

**ANNEX G Public Consultations during ESA R7 and Baseline Data Collection 19<sup>th</sup> of March – 1<sup>st</sup> of April 2026**

| Lot       | Communities/Key Stakeholders                                                             | Engagement and Primary Data Collection                         | Proposed Type of Engagement                                                                                                                            | Responsibilities    | Link to publication                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Participants                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------|------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All       | NRA                                                                                      | 19 March- 02 April 2026                                        | Primary Data Collection and Community Engagement                                                                                                       | ESA Consultants/NRA | <a href="https://www.andsa.md/consultari-publice-anunturi-si-procese-verbale/anun-cu-privire-la-organizarea-consult-rilor-publice-privind-proiectului-de-evaluare-a-impactului-de-mediu-social-i-siguran-rutier-pe-traseul-r7/">https://www.andsa.md/consultari-publice-anunturi-si-procese-verbale/anun-cu-privire-la-organizarea-consult-rilor-publice-privind-proiectului-de-evaluare-a-impactului-de-mediu-social-i-siguran-rutier-pe-traseul-r7/</a>                              | On-line Publication                                                                                                                                                                                                                                                                                                                                                                                              |
| Lot 2,3   | Râșcani District villages Pârjota, Hiliuți, Șaptebani Gălășeni, Petrușeni, Costești city | 19 <sup>th</sup> of March 2026<br>10.00 - 11.00<br>11.00-12.00 | Representatives of Communities meeting, Brochure presentation with Project Information and GRM<br>FGD with Landowners and Businesses                   | ESA Consultants/NRA | <a href="https://consiliulriscani.md/index.php?page=news&amp;opa=view&amp;id=2794&amp;tip=anunturi&amp;start=&amp;di=">https://consiliulriscani.md/index.php?page=news&amp;opa=view&amp;id=2794&amp;tip=anunturi&amp;start=&amp;di=</a><br><br><a href="https://consiliulriscani.md/index.php?page=news&amp;opa=view&amp;id=2793&amp;tip=anunturi&amp;start=&amp;di=">https://consiliulriscani.md/index.php?page=news&amp;opa=view&amp;id=2793&amp;tip=anunturi&amp;start=&amp;di=</a> | Engagement - 19 participants inclusive Mayors from the villages of Râșcani District.<br>FGD with landowners and businesses near R7 – identified 71 businesses (petrol stations, agricultural companies, warehouses, refrigerators, coal depot, brick factory, mill, children's holiday camp „Vulturăș,, trade companies, SA „Drumuri Rîșcani,, poultry farm, service companies, customs and CBP Costești Stâncă) |
| Lot 2,3   | Rîșcani city (with village Balanul-Nou and Rămăzan)                                      | 19 <sup>th</sup> of March 2026<br>14.00-15.00                  | Community meeting, FGD with businesses near R7 RoW, Baseline survey, FGD with vulnerable group, Brochure presentation with Project Information and GRM | ESA Consultants/NRA | <a href="https://www.facebook.com/p/Prim%C4%83ria-R%C3%AE%C5%9Fcani-100064693753274/">https://www.facebook.com/p/Prim%C4%83ria-R%C3%AE%C5%9Fcani-100064693753274/</a>                                                                                                                                                                                                                                                                                                                  | Community Engagement - 16 participants<br>FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women)<br>Surveyed –16 residents                                                                                                                                                                                                                                                        |
| Lot 1,2,4 | Drochia City                                                                             | 24 <sup>th</sup> of March 2026<br>11.00-12.00                  | Community meeting, FGD with businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey Leaflet presentation with      | ESA Consultants/NRA | <a href="https://www.facebook.com/share/p/1CSv4pDt/?mibextid=wwXlfrhttps://primariadrochia.md/2026/03/23/%f0%9f%97%a3%ef%b8%8f-anunt-privind-organizarea-consultarii-publice/">https://www.facebook.com/share/p/1CSv4pDt/?mibextid=wwXlfrhttps://primariadrochia.md/2026/03/23/%f0%9f%97%a3%ef%b8%8f-anunt-privind-organizarea-consultarii-publice/</a>                                                                                                                                | Community Engagement - 19 participants<br>FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women)<br>Surveyed –17 residents                                                                                                                                                                                                                                                        |

| Lot     | Communities/Key Stakeholders | Engagement and Primary Data Collection        | Proposed Type of Engagement                                                                                                                                                                                                          | Responsibilities    | Link to publication                                                                                                                                                                                                                                                                                                                                                                                                                                     | Participants                                                                                                                                                                                       |
|---------|------------------------------|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         |                              |                                               | Project Information and GRM                                                                                                                                                                                                          |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                    |
| Lot 2,4 | Tarigrad Village             | 24 <sup>th</sup> of March 2026<br>13.00-14.00 | Community meeting, FGD with agricultural landowners near new construction (Drochia bypass), Meeting with LPA social assistant and FGD with vulnerable groups, Leaflet presentation with Project Information and GRM, Baseline Survey | ESA Consultants/NRA | <a href="https://primariatarigrad.md/2026/03/13/anunt-cu-privire-la-organizarea-consularilor-publice-privind-proiectului-de-evaluare-a-impactului-de-mediu-social-si-siguranta-rutiera-pe-traseul-m7/">https://primariatarigrad.md/2026/03/13/anunt-cu-privire-la-organizarea-consularilor-publice-privind-proiectului-de-evaluare-a-impactului-de-mediu-social-si-siguranta-rutiera-pe-traseul-m7/</a>                                                 | Community Engagement - 18 participants<br>FGD with agricultural landowners near new construction (Drochia bypass) and FGD with vulnerable group (elderly people, women)<br>Surveyed – 16 residents |
| Lot 4   | Miciurin Village             | 24 <sup>th</sup> of March 2026<br>13.00-14.00 | Community meeting, FGD with agricultural landowners near new construction (Drochia bypass), Meeting with LPA social assistant and FGD with vulnerable groups, Leaflet presentation with Project Information and GRM, Baseline Survey | ESA Consultants/NRA | <a href="https://www.facebook.com/groups/3088207404797575/permalink/4339597612991875/?mibextid=wwXlfr&amp;rdid=fkLOIY8pXe3SxkJ0&amp;share_url=https%3A%2F%2Fwww.facebook.com%2Fshare%2Fp%2F1FrzxosG9d%2F%3Fmibextid%3DwwXlfr#">https://www.facebook.com/groups/3088207404797575/permalink/4339597612991875/?mibextid=wwXlfr&amp;rdid=fkLOIY8pXe3SxkJ0&amp;share_url=https%3A%2F%2Fwww.facebook.com%2Fshare%2Fp%2F1FrzxosG9d%2F%3Fmibextid%3DwwXlfr#</a> | Community Engagement - 18 participants, FGD with agricultural landowners near new construction (Drochia bypass) and FGD with vulnerable group (elderly people, women)<br>Surveyed – 16 residents   |
| Lot 2   | Nicoreni Village             | 24 <sup>th</sup> of March 2026<br>16.00-17.00 | FGD with women, Elderly households' consultation near the road's residential area, Leaflet presentation with Project Information and GRM, Baseline Survey                                                                            | ESA Consultants/NRA | <a href="https://www.facebook.com/share/18ATNvoHAJ/?mibextid=wwXlfr">https://www.facebook.com/share/18ATNvoHAJ/?mibextid=wwXlfr</a>                                                                                                                                                                                                                                                                                                                     | Community Engagement - 15 participants, FGD with vulnerable group (elderly people, women)<br>Surveyed – 12 residents                                                                               |
| Lot 1   | Chetrosu Village             | 27 <sup>th</sup> of March 2026<br>11.00-12.00 | Community meeting, FGD with businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey Leaflet presentation with Project Information and GRM                                                        | ESA Consultants/NRA | <a href="https://www.facebook.com/share/p/1CC91v6ehQ/?mibextid=wwXlfr">https://www.facebook.com/share/p/1CC91v6ehQ/?mibextid=wwXlfr</a>                                                                                                                                                                                                                                                                                                                 | Community Engagement - 23 participants, FGD with businesses near R7, FGD with vulnerable group (elderly people, women)<br>Surveyed – 25 residents                                                  |

