversity						
Emerald Sites and Natural protected area growth.	Low	Mitigation: Application of all monitoring measures for the habitats of flora species according to National legislation, EU Directives, International Treated and EBRD's PR6 requirements	NRA ME: Environmental Agency,	ME: EPI	Cost set by the national budget for monitoring	According to the periods established by the legal

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
		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 around Emerald Sites, NPAs, forest ecosystems. Management Plan: Pollution Prevention and Control Plan; Waste Management Plan; Site Reinstatement and Vegetation Management Plan; Community Health and Safety Management Plan; Environmental Monitoring Plan (operation-phase habitat and species monitoring)	"Moldsilva" Agency, Scientific institutions of MSU		activities	framework for these purposes
Flora and forest ecosystems	Low	Mitigation: Permanent monitoring of flora in sensitive areas (Emerald Sites, NPAs, forest ecosystems) according to national and international legal requirements (EU Directives, International Conventions); The planting of additional trees along the road will be executed according to the applicable technical regulations and with care according to the technical norms, by the NRA; Restricting the consumption of salts in road maintenance in winter. Use of calcium chloride as anti-slip salts, which have a less harmful impact on vegetation; Management Plan: Site Reinstatement and Vegetation Management Plan; Pollution Prevention and Control Plan; Soil Management and Erosion Control Plan; Community Health and Safety Management Plan; Environmental Monitoring Plan (operation-phase flora and habitat monitoring)	NRA ME: Environmental Agency, "Moldsilva" Agency, Scientific institutions of MSU	ME: EPI	Cost set by the national budget for monitoring actions (ME) and for road maintenance activities (NRA)	According to the periods established by the legal framework for these purposes
Fauna and their habitats.	Low	Mitigation: Permanent monitoring of fauna habitats in sensitive areas (Emerald Sites, NPAs, forest ecosystems) according to national and international legal requirements (EU Directives, International Conventions); Installation of indicators (especially in forest areas of Lot 1), indicating dangerous areas for animals to cross the Road; Establishing of waste management, without the use of intermediate landfills, in biodiversity-sensitive areas for animals; Management Plan: Pollution Prevention and Control Plan; Waste Management Plan; Community Health and Safety Management Plan; Environmental Monitoring Plan (operation-phase wildlife and habitat monitoring); Site Reinstatement and Vegetation Management Plan.	NRA ME: Environmental Agency, "Moldsilva" Agency, Scientific institutions of MSU	ME: EPI	Cost set by the national budget for monitoring actions (ME) and for road maintenance activities (NRA)	According to the periods established by the legal framework for these purposes
Socio-economic						
During operation of the Project, the	Moderate	Mitigation: Integrate the management of socio-economic impacts	Maintenance Contractor	NRA/ Supervising Engineer/Labour	Maintenance Contractor	Operation phase

Environmental and social impact(s)	Significance of Impact ³	Mitigation measures/ Management Plan	Responsibility		Costs included in	Timeframes
			Execution	Monitoring		
management of socio-economic impacts shall be integrated into an Operations ESMS, using the Construction ESMS as a basis		into the Operations ESMS, building on the Construction ESMS framework. Implement the Contractor's Operational ESMP (OESMP), including OHS procedures and emergency response, to ensure safe conditions for maintenance workers during planned and emergency works. Apply good workforce management practices, enforce the Worker Code of Conduct, and ensure access to health surveillance and occupational healthcare. Maintain and operate a confidential and accessible Worker Grievance Mechanism. Implement the Human Resources Management Plan to guide recruitment, working conditions, training, and worker–management relations. Ensure continuous stakeholder communication through the Stakeholder Engagement Plan and operate a Community Grievance Mechanism; disclose updates in an Annual E&S Performance Report. Apply the Traffic and Transport Management Plan to manage temporary traffic deviations or closures required for routine or emergency road maintenance. Management Plan: Operational ESMP (OESMP); Occupational Health and Safety Management Plan; Emergency Response Plan; Human Resources Management Plan; Worker Code of Conduct; Worker Grievance Mechanism Procedure; Stakeholder Engagement Plan; Community Grievance Mechanism; Traffic and Transport Management Plan; Operations ESMS.		State Inspectorate	costs	

Table 12-1: Environmental and Social Management Plan

ANNEX 1 Typical Outline / Structure of a Management Plan

1. Objective and Scope

2. Legal Requirements

- Applicable IFI Environmental and Social requirements / standards and procedures
- Regulatory framework of Moldova, standards and guidelines applicable

3. Roles and Responsibilities

- Responsible parties
- Organisation / key personnel, organisational chart
- Roles and responsibilities for implementation of the MP, for each key personnel
- Reporting lines and schedule
- Training programme

4. Key Receptors

- Sensitive receptors identified throughout Project planning (design and ESIA)

5. Key Sources of Risks

- Source of risks identified throughout Project planning (design and ESIA)

6. Management Actions / Mitigation Measures

- Detailed site-specific measures that will be implemented to mitigate the impacts / risks

7. Monitoring

- Inspection schedule and checklist
- Corrective action plan

Appendices, where necessary

Note: The above is a generic Management Plan structure. Each MP will include specific aspects for the topic considered.