

ANNEX D – STAKEHOLDER ENGAGEMENT RECORD

Date	Locality / Stakeholder Engaged	Feedback/Concerns/Issues
14.08.2025	Lot 2-3 District Council Rîșcani, Department of Roads	Dust, noise, biodiversity impacts, Safety and access management, cross-cutting impacts, construction impacts Representatives of the District mentioned Duruitoarea stone quarry from Costesti as an existential negative impact because the adjacent road which switch with R7 is not rehabilitated and moving trucks from Duruitoarea quarry create a massive dust pollution. It is feasible to analyse this aspect. It is necessary to take into consideration for Technical Due Diligence the ongoing project "Improving water supply and sanitation services in the localities of Păscăuți, Damașcani, Proscureni, Gălășeni, Mălăiești, Hiliuți, Rîșcani district". World Bank project "Security of water supply and sanitation in Moldova". Implemented by the National Office for Regional Local Development (ONDRL) Protected Areas are subject to detailed impact assessment.
14.08.2025	(Lot 1,2,4) District Council Drochia, President	Construction Impacts, Cross-cutting impacts, Land Acquisition Impacts Drochia bypass will have a great positive social impact from road safety aspect, because R7 is the only access and pass through Drochia city with potential noise risk to medical institutions, schools, businesses, residential areas along the route and security of pedestrians as Central Bus Station and Car Market is located along the route. Administration emphasized Sugar Factory Sudzucker which could avoid the city via bypass.
20.10.2025	(Lot 1,2,4) District Council Drochia, consultation with Representatives of: Zgurița village - Mayor Chetrosu village - Mayor Nicoreni village - Mayor Drochia city - Mayor Țarigrad village - Mayor Miciurin village - Mayor District Police Inspectorate, Land Department of District Council	Construction Impacts on local roads, land acquisition, safety and access concerns at junctions and along densely settled frontages, Road Safety, signed and lit junctions with accel/decel lanes Particular danger for pedestrians crossing to the opposite side of the villages was raised. The district pointed to a network of regional strategies (water, waste, transport, climate, public health) that should frame the project's mitigation and monitoring. Communes asked that all accesses be audited for safety, poor night-time visibility can contribute to collisions, and that agricultural machinery movements be explicitly accommodated in design. Local authorities are essential for communication, approvals, and grievance handling, but coordination with national authorities is weak. Land expropriation is the main concern for Lot 4. Construction traffic may damage local roads and cause safety risks, requiring mitigation and alternative routes. A functional local grievance mechanism exists, with active community and social activist involvement. Affected land is mainly small agricultural parcels critical to household income, especially for retirees. Contractors will face local resource constraints (water, waste management) and must coordinate closely with mayors.
21.10.2025	National Road Administration meeting with consultants	The National Road Administration (NRA) does not have a fully integrated ESHS management system aligned with ISO 14001 or EU standards, relying instead on standalone policies and procedures governed primarily by national legislation.

		Institutional capacity for ESHS management exists but is limited, with a small dedicated E&S team responsible for both oversight and on-site monitoring, which may constrain effectiveness as project volumes increase. ESHS compliance during project implementation is ensured mainly through contractual mechanisms (FIDIC-based contracts, ESMPs, BoQ integration) and supervision by independent engineers combined with periodic NRA inspections. Grievance management is functional but largely informal and locally driven, with escalation to NRA only when issues cannot be resolved at community level, indicating the need for a more centralized and documented system. Land acquisition and resettlement processes are clearly defined in national law, with recent legislative changes strengthening state authority and predictability, although social acceptance challenges remain, particularly for bypass projects
21.10.2025	MIDR - Ministry of Infrastructure and Regional Development meeting with consultants	National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.
21.10.2025	ANTA – National Road Transport Agency meeting with consultants	National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads

Tranşa 1: R1 Road, 104.8 km (road junction with R14 – Drochia – Costesti – Roman)
 Lot 1 (R14 – Drochia, 29 km)
 Lot 2 (Drochia – Riscani, 27.4 km)
 Lot 3 (Riscani – Costesti, 30 km)
 Lot 4 (Drochia bypass, 6 km)
 Lot 5 (Connection with new bridge over River Prut at the Romanian border, 5 km)
 Lot 6 (Soroca – Ukrainian border, 7.4 km)