| Lot   | Communities/Key Stakeholders                                                       | Engagement and Primary Data Collection         | Proposed Type of Engagement                                                                                                                                                                    | Responsibilities    | Link to publication                                                                                                                       | Participants                                                                                                                                                  |
|-------|------------------------------------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lot 1 | Zgurița Village                                                                    | 27 <sup>th</sup> of March 2026<br>13.00-14.00  | Community meeting, KII with LPA social assistant and FGD with vulnerable groups, Baseline Survey, Leaflet presentation with Project Information and GRM                                        | ESA Consultants/NRA | Information board                                                                                                                         | Community Engagement - 17 participants, FGD with vulnerable group (elderly people, women) Surveyed – 11 residents                                             |
| Lot 1 | Șolcani village (including Cureșnița-Nouă village)                                 | 27 <sup>th</sup> of March 2026<br>15.00-16.00  | Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="https://www.facebook.com/share/1Ctc2eUSu9/?mibextid=wwXlfr">https://www.facebook.com/share/1Ctc2eUSu9/?mibextid=wwXlfr</a>       | Community Engagement - 19 participants, FGD with landowners and businesses near R7, FGD with vulnerable group (elderly people, women) Surveyed – 17 residents |
| Lot 3 | Costești commune (inclusive Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages) | 1 <sup>st</sup> of April 2026<br>11.30 – 12.00 | Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="http://www.primariacostesti.md">www.primariacostesti.md</a>                                                                      | Community Engagement - 15 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 15 residents         |
| Lot 3 | Petrușeni village                                                                  | 1 <sup>st</sup> of April 2026<br>11.30 - 12.00 | Community meeting, FGD with landowners and businesses near R7 RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="https://www.facebook.com/share/g/17k4yJmii1/?mibextid=wwXlfr">https://www.facebook.com/share/g/17k4yJmii1/?mibextid=wwXlfr</a>   | Community Engagement - 9 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents          |
| Lot 3 | Gălășeni commune (with Mălăiești)                                                  | 1 <sup>st</sup> of April 2026<br>14.00-14.30   | Community meeting, FGD with landowners and businesses near R7                                                                                                                                  | ESA Consultants/NRA | <a href="https://www.facebook.com/share/g/16NKSSStHkw/?mibextid=wwXlfr">https://www.facebook.com/share/g/16NKSSStHkw/?mibextid=wwXlfr</a> | Community Engagement - 19 participants, FGD with landowners and businesses, FGD                                                                               |

| Lot          | Communities/Key Stakeholders | Engagement and Primary Data Collection                | Proposed Type of Engagement                                                                                                                                                                       | Responsibilities    | Link to publication                                                                                                                     | Participants                                                                                                                                            |
|--------------|------------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
|              | <b>village</b>               |                                                       | RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM.                                                                  |                     |                                                                                                                                         | with vulnerable group (elderly people, women) Surveyed – 16 residents                                                                                   |
| <b>Lot 3</b> | <b>Șaptebani village</b>     | 1 <sup>st</sup> of April 2026<br><b>13.00-14.00</b>   | Community meeting, FGD with landowners and businesses near R7<br>RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="https://www.facebook.com/share/p/1ECrfnvpoo/?mibextid=wwXlfr">https://www.facebook.com/share/p/1ECrfnvpoo/?mibextid=wwXlfr</a> | Community Engagement - 11 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 14 residents   |
| <b>Lot 3</b> | <b>Hiliuți village</b>       | 1 <sup>st</sup> of April 2026<br><b>14.30 - 15.00</b> | Community meeting, FGD with landowners and businesses near R7<br>RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="https://www.facebook.com/share/p/16gctv8Z1m/?mibextid=wwXlfr">https://www.facebook.com/share/p/16gctv8Z1m/?mibextid=wwXlfr</a> | Community Engagement - 27 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 15 residents   |
| <b>Lot 3</b> | <b>Pîrjota village</b>       | 1 <sup>st</sup> of April 2026<br><b>15.30 - 16.00</b> | Community meeting, FGD with landowners and businesses near R7<br>RoW, FGD with vulnerable people (elderly people, women), Baseline Survey, Leaflet presentation with Project Information and GRM. | ESA Consultants/NRA | <a href="https://www.facebook.com/share/1PQN LZ5THi/?mibextid=wwXlfr">https://www.facebook.com/share/1PQN LZ5THi/?mibextid=wwXlfr</a>   | Community Engagement - 15 participants<br>FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents |

## Minutes of Meeting with Communities and Baseline Survey Resume:

The consultation activities form part of the R7 ESA stakeholder engagement process in line with: European Bank for Reconstruction and Development Performance Requirement 10 (Information Disclosure and Stakeholder Engagement); National legislation of the Republic of Moldova on public consultation and access to information.

**Methods of community engagement and primary data collection:** Information Board, Focus Group Discussions, Leaflet presentation with GRM included and detailed explained to communities, On-line announcement on public consultations, Baseline Survey, Individual meetings.



Primăria orașului Rîșcani susține transparența procesului decizional și încurajează implicarea activă a cetățenilor în dezvoltarea infrastructurii urbane.



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                            |                                                                                     |
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| <p><b>Lot 2,3 Râșcani District – representatives of villages Șaptebani, Hiliuți, Gălășeni, Petrușeni, Pîrjota, Costești city</b></p> <p>Engagement - 19 participants inclusive Mayors from the villages of Râșcani District. FGD with landowners and businesses near R7 – identified 68 businesses and institutions (petrol stations, agricultural companies, warehouses, refrigerators, coal depot, brick factory, mill, children's holiday camp , Vulturaș,, trade companies, SA „Drumuri Rîșcani,, poultry farm, service companies, customs and CBP Costești Stâncă)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>19<sup>th</sup> of March 2026<br/><b>10.00 - 11.00, 11.00-12.00</b></p> |  |
| <p>Stakeholder engagement in Rîșcani District started earlier with a meeting with district authorities held on 14.08.2025 with the President of Rîșcani District, Vladimir Măzdrenco, vice-president Lidia Dâncenoc and administrative staff, Mr. Igor Frecăuțean and NRA representatives. This meeting was followed by engagement on 19<sup>th</sup> of March 2026 with representatives of local businesses located along the R7 corridor in the administrative area of Rîșcani District and representatives of local authorities from Rîșcani District (Șaptebani, Hiliuți, Gălășeni, Petrușeni, Pîrjota, Costești).</p> <p>Rîșcani District is characterized by an active and engaged administration, with strong cooperation between businesses and local authorities in socio-economic development matters. Road-related concerns are frequently discussed within the district meetings and were clearly articulated during consultations.</p> <p>Key aspects identified during consultation with the local representatives and businesses of Rîșcani District emphasized that region is active and involved, cooperate with Government Authorities, Regional Development Agencies, International Financial Institutions in socio-economic development of Rîșcani District and concerns regarding the road R7 are particularly common after engagement with local authorities and residents.</p> <p>The key concerns raised by the residents and businesses, in the public consultation:</p> <ol style="list-style-type: none"> <li>1. Business and local authority representatives expressed concerns regarding: the current low quality of the road surface, affecting trucks and private vehicles and increasing maintenance costs. Deteriorated pavement contributing to discomfort and safety risks. Baseline findings confirm that dissatisfaction with pavement condition is widespread. Particularly, the road condition of the road drastically decreased in February 2026 due to an unusual winter weather combined with rain, sleet, frost, excessively low temperatures, thaw in short periods and frost in contrasting phases that generated massive damage to the roadway. The entire R7 from Costești to Rîșcani city is practicable with difficulties. The president of Rîșcani emphasized that the Rehabilitation of R7 it is a long-awaited project as the Technical Designs for Lot 2 and 3 have been performed in 2020 and the actualisation of the technical documentation should take into consideration the performance of road surface material to be more resilient to climate change risks and unusual weather in order to assure a better exploitation of the road. As part of TEN-T Network from 2024, the importance of the road will increase by connecting two border points Ukrainian/Romanian and it will lead to socio-economic development of the north region by trade, touristic, investment opportunities.</li> </ol> |                                                                            |                                                                                     |



2. An increased risk of road traffic accidents has been identified, primarily associated with inadequate safety infrastructure. In particular, the absence of roadside protection barriers and insufficient or missing edge road markings reduce driver visibility, especially under low-light or adverse weather conditions. Local authorities (mayors) have reported that these deficiencies contribute to unsafe driving conditions and a higher incidence of accidents along the project road.
3. This risk is further exacerbated by inadequate enforcement of speed limits, particularly on republican roads passing through settlements, where traffic calming measures are limited. In the absence of speed control systems (e.g. cameras) at the entrance to and exit from villages, drivers frequently do not comply with designated speed limits, increasing the severity and likelihood of accidents within populated areas.
4. The presence of agricultural lands adjacent to the R7 road results in frequent movement of agricultural machinery and small motorized vehicles along and across the carriageway. The significant speed differentials between these slow-moving vehicles and general traffic increase the likelihood of collisions, particularly rear-end incidents. Additionally, the entry and exit of farming equipment from adjoining fields can lead to the deposition of soil, mud, and agricultural residues onto the road surface. This reduces pavement friction and creates slippery conditions, thereby adversely affecting vehicle control and overall road safety.
5. Given that the rehabilitation of the R7 road will maintain the existing two-lane right-of-way, it is necessary to assess and incorporate appropriate acceleration and deceleration lanes at key access points, as well as consider the provision of half-lane widening (overtaking sections) over defined distances. These measures will facilitate safer merging and overtaking manoeuvres, thereby improving traffic flow and reducing collision risks. This will facilitate safer merging and overtaking manoeuvres, thereby reducing collision risks and improving traffic flow.



6. Community representatives have proposed the enhancement of road illumination as an additional road safety measure. In particular, improved lighting is recommended in areas with higher risk profiles, including near residential clusters, at intersections, and at formal and informal access points. Such measures would improve driver visibility, increase the detectability of pedestrians and slow-moving vehicles, and contribute to the overall reduction of accident risks, especially during night-time and low-visibility conditions.
7. The forest corridors along the route are not homogeneous and are predominantly composed of poplar species, many of which are of advanced age and structurally vulnerable. This condition presents an increased safety risk during strong wind events, as falling branches or entire trees may obstruct the roadway and pose hazards to road users.
8. It is recommended to implement a phased replanting programme using more resilient and site-appropriate species. This should be complemented by the sustainable management of roadside vegetation to ensure both road safety and the ecological functionality of the corridor, including the maintenance and enhancement of local biodiversity. The President of Rîșcani District, together with local representatives, expressed their commitment to support the National Road Administration (NRA) in the implementation of roadside vegetation planting initiatives.



## Consultation Outcomes – Key Conclusions (ESA R7)

- Critical Need for Road Rehabilitation and Climate-Resilient Design** Stakeholders consistently highlighted the poor condition of the existing pavement as a major concern, significantly affecting mobility, vehicle maintenance costs, and road safety. The accelerated deterioration observed during the 2026 winter season underscores the need for rehabilitation measures incorporating climate-resilient materials and design solutions. The strategic importance of the R7, particularly following its inclusion in the TEN-T network, further reinforces the urgency of upgrading the road to support regional socio-economic development.
- Deficiencies in Road Safety Infrastructure and Traffic Control** Consultations confirmed that inadequate safety infrastructure—such as the absence of roadside protection barriers, insufficient edge markings, and lack of speed enforcement mechanisms—contributes to elevated accident risks. This is particularly critical within settlements, where non-compliance with speed limits is widespread due to the absence of control measures (e.g. speed cameras), increasing both the likelihood and severity of traffic incidents.
- Safety Risks from Mixed Traffic and Agricultural Activities** The interaction between fast-moving traffic and slow-moving agricultural machinery presents a significant road safety risk, especially due to speed differentials and frequent access to/from adjacent fields. Additional hazards arise from the deposition of mud and agricultural materials on the carriageway, leading to reduced skid resistance and increased accident potential.
- Need for Targeted Road Design and Safety Enhancements** Given the retention of a two-lane right-of-way, stakeholders emphasized the importance of integrating periodic acceleration and deceleration lanes at key access points to improve traffic flow and overtaking safety. Additional measures, such as improved road illumination in high-risk areas (residential zones, intersections, access points), were identified as essential to enhance visibility and reduce accidents, particularly during night-time conditions.
- Roadside Vegetation Management and Biodiversity Considerations** The existing forest corridors along the route are non-homogeneous and largely composed of ageing poplar species, posing safety risks due to falling branches or trees during adverse weather. Stakeholders recommended a phased replanting programme with resilient, site-appropriate species, combined with sustainable vegetation management practices to balance road safety requirements with the preservation and enhancement of biodiversity.

## List of Businesses and Institutions along R7 Rîșcani District (68 identified):

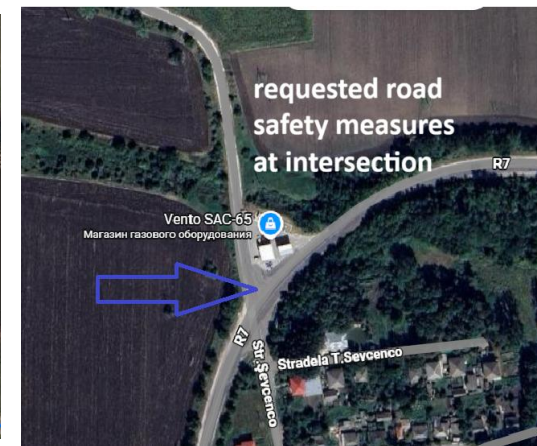
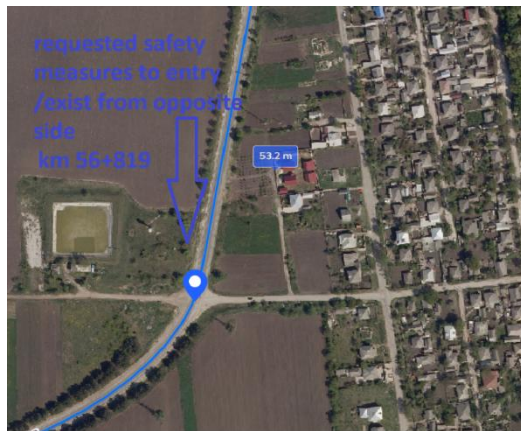
| Lista agențiilor economice care... (vezi în zona traseului R7 (traseu, drumul supus evaluării).<br>- în jurul R7 Rîșcani - |                        |                              |                           |             |
|----------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|---------------------------|-------------|
| No. Din                                                                                                                    | Primăria (localitatea) | Denumirea agenției economice | Domeniul de activitate    | Notă        |
| 1                                                                                                                          | Rîșcani (Rîșcani)      | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 2                                                                                                                          | Rîșcani                | PIEDO „Doru” SRL             | agricultură (pomicultură) | 13561810-58 |
| 3                                                                                                                          | Rîșcani                | PIEDO „Doru” SRL             | agricultură (pomicultură) | 058146850   |
| 4                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 5                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 6                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 7                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 8                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 9                                                                                                                          | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 10                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 11                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 12                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 13                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 14                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 15                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 16                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 17                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 18                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 19                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 20                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 21                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
| 22                                                                                                                         | Rîșcani                | SA „Mădălina” SRL            | agricultură (pomicultură) | 058146850   |
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Detailed consultation feedback has been collected for each locality within the Area of Influence (AoI) of Tranche 1 – R7 Rehabilitation Project, reflecting location-specific concerns related to the current operation of the road and expectations regarding its rehabilitation. The information is presented below, together with a summary of the baseline findings following public consultations conducted in each locality.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                             |                                                                                     |
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| <p><b>Lot 2,3 Rîșcani city (with village Balanul-Nou and Rămăzan)</b></p> <p>Community Engagement - 16 participants<br/>FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women) Surveyed –14 residents</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>19<sup>th</sup> of March 2026<br/><b>14.00-15.00</b></p> |  |
| <p>Community engagement activities were conducted following prior consultations with Rîșcani District council representatives on 19.03.2026 11.00 - 12.00, and this included a meeting with Rîșcani residents, institutional representatives and a focus group discussion involving elderly and women residents.</p> <p>Discussions confirmed that Rîșcani city demonstrates a high level of civic engagement, with residents actively cooperating with local authorities in socio-economic development initiatives. Issues related to the R7 road were consistently raised during consultations with both local representatives and community members, indicating sustained concern regarding road safety and mobility conditions.</p> <p>The route R7 subject to rehabilitation is located on the side of the city in the northern part, but which contributes to elevated safety risks. Overall, consultation findings underline the need for strengthened traffic safety design solutions and controlled access measures in Rîșcani city to address existing and perceived community health and safety risks.</p> <p>The key concerns raised by the residents and businesses, in the public consultation was:</p> <ol style="list-style-type: none"> <li>1. Actual low quality of the road surface (baseline data found out concerns of residents regarding their private transport which is affected by road quality after 2026 winter);</li> <li>2. Low road safety due to missing dedicated deceleration and acceleration lanes, low lightning, low traffic signage and pedestrian safety.</li> <li>3. Stakeholders highlighted a high incidence of road traffic accidents, particularly at the settlement entry point in Rîșcani where residents asked to be installed a roundabout.</li> </ol> |                                                             |                                                                                     |

4. Residents consistently identified road traffic accidents at the intersection of R7 with G17. A specific concern was raised regarding pedestrian safety, especially for residents crossing the road to access the cemetery located on the opposite side of the carriageway. In residential areas and at intersections with significant pedestrian activity, it is recommended to provide sidewalks and designated pedestrian crossings, enforce appropriate speed limits, and install a speed camera at the R7/G17 (Ștefan cel Mare Street) intersection to enhance road safety within this section. Also requested crossing safety measures for Tatarbunar str./R7. Additional safety measures are requested near cemetery Malinovca at km 55+911 which is a standalone social facility. An accel/decel lane would be proper to manage as safety measures. Additional road safety measures are requested at intersection R7 with Alexandr Ostrovski str. and Șevcenco str.