ON-LINE PUBLICATIONS

Lots (1-4)	Stakeholder	Published Announcement (on-line, in front of the mayoralty)
1-4	National Road Administration	https://www.andsa.md/featured/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-r7-r14-drochia-costesti-frontiera-cu-romania-si-r14-1-soroca-frontiera-cu-ucraina/
1,2,4	District Council Drochia	https://drochia.md/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-r7-r14-drochia-costesti-frontiera-cu-romania-si-r14-1-soroca/
3	District Council Rîșcani	https://consiliulriscani.md/?pag=news&tip=anunturi&opa=view&id=2695
1	District Council Soroca	https://www.facebook.com/share/169JhQGhT6/?mibextid=wwXlfr www.soroca.org.md
1	Solcani Village	https://www.facebook.com/primaria.solcani/
1	Zgurita Village	https://www.facebook.com/primariazgurita.nuldrochia/
1	Chetrosu Village	www.primariachetrosudrochia.info , https://www.facebook.com/share/1Vs2XCcnYg/?mibextid=wwXlfr
2,4	Tarigrad village	www.tarigrad.sat.md , https://www.facebook.com/share/175pGZAwgF/?mibextid=wwXlfr
2	Nicoreni village	https://www.facebook.com/share/1ar5ZWYxhu/?mibextid=wwXlfr
2,3	Rîșcani City	www.riscani.info https://www.facebook.com/share/1A5aRk6A4u/?mibextid=wwXlfr
3	Pîrjota Village	https://www.facebook.com/share/1PQNLZ5THi/?mibextid=wwXlfr
3	Hiliuți village	https://www.facebook.com/share/1YmWKn6BSU/?mibextid=wwXlfr
3	Șaptebani village	https://www.facebook.com/share/g/16vnMfFLWF/?mibextid=wwXlfr
3	Gălășeni village	https://www.facebook.com/share/g/16NKSSStHkw/?mibextid=wwXlfr
3	Petrușeni village	https://www.facebook.com/share/g/17k4yJmii1/?mibextid=wwXlfr
3	Costești village	www.primariacostesti.md
4	Miciurin village	https://www.facebook.com/share/g/17VH5sV56k/?mibextid=wwXlfr
1-4	Observatorul de Nord – local press	https://observatorul.md/evaluare-impact-mediul-traseul-r7/

DETAILED RECORD STAKEHOLDER ENGAGEMENT

Date	Participants	Key Aspects E&S Due Diligence
01.08.2025	AND (NRA) Team Sergiu Bejan – Director of National Road Administration www.andsa.md Ludmila Virlan – Chief of Department SDED Sustainable Development and Environment Department from AND Daniela Timuş – Consultant, Sustainable Development and Environment Department MM Consultin&Engineering SRL Team Tatiana Ilescu Environmental Specialist Ala Rotaru Biodiversity Specialist Marina Grosu Health& Safety/Social Specialist Mihai Bostan Local Team Leader	Introduction of the Project and key E&S objectives. For better coordination of the Project, MM requested an official letter to be addressed to all Local Authorities for Tranche R7 and Tranche M3. ANDSA elaborated the letter Nr.10-02/4004 from 05.08.2025 addressed to R7 stakeholders and 10-02/4422 from 25.08.2025 for M3 stakeholders. MM Social Expert identified the stakeholders and initiated the email correspondence and information about the Project objectives.
14.08.2025	District Council Drochia (Lot 1, Lot 2, Lot 4) Vasile Cemortan - President of the Drochia District Council +37325222058 secretary Igor Gajiu – Senior Specialist, Construction and Road Management Section, Economy, Construction and Investment Policy Directorate of the District Council cr.drochia.decpi@gmail.com gajuiigor@gmail.com Ludmila Stafie – Head of Public Administration Department, District President's Office www.drochia.md consiliul.raional-drochia@apl.gov.md	Previous Consultation about the Project: In 2024 MIDR invited the President of Drochia District to present the Project Design of R7. Periodical Laboratory on water, soil, air, noise: Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Centre Soroca (the competence is extended also for Soroca and Drochia District) of National Health Public Agency. The kindergartens are connected to the aqueduct and some also use commercial water. For the operation of the kindergartens, laboratory tests of drinking water are periodically carried out. The Consultants will request from the territorial Agency the latest available data on water. Land Owners: At the moment the administration has no information about the private land owners which are the subject to resettlement. The public landowner of the bypass location is Tarigrad and Miciurin Administration. Impact on the Project: Drochia by pass will have a great positive social impact from security aspect, because R7 is the only access and pass through Drochia city with potential noise risk to medical institutions, schools, businesses, residential areas along the route and security of pedestrians as Central Bus Station and Car Market is located along the route. Administration emphasized Sugar Factory Sudzucker which could avoid the city via bypass. Consultants identified that lakes, rivers do not have signs on road.