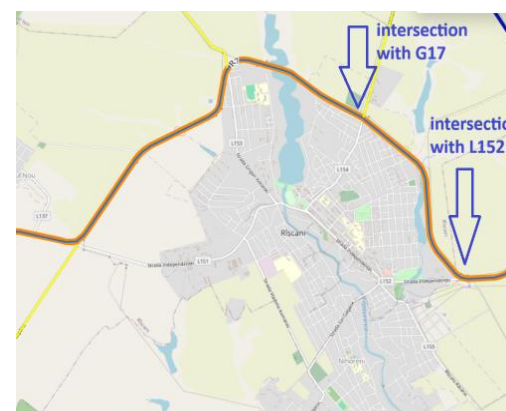
5. Residents identified insufficient road illumination as a safety concern, particularly during night-time and low-visibility conditions. Improved lighting was requested as an additional safety measure to enhance visibility for drivers, pedestrians, and cyclists, and to reduce the risk of accidents along the R7 corridor near Rîșcani city.



6. Unsafety movement of agricultural machinery on the road (ex: near Pîrjota village), as existing fragmented alternative routes are dirty roads without improvements. Large speed differentials between highway traffic and agricultural machinery increase the risk of collisions, particularly rear-end crashes. In addition, farming equipment entering the highway from fields can deposit soil, mud, or agricultural materials onto the pavement, reducing tire friction and creating slippery conditions that negatively affect road safety.



7. The representative of the public enterprise “APA-CANAL” noted that there are four water supply pipeline crossings along the R7 route to connect Rîșcani city. The institution was consulted during the feasibility study phase to ensure that the costs associated with these aqueduct crossings were duly considered in the road rehabilitation design.
8. Landslides have been reported by the local community within the G17/L152 section, indicating the need for slope stabilization and ground reinforcement measures.



### Consultation Outcomes – Key Conclusions (ESA R7)

1. **Urgent Need for Integrated Road Safety Improvements** The R7 rehabilitation must prioritize **comprehensive road safety design**, including junction redesign (e.g., roundabout at Rîșcani entrance), traffic calming, and improved signage to address accident hotspots.
2. **Enhancement of Road Design Standards and Infrastructure Quality** Upgrading the road surface, introducing **dedicated acceleration/deceleration lanes**, and improving **lighting systems** are essential to meet safety and operational standards and respond to community concerns.
3. **Implementation of Pedestrian Safety Measures** Safe crossing infrastructure (e.g., **grade-separated crossings or controlled pedestrian crossings**) is required, particularly near sensitive receptors such as cemeteries and residential access points.
4. **Management of Mixed Traffic and Agricultural Access** The project should incorporate **controlled access measures**, service roads, or designated crossings to safely accommodate agricultural vehicles and reduce interaction with high-speed traffic.
5. **Integration of Technical Constraints into Design** Rehabilitation works must account for **existing utility crossings (APA-CANAL pipelines)** and **geotechnical risks**, ensuring that engineering solutions are both technically feasible and resilient.

On the administrative territory of Rîșcani city (and Rămăzan, Balanul Nou village), businesses that interact with the R7 route: **Agriculture:** SRL „Cutezătorul Agricol,,, Piața Agro CR Rîșcani (refrigerator), GȚ „Lupăcescu Anatol,,, SRL „Asinaris,,, SRL „Casmerlin,,, SA „Acord,,, GȚ „Lupăcescu Gheorghe,,, GȚ „Vasilieva Aliona,,, GȚ „Macovei Boris,,, , Îl „Briz Babina,,, (refrigerator), SRL „Vertex Agro,,, , SRL „Gladchii Tudor,,, SRL „Avis Nord,,, (processing line) GȚ „Grigore Sărăteanu,,, , **Petrol Stations:** Lukoil SRL, Bemol Retail SRL, SRL „Gimnast,,, , Vento Retail SRL. **Storage Facilities/**

**Manufacture:** SRL,,Antracit,, (coal storage), SA „Niutams Ceramica,, (ceramic manufacture), SA „Barza Albă,, (branch storage facility), Nedalcord SRL (manufacture of construction materials)

#### **Baseline Survey Resume:**

In the context of the socio-economic survey the overview of Rîșcani city is characterized below:

Rîșcani city is the locality situated in the Aol of the Lot 2,3 and crossed by R7 route mostly on one side. The main at grade entrance to and exit from Rîșcani is direct to R7. Residential buildings in Rîșcani are situated mostly on left side of the road. The right side of the road connect Rămăzan and Bălanul Nou village which are in administrative area of Rîșcani city and the cemetery is situated on opposite side.

16 residents, including landowners were surveyed within public consultation and in the field. The conclusions are detailed based on structure of the baseline survey.

#### **Section 1. General Information**

10 respondents' women and 4 men. 90% aged 18-64 and 10% over 65. Mostly declared that are living in Rîșcani commune with residential buildings close to R7 road, more than 20 years, are married and in their households are present between 1-5 members. Landowners and entrepreneurs declared that they live up to 10 years in the area.

#### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and entrepreneurs and the primary source of income is salary. 20% declared income over 10000 MDL (500 EUR) and 70% declared income up to 10000 MDL (~500 EUR). Remittances, social allowances and land lease were declared as the secondary income. Seasonal livelihood activities are partially contributing to livelihood household income. Some respondents use agricultural lands adjacent to the project area. Most residents declared a positive expected impact of road rehabilitation on livelihood with a rehabilitated road with safety measures.

#### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone, and the income declared up to 5000 MDL (250 Euro), mostly residents declared they have from 1 up to 3 children. None of the respondents reported having family members with disabilities.

#### **Section 4: Community health, Safety, and Quality of Life**

People declared the noise, dust and vibration as the main issue for residents due to existent road quality. Other environmental concerns were related to absence of sewage system, quality of water, unauthorised landfill. Access to water is centralised, few respondents mentioned well as primary water source. No expected impact on access to facilities/networks was concluded. Facilities / networks located near the road were declared: water source (lakes), recreational areas. Impact on recreational areas – temporary traffic deviation. Walking along the road is practicable particularly near the intersection with G17 where the cemetery is situated on opposite side of R7, Tatarbunar str./intersection with R7 was declared unsafe by most respondents and cemetery Malinovca km 55+911. Some respondents mentioned that children and teenagers are transported or use daily R7 from different nearby villages (ex. Mihăileni, Balanul Nou, to Rîșcani Educational Institutions. Also, people from nearby villages travel every day to R7 to access the work in Rîșcani city.

#### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side to cemetery (G17 intersection), also to access agricultural lands. Pedestrian crossing over R7 for Rîșcani city is a stringent issue as a connection to other side of the city is not proper managed. Residents from Rîșcani city or from nearby villages use R7 road for their daily needs (school, work, social services, healthcare) to Rîșcani city, to Drochia or other districts mostly with private transport, but also using public transport. Cycling between nearby localities is not practicable by residents. People feel unsafe to use cycling on R7. Additional pedestrian crossing and road safety measures are requested on intersection R7/G17 and R7/Tatarbunar str. A roundabout was requested at the entrance of Rîșcani city from Drochia side on R7 as a road safety measure because the actual configuration was declared unsafe.

Illumination on road was declared a community safety concern for all residents, including women and children on intersections. All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods.

Some respondents experienced accidents/incidents or near-misses on R7 road intersection with G17. Most of respondents declared that they have alternative routes to access property or agricultural fields during works and the existing alternative routes can be managed with adjustments and improvement to serve as a collector road parallel to R7 in case of temporary closing the road during reconstruction. Cycling is not proper used by residents.

#### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people don't know basic OHS requirements for road construction (signage, PPE, restricted zones). No concerns from women were raised about the presence of non-local workers in the community and past issues related to worker–community interactions in the village related to other local projects. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they can use other alternative routes.

#### **Section 7. Gender and Role of Women**

Some women declared that there are gender issues in the city associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering.