		Local Strategies: The administration provided the document SOCIO-ECONOMIC DEVELOPMENT STRATEGY OF DROCHIA DISTRICT 2021-2030. Stakeholder Identification: The specialists from District Council will prepare a list of relevant to Project impact identification businesses and landowners who cultivate crops along the roads, to organise focus group discussions. Public Stakeholder S.A. "Drumuri-Rîșcani", specialized in the construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Rîșcani, Drochia, Glodeni regions. Responsible for this entity is Public Property Agency. Biodiversity Aspects: Identification of Protected areas and interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory. Local mass media: Glia Nistreana – newspaper, Observatorul de Nord – on-line editorial, TV Drochia. On Facebook Platform District Council Drochia already published the preliminary visit of the Consultants. https://www.facebook.com/share/1ApgPQChMN/?mibextid=wwXlfr
14.08.2025	District Council Soroca (Lot 1) Veaceslav Rusnac – President of the District +37323022348 Secretary Natalia Bevza – Chief Architect of the District bevezanatalia25@gmail.com Coșeru Ruslan – Cadastral Specialist of the District Nicolae Gâtlan – Environmental Specialist Council District www.soroca.org.md crsoroca@gmail.com 	Previous Consultation about the Project: In 2024 MIDR invited the President of Soroca District to present the Preliminary Project Design of R7 Soroca – Drochia - Rîșcani. Șolcani village is in the process of connecting to the aqueduct with support of the Government through the National Programm European Village https://ondrl.gov.md/modernizari-in-satul-solcani-raionul-soroca/ Periodical Laboratory on water, soil, air, noise: Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Center Soroca (the competence is extended also for Soroca and Drochia District) of National Health Public Agency. The kindergartens are connected to the aqueduct and some also use commercial water. For the operation of the kindergartens, laboratory tests of drinking water are periodically carried out. The Consultants will request from the territorial Agency the latest available data on water. Land Owners: The administration delegated Cadastral Specialist from Soroca Council District – Coseru Ruslan, to present the related to Project land plots (cadastral numbers) to check with project documents. Consultants identified that lakes, rivers do not have signs on road. Local Strategies: The administration provided the document SOCIO-ECONOMIC DEVELOPMENT STRATEGY OF SOROCA DISTRICT 2025-2030. Stakeholder Identification: The specialists from District Council will prepare a list of relevant to Project impact identification businesses and landowners who cultivate crops along the roads, to organize focus group