#### **Section 8. Land Acquisition and Assets**

No assets near road boundary were declared by respondents or any concerns about land acquisition. Several respondents own land near R7 road with registered rights and agricultural land use.

#### **Section 9. Cultural heritage and archaeological sites**

Were declared by respondents the cemetery, churches.

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstructed road with high standards, road safety improvements, illumination, safety accesses to/from the road by pedestrians at intersection of R7 with G17, roundabout at intersection with L152 and at intersection R7 with Tatarbunar str., safety measures and regulated intersections at str. Şevcenco str. and Alexandr Ostrovski str. / intersection with R7, forest corridors along the road to assure environment protection, quality of works from construction companies, adequate signage, safe access to the road during construction, accel/decel lanes, bus stations near pedestrian crossings, assuring to agriculture machines from R7 road a dedicated half lane.

#### **Lot 3 Pârjota commune**

Community Engagement - 15 participants  
FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 12 residents

1<sup>st</sup> of April 2026  
**15.30 - 16.00**



Community engagement activities were conducted following the meeting with local representatives at Rîșcani district on 19<sup>th</sup> of March 2026 were representatives of 6 villages were present, including Mayor Prisăcari Sergiu and specialists from the mayoralty.

Consultations with residents of Pîrjota confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both municipal representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. The closest residential dwellings are located 20 m from the road, a total length of 0,5 km of Pîrjota village residential buildings (approx..6 households) located close on the right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Overall, consultation findings underline the need for strengthened traffic safety design solutions and controlled access measures in Pîrjota village to address existing and perceived community health and safety risks.



The key concerns raised by the residents and landowners, in the public consultation was:

1. Actual low quality of the road surface (baseline data found out concerns of residents regarding their private transport which is affected by road quality after 2026 winter);
2. Low road safety due to missing dedicated deceleration and acceleration lanes, low lightning, low traffic signage and pedestrian safety.
3. During public consultations, stakeholders emphasized the need to improve local connectivity and safety along the R7 corridor, including: upgrading access roads connecting residential properties to the main road; construction of adequate drainage systems; installation of protective barriers; provision of sidewalks and safe pedestrian crossings at settlement entrances and exits; and rehabilitation of existing bus stops to ensure safe and accessible public transport infrastructure.
4. Also, as agricultural lands are located on both sides of the R7 road, residents cultivate their fields and move livestock for grazing, frequently crossing the road. Therefore, it is necessary to enforce speed limits through the installation of speed cameras—considered the most effective measure—alongside appropriate road signage.
5. Residents identified insufficient road illumination as a safety concern, particularly during night-time and low-visibility conditions. Improved lighting was requested as an additional safety measure to enhance visibility for drivers, pedestrians, and to reduce the risk of accidents along the R7 corridor near Pîrjota village.
6. Unsafety movement of agricultural machinery on the road (ex: near Pîrjota village), as existing fragmented alternative routes are dirty roads without improvements. Large speed differentials between highway traffic and agricultural machinery also small motorised vehicles, increase

the risk of collisions, particularly rear-end crashes. In addition, farming equipment entering the highway from fields can deposit soil, mud, or agricultural materials onto the pavement, reducing tire friction and creating slippery conditions that negatively affect road safety

#### Consultation Outcomes – Key Conclusions (ESA R7)

1. **Urgent Need for Road Rehabilitation and Surface Improvement** The rehabilitation of the R7 road must prioritize upgrading the deteriorated pavement condition, which has significantly worsened following the 2026 winter period, in order to improve driving comfort, reduce vehicle damage, and ensure safe and reliable transport conditions.
2. **Strengthening of Road Safety Design and Traffic Management Measures** The project should address critical safety deficiencies through the introduction of dedicated acceleration and deceleration lanes, improved traffic signage, and enhanced road markings, alongside the implementation of speed management measures to reduce accident risks.
3. **Improvement of Local Accessibility and Supporting Infrastructure** Rehabilitation works should incorporate the upgrading of local access roads to residential properties, construction of effective drainage systems, installation of protective barriers, and modernization of bus stops to ensure safe and functional connectivity for local communities.
4. **Implementation of Pedestrian Safety and Mobility Measures** Provision of sidewalks and safe pedestrian crossings at settlement entrances and exits is essential to protect vulnerable road users and ensure safe movement within and across communities along the R7 corridor.
5. **Enhanced Speed Control and Safety for Agricultural Activities** Given the frequent crossing of residents and livestock due to agricultural land located on both sides of the road, the design should include effective speed control measures, particularly the installation of speed cameras supported by adequate signage, to minimize collision risks.
6. **Improvement of Road Illumination in Sensitive Areas** Targeted installation of road lighting, especially near settlements such as Pîrjota, is required to improve visibility during night-time and adverse weather conditions, thereby enhancing overall road safety.
7. **Management of Mixed Traffic and Agricultural Machinery Movement** The project must address the interaction between high-speed traffic and agricultural machinery by considering alternative routes, controlled access points, or dedicated crossings, as well as measures to prevent road surface contamination (mud, soil), which can reduce traction and increase accident risks

On the administrative territory of Pîrjota commune (and Sturzeni village), businesses that interact with the R7 route: (Sturzeni and Pîrjota): **Agriculture:** SRL „Vardan Agro,,, (orchard), SRL „Valea Pîrjotei,, , SRL „Agrocreativ Invest,,, SRL „Pîrjoteh Agro,,, , GT „Garbuz Dan,,, , **Petrol Station:** Rompetrol ÎM

#### Baseline Survey Resume:

In the context of the socio-economic survey the overview of Pîrjota commune is characterized below:

The R7 route that connects the locality of Pîrjota with Rîșcani city and other districts (ex. Glodeni) is actively used by the residents for work, social needs (market, health, recreational), as well as by the business environment – daily transport.

12 residents were surveyed within public consultation and in the field. The conclusions are detailed based on structure of the baseline survey.

##### Section 1. General Information

8 respondents' women and 4 men. 93% aged 18-64 and 7% over 65. Mostly declared that are living in Pîrjota village more up to 1km from R7 road, more than 20 years, are married and in their households are present between 1-5 members.

##### Section 2. Employment, economic activities, household income

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 70% up to 10000 MDL and 30% over 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most residents declared a positive expected impact of road rehabilitation on livelihood.

### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children, mostly residents declared they have from 1 up to 3 children. Chronic diseases declared in households with elderly people and persons with physical disabilities.

### **Section 4: Community health, Safety, and Quality of Life**

Few residential buildings are located in close proximity of the road (approx. 6 households). People declared environmental concerns regarding R7 dust and noise due to the actual quality of the road as road users. Other environmental issues: unauthorised landfill and sewage system. Access to water is centralised, few respondents mentioned well as primary water source. Facilities / networks located near the road were declared: petrol station and agricultural lands. Walking along the road in the perimeter of road junction particularly during early morning/night was declared unsafe and lightening of the road in the perimeter of road junction was declared mandatory.

### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are requested to be improved. Pedestrian crossing over R7 is requested. This is important for ensuring safe and convenient access for pedestrians using public transit. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani or other districts mostly with private transport, but also using public transport. Cycling between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced.

Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue.

Some respondents experienced accidents or near-misses on R7 road: accident due to the vehicle turning into a prohibited place. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding road R7 was declared unsafe in actual condition.

### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). No concerns from women were raised about the presence of non-local workers in the community and past issues related to worker–community interactions in the village related to other local projects. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they do not cross or access direct the R7 road.

### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. Few respondents confirmed violence in their family.

### **Section 8. Land Acquisition and Assets**

Assets near road boundary concerns about potential land acquisition were declared by businesses and landowners. Were informed that road will be rehabilitated within RoW proposed to the rehabilitation and land acquisition is not expected. Landowners near R7 road declared registered rights and agricultural land use and commercial use.

### **Section 9. Cultural heritage and archaeological sites**

Were declared by respondents the the “National Treasure” Annual Cultural Festival.