		discussions. Public Stakeholder S.A. "Drumuri-Soroca", specialized in the construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Soroca, Florești and Șoldănești sectors. Responsible for this entity is Public Property Agency. Biodiversity Aspects: Identification of Protected areas and interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory. Local mass media: Ziarul Nostru - newspaper, Observatorul de Nord – on-line editorial, TV Drochia.
14.08.2025	District Council Rîșcani (Lot2, Lot 3) +373 256 22058 Secretary Vladimir Mizdrenco – President of the District Igor Frecăuțean – Head of Administration, Construction and Roads. bcisriscani@gmail.com Adriana Ciornea - Principal Specialist Land Relations and Cadastre www.consiliulriscani.md consiliul.raional-riscani@apl.gov.md	Previous Consultation about the Project: In 2024 MIDR invited the President of Rîșcani District to present the Project Design of R7 Lot 2,3. Periodical Laboratory on water, soil, air, noise: Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Center Balti (the competence is extended also for Rîșcani District) of National Health Public Agency. The kindergartens are connected to the aqueduct and some also use commercial water. For the operation of the kindergartens, laboratory tests of drinking water are periodically carried out. The Consultants will request from the territorial Agency the latest available data on water. Land Owners: The administration delegated Cadastral Specialist from Rîșcani Council District – Adriana Ciornea, to present the related to Project land plots (cadastral numbers) to check with project documents. Impact on the Project: Representatives of the District mentioned Duruitoarea stone quarry from Costesti as a existential negative impact because the adjacent road which switch with R7 is not rehabilitated and moving trucks from Duruitoarea quarry can create cumulative impacts in construction phase. It is feasible to analyze this aspect. It is necessary to take into consideration for Technical Due Diligence the ongoing project "Improving water supply and sanitation services in the localities of Păscăuți, Damașcani, Proscureni, Gălășeni, Mălăieți, Hiliuți, Rîșcani district". World Bank project "Security of water supply and sanitation in Moldova". Implemented by the National Office for Regional Local Development (ONDRL) Consultants identified that lakes, rivers do not have signs on road. Stakeholder Identification: The specialists from District Council will prepare a list of relevant to Project impact identification businesses and landowners who cultivate crops along the roads, to organize focus group discussions. Public Stakeholder S.A. "Drumuri-Rîșcani", specialized in the

		construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Rîșcani, Drochia, Glodeni regions. Responsible for this entity is Public Property Agency. Biodiversity Aspects: Identification of Protected areas and interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory. Local Strategies: The administration provided the document SOCIO-ECONOMIC DEVELOPMENT STRATEGY OF RÎȘCANI DISTRICT 2021-2025 Local mass media: Observatorul de Nord – on-line editorial
14.08.2025	Observatorul de Nord – local press Vadim Șterbate - director	The meeting with the representative of Observatorul de Nord identified the opportunities to engage stakeholders related to R7 tranche and to assure the visibility of the Project to identify as much as possible impacts.
29.08.2025	The Representatives of the National Road Administration (NRA/AND) www.andsa.md and MM Team meeting at AND office mun. Chișinău, str. Bucuriei, 12A MD 2004, Republica Moldova Roman Gavriluță – Executive Director AND Nichita Purici – Head of Engineering Management Department AND Daniela Timus – Specialist of the Sustainable Development & Environment Department M&M Consulting&Engineering Team: Mihai Bostan – Local Team Leader Ala Rotaru – Biodiversity Specialist Tatiana Ilescu – Environmental Specialist Marina Grosu - HS&Social Specialist	The meeting was oriented on pointing each Tranche and Lot from each Tranche according to Annex 0 from ToR, analyze if all documents were received from ANDSA, the status of updated Feasibility Studies and Execution Projects and additional information related to Environment Permits and gap analyze of the Project tasks. The discussed topics on Tranche 1 (Lot 1-4) Lot 1-3 – Execution Design Road Rehabilitation „R7 R14 - Drochia - Costești – border with România, km” km 00+000 – 89+530 (three lots) are available. Consultants requested Environment Permits and Road Safety Audits to be provided. No tender documentation estimated for 2024 was found. Lot 4. Drochia bypass - Feasibility Study on Execution Project Nr. 652/2024 exists, Environment Permit 18/1025/2024 from 21.10.2024 was requested and is available. Regarding the Execution Design for the repair/construction of the Drochia bypass road, L=7.30 km (repair R12 L=4.2 km, construction L=3.1 km), ANDSA mentioned that the Execution design is not ready as far as there are some issues with obtaining Urbanism Certificate for execution project because of the following legal reasons: According to the LAW No. 204 of 25-07-2024 regarding the declaration of public utility of national interest of construction, rehabilitation, modernization and expansion works of national public roads, The construction, rehabilitation, modernization and extension works of the following national public roads are declared of public utility of national interest: M3 Chișinău – Comrat – Giurgiulești – border with Romania (bypass sectors of Vulcănești and Cimișlia), R14 R6 – Codrul Nou – Soroca – Unguri – border with Ukraine (Soroca – Arionești sector), R33 Hâncești – Lăpușna – M1, R34 Hâncești – Leova – Cahul – Giurgiulești (Cantemir – Cahul sector), M5 border with Ukraine – Criva – Bălți – Chișinău – Tiraspol – border with Ukraine (Criva – Bălți sector),

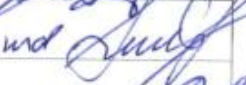
		R7 R14 – Drochia – Costești – border with Romania, R14.3 access road to the Cosăuți – Yampil bridge, with the border crossing point and related infrastructure. Art.2 „Objects of expropriation, necessary for the construction, rehabilitation, modernization and expansion works of the roads mentioned in art. 1, including their safety zones, are the immovable assets (land and/or buildings) privately owned and those owned by administrative-territorial units, located within the borders of the following localities: R7 – Băxani village, Șolcani commune, Șeptelici village (Soroca district), Nicoreni village, Țarigrad village, Drochia town, Chetrosu village, Zgurița village (Drochia district) and Costești town, Petrușeni village, Păscăuți village, Gălășeni commune, Șaptebani village, Hiliuți village, Pârjota village, Râșcani town, Rămăzan village (Râșcani district); R14.3 – Cosăuți commune, Soroca municipality. Due to the fact that were not included in the art.2 the locality Țarigrad and Miciurin for bypass, cannot be obtained the Certificate of Urbanism on Execution Project according the GOVERNMENT DECISION No. 489 of 10-07-2024 on the approval of the Regulation on the procedure for issuing the urban planning certificate for design and the construction/demolition authorization for public utility works of national interest, because of impossibility to fulfil the mandatory document: „3.2. copy of the document informing the land owner or, as the case may be, the central or local public administration authority empowered with administration powers in the field of public property about the intention to initiate design works; This document is strictly related to the LAW No. 204 of 25-07-2024 mentioned above. The amendment to Law is expected.
20.10.2025	(Lot 1,2,4) District Council Drochia, consultation with Representatives of: Zgurița village - Mayor Chetrosu village - Mayor Nicoreni village - Mayor Drochia city - Mayor Țarigrad village - Mayor Miciurin village - Mayor District Police Inspectorate, Land Department of District Council 	The local authorities facilitate project communication to local communities and access to information and resolution of grievances (that can be solved on local level). Local authorities are also involved in discussions and approval of the final design of the road and the proposed changes. The proposed bypass will pass through the Țarigrad administration area and Miciurin administration area, where land expropriation is expected. The mayors play a key role in coordinating and approving project-related matters, including the urban plan certificate required for further development of the project. However, the mayor of Țarigrad has withheld approval of the urban plan certificate due to concerns related to land expropriation. The mayor of Țarigrad indicated that he suggested a series of alternatives as part of the past engagements with the national level authorities, however till today he did not hear back on his proposals. There are significant concerns regarding the impact of heavy loads and construction truck traffic on the local roads, which may lead to road degradation. Depending of the construction program, impacts may occur on smaller roads, which are outside of this project and are under local level maintenance.