### Section 10. Attitude, Expectations and Suggestions towards Project

Residents expects reconstructed road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, 2 pedestrian crossings, rehabilitated bus stations, periodic information of the community, GRM and compliance with the terms of execution of repair works.

|                                                                                                                                                                                            |                                                      |                                                                                     |
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| <b>Lot 3 Hiliuți commune</b><br>Community Engagement - 27 participants<br>FGD with landowners and businesses, FGD with vulnerable group (elderly people, women)<br>Surveyed – 15 residents | <b>1<sup>st</sup> of April 2026</b><br>14.30 - 15.00 |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------------------------|

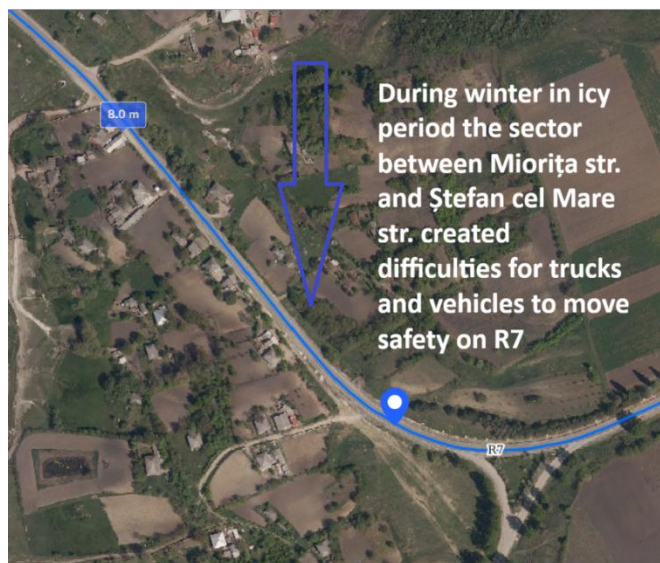
Community engagement activities were conducted following the meeting with local representatives at Rîșcani District on 19th of March 2026 where representatives of 6 villages of Rîșcani district were present, including Mayor Matei Ana and specialists from the mayoralty.

Hiliuți village is located within the Project’s Area of Influence (AoI) for R7, Lot 3. Situated at an elevation of approximately 177 meters, the village is characterized by a hilly landscape and forms part of the Lower Ciuhur region. Hiliuți is also recognized for its environmental initiatives, including the recent establishment of a forest plantation covering more than 25 hectares in accordance with the National Afforestation Program.

Consultations with residents of Hiliuți confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both municipal representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. The closest residential dwellings are located 10 m from the road, a total length of 1,5 km of Hiliuți village residential buildings (approx..10 households) located close on the left/right side of the road (with direct access to R7). Hiliuți village is situated mostly on left side of the road. The residential buildings from the right side are mostly uninhabited as a result of depopulation of rural area. Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Overall, consultation findings underline the need for strengthened traffic safety design solutions and controlled access measures in Hiliuți village to address existing and perceived community health and safety risks.

The key concerns raised by the residents and landowners, in the public consultation was:

1. Actual low quality of the road surface (baseline data found out concerns of residents regarding the road safety issues of the transport which is affected by road quality after 2026 winter);
2. Additionally, the hilly topography of Hiliuți village creates transport challenges for traffic passing through the settlement along the R7, particularly in the area of the Miorița Street and Ștefan cel Mare Street intersections.



As a mitigation measure, alternatives should be identified to temporarily bypass this critical sector during high-risk periods, alongside the installation of appropriate (winter-compatible) signage at the entrances to Hiliuți from Costești and from Rîșcani city (at the intersection with R45 – G23/G23.1). This issue was consistently raised during public consultations across villages in Rîșcani district by both local authorities and residents. A feasible and sustainable solution is required, considering that the R7 corridor, as part of the TEN-T network, serves international transit connecting the Ukrainian and Romanian borders.

3. Low road safety due to missing dedicated deceleration and acceleration lanes, low lightning, low traffic signage and pedestrian safety.
4. During public consultations, stakeholders emphasized the need to improve local connectivity and safety along the R7 corridor, including: upgrading access roads connecting residential properties to the main road; construction of adequate drainage systems; installation of protective barriers; provision of sidewalks and safe pedestrian crossings at settlement entrances and exits; and rehabilitation of existing bus stops to ensure safe and accessible public transport infrastructure.
5. Also, as agricultural lands are located on both sides of the R7 road, residents and businesses cultivate their fields and move livestock for grazing, frequently crossing the road. Therefore, it is necessary to enforce speed limits through the installation of speed cameras—considered the most effective measure—alongside appropriate road signage.
6. Residents identified insufficient road illumination as a safety concern, particularly during night-time and low-visibility conditions. Improved lighting was requested as an additional safety measure to enhance visibility for drivers, pedestrians, and to reduce the risk of accidents along the R7 corridor near Hiliuți village.
7. Unsafety movement of agricultural machinery on the road (ex: near Hiliuți village), as existing fragmented alternative routes are dirty roads without improvements. Large speed differentials between highway traffic and agricultural machinery also small motorised vehicles, increase the risk of collisions, particularly rear-end crashes. In addition, farming equipment entering the highway from fields can deposit soil, mud, or agricultural materials onto the pavement, reducing tire friction and creating slippery conditions that negatively affect road safety.

8. Landslides have been reported by the local community within the R7 section, indicating the need for slope stabilization and ground reinforcement measures.



#### Consultation Outcomes – Key Conclusions (ESA R7, Hiliuți Area)

1. **Urgent Need for Road Rehabilitation** The poor condition of the road surface, exacerbated after the 2026 winter, represents a key concern affecting road safety, vehicle operation, and overall transport reliability, requiring priority rehabilitation measures.
2. **Topography-Related Transport Constraints and Seasonal Risks** The hilly terrain in Hiliuți village, particularly at the Miorița Street and Ștefan cel Mare Street intersections, creates significant traffic challenges. Temporary bypass solutions and installation of winter-compatible signage at key entry points are required, alongside the identification of a long-term, sustainable engineering solution suitable for an international transit corridor.
3. **Deficiencies in Road Safety Infrastructure** The absence of acceleration/deceleration lanes, insufficient signage, inadequate lighting, and limited pedestrian safety measures contribute to elevated accident risks and require comprehensive safety upgrades.
4. **Need for Improved Local Connectivity and Supporting Infrastructure** Communities highlighted the necessity to upgrade access roads, implement drainage systems, install protective barriers, construct sidewalks and pedestrian crossings, and rehabilitate bus stops to ensure safe and functional mobility for residents.
5. **Speed Management and Agricultural Crossing Safety** Frequent crossing of residents, livestock, and agricultural users necessitates enhanced speed control measures, particularly through the installation of speed cameras complemented by clear and visible signage.
6. **Insufficient Road Illumination** Lack of adequate lighting, especially near Hiliuți village, increases risks during night-time and low-visibility conditions, requiring targeted lighting improvements to enhance safety for all road users.
7. **Risks from Mixed Traffic and Agricultural Machinery** The interaction between high-speed traffic and slow-moving agricultural machinery poses a significant safety hazard, further aggravated by poor alternative routes and road contamination (mud and debris), necessitating dedicated management measures and safer access solutions.

8. **Geotechnical Risks and Slope Instability** Reported landslides within the R7 indicate the need for detailed geotechnical assessments and implementation of slope stabilization and ground reinforcement measures to ensure long-term road safety and resilience.

On the administrative territory of Hiliuți commune, businesses that interact with the R7 route: Agriculture: GT „Sandu Grigore,, GT „Sandu , SRL „Hiliuțeanul,, (storage), SRL „Stîncăuți,, (mill).

#### **Baseline Survey Resume**

In the context of the socio-economic survey the overview of Hiliuți is characterized below:

##### **Section 1. General Information**

From 15 surveyed respondents' 5 men and 10 women. 92% aged 18-64 and 8% over 65. Mostly declared that are living in Hiliuți commune close to R7 road, more than 20 years, are married and in their households are present between 2-5 members.

##### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 70% up over 10000 MDL and 30% up to 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

##### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children, mostly residents declared they have from 1 up to 3 children. Chronic diseases declared in households with elderly people and persons with physical disabilities.

##### **Section 4: Community health, Safety, and Quality of Life**

Some residential buildings are located in close proximity of the road. The closest residential dwellings are located 10 m from the road, a total length of 1,5 km of Hiliuți village residential buildings (approx..10 households) located close on the left/right side of the road (with direct access to R7). Hiliuți village is situated mostly on left side of the road. The residential buildings from the right side are mostly uninhabited as a result of depopulation of rural area. Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Noise barriers were not required by residents.

##### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are requested to be improved. Pedestrian crossing over R7 is requested. This is important for ensuring safe and convenient access for pedestrians using public transit. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani or other districts mostly with private transport, but also using public transport. Cycling between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced.

Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue.

Some respondents experienced accidents or near-misses on R7 road: accident due to deteriorated road and in winter time difficult to use the road. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding road R7 was declared unsafe in actual condition.

##### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 3 will be managed within RoW and land acquisition is not expected.

#### **Section 9. Cultural heritage and archaeological sites**

No cultural heritage were declared by respondents in Hiliuți village.