		Road closure during the construction process often occurs in such projects. Alternative routes should therefore be available to minimize disruption to traffic and community access to main public points during construction. The stakeholders indicated they were unable to provide feedback regarding past projects, as they only have participated in smaller projects and do not have experience of projects of this magnitude. One meeting has occurred in 2024 with the National Road Authority (formally known as the State Road Authority) during which the project design and proposed land change was presented and discussed. Reportedly, a commission was created on national level to coordinate the development of the road and engage with local authorities. Local authorities indicated insufficient alignment from national level with the local level administration. There is a written register in which grievances are being recorded which will also be applied for this project. Grievances are reported via the website, Facebook and mouth to mouth communication. Within the local administration, the person who normally manages this register is the secretary of the mayor. Grievances are normally solved in open meetings where the grievance is discussed and a solution is sought. Local community members, particularly social activist, play a crucial role in monitoring the construction works. Examples of grievances received via social activists include: the design of the walk path next to the roads, nuisance about the materials used, the route / or change of the route of the roads. The private land under consideration for expropriation is primarily agricultural land and serves as a source of income depending on the family financial status. In particular, retired individuals often lease their land to agricultural associations, which cultivate it and return a percentage of the profits to the landowners. On some occasions this is the main income next to the pension. The private land is used for annual crops. The average size of the parcel is 1 ha, 1 household can have 1 or 2 parcels. The land was acquired as part of the land reform after Moldova because independent and all the land was given to its citizens. Land is normally passed within the family from one generation to the next.
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		For the construction of the bypass, public land will be affected as well. Currently, this land is used for grazing – by the local community. The mayor indicated that there is alternative public land that could be used for grazing. The mayors also indicated that there is land available for the future contractor to set-up its labour camp/laydown area. In terms of resourcing the area is facing water scarcity and poor waste management facilities (engineered landfill is in feasibility study only). The contractor will face these challenges and will need to align with the mayor on these aspects. With respect to safety, the mayors highlighted few safety aspects that they hope will be improved in the future, e.g., sufficient space for the turns for big trucks, sufficient signage for pedestrian crossing but also warning on the animal crossing (reportedly incidents took place in the past involving animal crossing and foxes /local wild dogs coming closer to village in search for food), only recently a camera for recording the speed of the vehicles was placed. In terms of cumulative impacts, the mayor indicated that Drochia has a largely sugar beet factory which has increased truck traffic – that does not respect road safety rules, that could lead to incidents with the construction traffic and other road users. There have been 1 max 2 stakeholder engagement meetings regarding land acquisition. Not all the details of the land acquisition have been presented and are known. Mayors indicated to continue the communication and engagement once all the details are known.
21.10.2025	The Representatives of the National Road Administration (ANDSA) www.andsa.md Sergiu Bejan Director of National Road Administration Ștefan Popa Vice Director National Road Administration Roman Gavriluță NRA Executive Director, Daniela Timus Specialist of SDES Department Ludmila Vîrlan Chief of SDES Department Alexandru Gronic External Coordination Consultant PM EBRD Lilian Sidlețchi Head of Land Acquisition Department MC Mobility Consultant GmbH/ MM Consulting & Engineering Consultants: Dovydas Skrodenis – Road Safety Audit Expert Marina Grosu – H&S/Social Expert	Meeting with the NRA to discuss the questions according to the focusing on: NRA organization of the road project in terms capacity and capability, policies and management systems in place. Current compliance with the EU policies and strategies, future programs. Organization of works for the proposed project (management / oversight of contractors for construction work, management of labour) Management of environmental and social impacts Stakeholder engagement and management of grievances (labour, communities) Management of land displacement and compensation, past legacies Monitoring, reporting and communication Road Safety Audits performance

	Jody van Mastrigt – Social Expert Mihai Bostan – Local Team Leader 	
21.10.2025	Ministry of Infrastructure and Regional Development (MIDR) www.midr.gov.md : Nicolai Mândra – State Secretary, +373 22 250 666, nicolai.mindra@midr.gov.md Radu Rogovei – Chief Road Development Policy Directorate +373 22 250 695, radu.rogovei@midr.gov.md MC Mobility Consultant GmbH/ MM Consulting&Engineering Consultants: Dovydas Skrodenis – Road Safety Audit Expert Mihai Bostan – Local Team Leader	Key aspects discussed: National Road Safety Legal Framework and effects on changes occurred in national and institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.
21.10.2025	ANTA – National Road Transport Agency, Adress: Aleea Gării str. 6, Chişinău Ina Angheliuc – Director MC Mobility Consultant GmbH/ MM Consulting&Engineering Consultants: Dovydas Skrodenis – Road Safety Audit Expert Mihai Bostan – Local Team Leader 	Key aspects discussed: National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.

PRESENCE LIST :

Lista de prezență			
AND, mun. Chișinău, str. Bucuriei 12A, Chișinău			
Nume, Prenume	Funcția /Entitatea	Adresa de e-mail/ contact	Semnătura
Timuș Daniela	consultantă AND	daniela.timus@andea.md	
Vitan Ludmila	sef. serv. DRM AND	ludmila.vitan@andea.md	
Popa Stefan	AND	stefan.popa@andea.md	
Leșcu Sergiu	"AND" SA	lescu.andea@gmail.com	
Gavriliuța Roman	director adj.	roman.gavriliuta@andea.md	
Gronie Alexandru	PM.EBRD	alexandru.gronie@andea.md	
Sidletchi Lilian	AND	lilian.sidletchi@andea.md	
Păgini Violeta	ES&B Hamoning MC Mobility Consultants	violeta.pagini@hamoning.com	
Străduț Ștefan	Hamoning	stefan.stradut@hamoning.com	
Van Mastriht Jody	NH Engineering	jody.van.mastriht@hamoning.com	
Grossu Marine		grossu.marine@gmail.com	
1.10.2025	9.30 am		

Ședința în cadrul Consiliului Raional Drochia 20.10.2025 ora 13.00

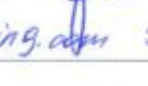
Tema: Aspecte sociale, mediu, siguranță rutieră traseu R7 lot 1,2,4

Lot 1 (R7 R14 Drochia-Costești-Frontieră cu România, 29 km) (Soroca-Drochia) km 0+000 – 29+000 – reabilitarea drumului existent

Lot 2 (R7 R14 Drochia-Costești-Frontieră cu România (Drochia-Rîșcani), 30 km) km 29+000 – 59+500 – reabilitarea drumului existent

Lot 4 (R7 R14 Drochia-Costești-Frontieră cu România (Centura Drochia) - 7,3 km) - reabilitarea porțiunii drumului existent R12 - 4,2 km , construcție nouă - 3,1 km

Lista de prezență

Nume, Prenume	Funcția /Entitatea	Adresa de e-mail/ contact	Semnătura
Rum Sergiy	primar s. Janigrad	srumy81@gmail.com 069643999	
Ștefan Ștefan	Primar s. Chetvaci	shetvaci.primesa@gmail.com 079228443	
Gratien Nina	Primar or. Drochia	primariadrochia@gmail.com 06880000	
Ștefan Victor	primar s. S. Iguit 4	s. Iguit 4	
Chihai Nicolae	șef. proiect. raional	nicolae.chihai@igp.gov.md	
Botnar Tatiana	șef. proiect. raional	botnar.tatiana11@gmail.com 068800003	
Ștefan Igor	șef. proiect. raional	igorjidei@gmail.com	
Babin Ruslan	șef. serv. proiect. raional Drochia	proiectdrochia@gmail.com 067223238	
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Gajin Igor	șef. serv. modern. inf.	gajinigor@gmail.com 060761038	
Podcovală Eduard	Primar	primarianicovari@gmail.com	
Nicu Anatolie	Primar	primatiemieiuzin@gmail.com	
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MEDIA SEARCH ON TRANCHE 1

Date	Source (short description)
17.07.2024	https://old.gov.md/en/content/moldovan-government-facilitates-modernization-national-public-roads The construction, rehabilitation, modernization and extension of national public roads will be declared of public utility of national interest: M3 Chisinau-Comrat-Giurgiulești- Romanian border (bypasses of Vucănești and Cimislia), R14 R6-Codrul Nou-Soroca-Unguri-Ukrainian border (Soroca-Arionești), R33 Hincesti-Lăpușna-M1, R34 Hincesti- Leova-Cahul-Giurgiulești (Cantemir-Cahul), M5 Ukrainian border-Criva-Balti-Chișinău-Tiraspol-Ukrainian border (Criva-Balti), R7 R14 - Drochia - Costești - Romanian border and R14. 3 Access road to Cosăuți - Yampil bridge with border crossing point and related infrastructure. Government will take the necessary measures for the expropriation of real estate located on the site of the works of public utility of national interest in order to ensure the construction of these roads on schedule. The payment of compensation for expropriation and the expenses for cadastral works and evaluation of real estate will be paid from the Road Fund.
02.01.2024	https://www.andsa.md/plan-de-achizitii-2024/ Tender planning for 2024 year including: Execution of the design works, evaluation of roads and bridges, procurement of lands for Tranche 1 Lot 1-4
26.12.2023	https://midr.gov.md/noutati/uniunea-europeana-consolideaza-legaturile-de-transport-cu-republica-moldova Two road segments R7 (Soroca-Drochia-Costești, border with Romania) and R30 (Anenii Noi-Căușeni-Ștefan Vodă, border with Ukraine) will be part of the trans-European road network. Likewise, the railway sections Chișinău-Căinari-Basarabeasca and Bălți-Ocnița will be part of the TEN-T network. The inclusion of logistics routes in the TEN-T network will contribute to attracting European investments for the modernization of transport infrastructure and will eliminate existing obstacles in the conduct of logistics operations.
EP	https://www.andsa.md/acorduri-de-mediu/ All Environment Permits are available to public consultation