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 3 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, periodic information of the community, GRM and compliance with the terms of execution of repair works.

##### **Lot 3 Șaptebani Village**

Community Engagement - 11 participants

FGD with landowners and businesses, FGD with vulnerable group (elderly people, women)

Surveyed – 14 residents

##### **Lot 3 Gălășeni commune (with Mălăiești village)**

Community Engagement - 19 participants FGD with landowners and businesses, FGD with vulnerable group (elderly people, women) Surveyed – 16 residents

##### **Lot 3 Petrușeni village**

Community Engagement - 9 participants

FGD with landowners and businesses, FGD with vulnerable group (elderly people, women)

Surveyed – 12 residents

**1<sup>st</sup> of April 2026**

11.30 – 12.30

Petrușeni village

**1<sup>st</sup> of April 2026**

13.00 – 14.00

Șaptebani village

**1<sup>st</sup> of April 2026**

14.00 – 14.30

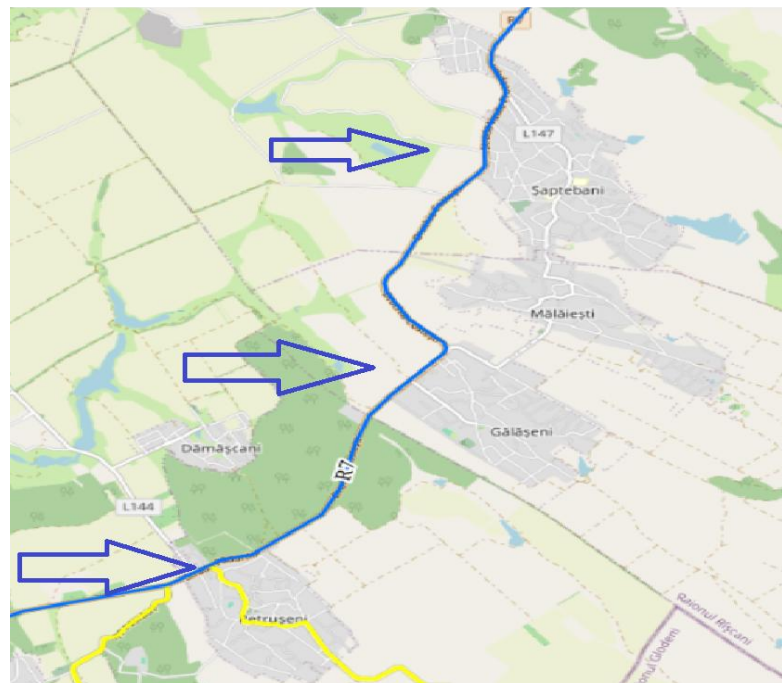
Gălășeni commune



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed an initial coordination meeting held on 19.03.2026 with local representatives of 6 villages at Rîșcani district premises, including Mayor of Șaptebani village – Mr. Lungu Rodion, Mayor of Gălășeni village – Mr. Brânză Victor, Mayor of Petrușeni village – Ms. Ciobanu Natalia and relevant specialists from the mayoralty.

Șaptebani, Gălășeni, Petrușeni villages are located within the Project's Area of Influence (AoI) of Lot 3. Consultations with residents of mentioned above villages confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both municipal representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. In Șaptebani village, the closest residential dwellings are 10 m from the road, a total length of 2 km of Șaptebani village of residential buildings (approx. 16 households) located close on the right/left side of the road (with direct access to R7). In Gălășeni village the closest residential dwellings are 20 m from the road, a total length of 0,8 km of Gălășeni village of residential buildings (approx. 11 households) located close on the left side of the road (with direct access to R7). In Petrușeni village, closest residential dwellings are 12 m from the road, a total length of 1 km of Petrușeni village of residential buildings (approx. 18 households) located close on the left/right side of the road (with direct access to R7).

Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.

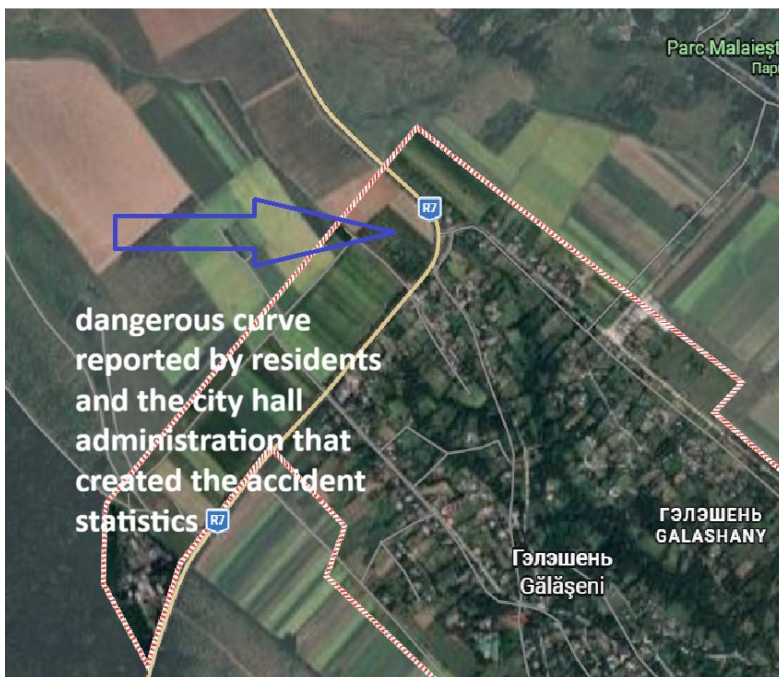


The key concerns raised by the residents and landowners, in the public consultation was:

1. Actual low quality of the road surface (baseline data found out concerns of residents regarding the road safety issues of the transport which is affected by road quality after 2026 winter);



2. From road safety perspective, In Gălășeni dangerous curve was reported by local administration and by residents that created premises for accidents.
3. Low road safety due to missing dedicated deceleration and acceleration lanes, low lightning, low traffic signage and pedestrian safety.
4. During public consultations, stakeholders emphasized the need to improve local connectivity and safety along the R7 corridor, including: upgrading access roads connecting residential properties to the main road; construction of adequate drainage systems; installation of protective barriers; provision of sidewalks and safe pedestrian crossings at settlement entrances/ exits or connected to bus stops; and rehabilitation of existing bus stops to ensure safe and accessible public transport infrastructure.



5. Also, as agricultural lands are located on both sides of the R7 road, residents and businesses cultivate their fields and move livestock for grazing, frequently crossing the road. Therefore, it is necessary to enforce speed limits through the installation of speed cameras—considered the most effective measure—alongside appropriate road signage.
6. Residents identified insufficient road illumination as a safety concern, particularly during night-time and low-visibility conditions. Improved lighting was requested as an additional safety measure to enhance visibility for drivers, pedestrians, and to reduce the risk of accidents along the R7 corridor near villages
7. Unsafety movement of agricultural machinery on the road, as existing fragmented alternative routes are dirty roads without improvements. Large speed differentials between highway traffic and agricultural machinery also small motorised vehicles, increase the risk of collisions, particularly rear-end crashes. In addition, farming equipment entering the highway from fields can deposit soil, mud, or agricultural materials onto the pavement, reducing tire friction and creating slippery conditions that negatively affect road safety. A half-lane for slow moving vehicles between localities and lands is required to assure the road safety and adequate traffic management.
8. **Dust impacts related to quarry operations and transport routes (R7 Aol – Rîșcani District)** Based on available data on mineral resources and industrial activities in Rîșcani District, several active quarries for limestone, clay, and sand extraction are located in proximity to the villages of **Șaptebani, Gălășeni, and Petrușeni**. Notable operations include SA “Cariera Șaptebani”, SRL “Cariera Duruitoarea”, as well as other extraction sites such as Văratîc, Horodiște, and Braniște quarries, which supply raw and processed materials for construction and road works. During community consultations, residents of **Șaptebani, Gălășeni, and Petrușeni** consistently raised concerns regarding **significant dust generation** associated with quarry activities and material transportation. The key issue identified is that **heavy trucks transporting aggregates frequently use local roads that are not rehabilitated or properly maintained**. These roads accumulate loose materials (limestone dust, sand, and debris), which are then **carried onto the R7 road corridor**, resulting in visibly **white, dust-covered road surfaces**. This situation leads to:



Increased **airborne dust levels** affecting nearby households and sensitive receptors; Reduced **road safety** due to decreased visibility and slippery surfaces caused by fine materials; Nuisance impacts on **local communities**, including soiling of properties and discomfort for pedestrians; Secondary dust re-suspension along the R7 due to vehicle movement, especially during dry periods. The issue is particularly acute at the **interface between local access roads to quarries and the R7 road**, where **lack of wheel-washing facilities, road cleaning measures, and proper surfacing**



exacerbates the transport of materials onto the main road. These findings indicate the need for targeted mitigation measures, including **improved maintenance of local haul roads, installation of cleaning systems at quarry exits, and regular road sweeping**, in line with ESA good practice for construction material supply chains.

Overall, consultations identified a consistent set of concerns related to **road safety, environmental impacts, and local accessibility**, leading to the following key conclusions:

1. **Poor Road Condition and Associated Safety Risks:** The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.
2. **High Exposure of Roadside Communities:** Residential areas located immediately adjacent to the R7 are highly exposed to **construction-related impacts (noise, vibration, dust, and temporary access restrictions)** and **operational impacts**, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*
3. **Critical Road Safety Deficiencies:** Road safety is compromised by **missing acceleration/deceleration lanes, insufficient signage, poor lighting, and lack of pedestrian infrastructure**. A specific high-risk location was identified at the **dangerous curve in Gălășeni**, requiring targeted intervention.
4. **Need for Integrated Safety and Accessibility Improvements:** Stakeholders emphasized the need for **upgraded access roads, drainage systems, protective barriers, sidewalks, pedestrian crossings, and improved bus stop infrastructure**, particularly at settlement entrances/exits and near public transport points.
5. **Agricultural Activities and Road Safety Conflicts:** The presence of agricultural lands on both sides of the R7 leads to frequent **crossing of vehicles, machinery, and livestock**, creating safety risks. Enforcement of **speed limits through speed cameras**, combined with appropriate signage, was identified as a priority measure.

6. **Inadequate Road Illumination:** Insufficient lighting along village sections of the R7 contributes to **reduced visibility and increased accident risk**, particularly during night-time and adverse weather conditions.
7. **Unsafe Movement of Agricultural Machinery:** The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in **dangerous speed differentials with highway traffic**. Additionally, **mud and debris deposited on the road surface** reduce traction and increase accident risks. The introduction of **dedicated half-lane sections for slow-moving vehicles** was recommended.
8. **Dust Impacts from Quarry Operations and Transport Routes:** Significant **dust generation** was reported in Șaptebani, Gălășeni, and Petrușeni due to nearby quarry activities (e.g., SA “Cariera Șaptebani”, SRL “Cariera Duruitoarea” and other local sites). Heavy trucks use **unrehabilitated local roads**, carrying loose materials onto the R7 and resulting in **dust-covered road surfaces**. This leads to:
  - increased airborne dust affecting residents and sensitive receptors;
  - reduced visibility and slippery road conditions;
  - nuisance impacts (soiling, pedestrian discomfort);
  - continuous dust re-suspension during dry periods.

The issue is most pronounced at **junctions between local quarry roads and the R7**, highlighting the need for mitigation measures such as **haul road improvements, wheel-washing systems, and regular road cleaning**.

**Overall Conclusion:** While local communities broadly support the rehabilitation of the R7 road, they expect the Project to **address existing deficiencies in road safety, improve local connectivity, and effectively manage environmental and social impacts**. Particular emphasis is placed on **traffic safety measures, dust and vibration control, and accommodation of local agricultural practices**, ensuring alignment with ESA good international practice.

On the administrative territory of **Șaptebani, Gălășeni, and Petrușeni** villages, businesses that interact with the R7 route: Business on R7 Șaptebani **Agriculture/Farm:** SRL „Stîncăuți,, (storage), SRL „Ferma Familiei,, (poultry farm), Trade market Îl „Colun Tatiana,, , 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, 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,, .

#### Baseline Survey Resume:

In the context of the socio-economic survey the overview of Șaptebani, Gălășeni, and Petrușeni is characterized below:

##### Section 1. General Information

From 42 surveyed respondents’ 19 men and 23 women. 87% aged 18-64 and 13% over 65. Mostly declared that are living in Șaptebani, Gălășeni, and Petrușeni villages, more than 20 years, are married and in their households are present between 3-6 members.

##### Section 2. Employment, economic activities, household income

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 55% up to 10000 MDL and 45% over 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

##### Section 3: Disadvantaged and vulnerable groups

Elderly people declared that they live alone or with their children. Most of the residents declared they have from 1 up to 3 children. Chronic diseases were declared in households with elderly people and persons with physical disabilities.

#### **Section 4: Community health, Safety, and Quality of Life**

Some residential buildings are located in close proximity of the road. In Șaptebani village, the closest residential dwellings are 10 m from the road, a total length of 2 km of Șaptebani village of residential buildings (approx. 16 households) located close on the right/left side of the road (with direct access to R7). In Gălășeni village the closest residential dwellings are 20 m from the road, a total length of 0,8 km of Gălășeni village of residential buildings (approx. 11 households) located close on the left side of the road (with direct access to R7). In Petrușeni village, closest residential dwellings are 12 m from the road, a total length of 1 km of Petrușeni village of residential buildings (approx. 18 households) located close on the left/right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Mostly residents claimed dust and vibration due to actual condition of the road, no noise barriers were requested.

#### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are requested to be improved. Pedestrian crossing over R7 is requested. This is important for ensuring safe and convenient access for pedestrians using public transit. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani or other districts mostly with private transport, but also using public transport. Cycling is practicable but between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced as declared unsafe. Residents welcomed cycling pathways to be included in the perimeter between bus stops or two intersections of local roads with R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: accident due to deteriorated road and in winter time difficult to use the road. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding road R7 was declared unsafe in actual condition.

#### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 3 will be managed within RoW and wide land acquisition is not expected.

#### **Section 9. Cultural heritage and archaeological sites**

Was declared by respondents in Petrușeni village the Memorial of war soldiers at km 83+407 R7 .

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 3 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, pedestrian crossings, renovated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.

**Lot 3 Costești commune (inclusive Pășcăuți, Dămășcani, Duruitoarea, Proscureni villages)**

Community Engagement - 15 participants, FGD with landowners and businesses, FGD with vulnerable group (elderly people, women)  
Surveyed – 15 residents

**1<sup>st</sup> of April 2026 11.30 – 12.30**



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed an initial coordination meeting held on 19.03.2026 with local representatives of 6 villages at Rîșcani district premises, including Mayor of Costești Commune village – Mr. Nelu Glasu and relevant specialists from the mayoralty.

The locality of Costești, situated in northern Moldova within Rîșcani District, represents a strategically significant node along the R7 corridor, particularly in the context of regional connectivity between Moldova, Romania, and Ukraine. The town is located on the banks of the Prut River, which forms the natural border between Moldova and Romania and constitutes part of the external border of the European Union. A defining feature of the locality is its direct connection to the Costești–Stâncă Border Crossing Point, established on the Stâncă–Costești dam, a major cross-border infrastructure linking Moldova to Romania. This crossing facilitates both passenger and freight movement and represents a key gateway for international transport flows.

In Public Consultations in Costești village regarding Lot 3 residents raised noise, vibrations, air pollution from exhaust fumes, dust, blocked access to agricultural land, accidents and hazards for pedestrians and cyclists due to parking trucks along the road in the perimeter from Pășcăuți village which is part of Costești commune.

In Pășcăuți, the nearest residential dwellings are located approximately 53 m from the R7 road, with only two households having direct access. The majority of residential properties are situated at distances starting from around 170 m from the road, extending over a total length of approximately 2.5 km along the left side of the corridor, with access provided via local roads. The main anticipated impacts include construction-related noise, vibration, dust, and temporary access restrictions. During the operational phase, noise levels may increase as a result of higher traffic volumes.

Costești town is located approximately 600 m from the R7 corridor and is connected via a local road. The main concerns raised relate to intensive truck traffic associated with the border crossing, with anticipated impacts primarily linked to traffic management during the construction phase.

Residents expressed concern that construction activities on the R7 Project will temporarily create significant traffic and road safety risks for both motorized and non-motorized users.



A parking facility area has been proposed by the local authorities of Costești at km 87+900 along the R7 corridor, intended to support traffic organization and accommodate vehicles, particularly in relation to border crossing activities.

As a new bridge is currently at feasibility study stage and according to the Ministry of Infrastructure and Regional Development of the Republic of Moldova, in cooperation with the Romanian Ministry of Transport, feasibility studies are ongoing for new cross-border bridges over the Prut River, including the Costești–Stâncă connection, aimed at strengthening Moldova–Romania connectivity and improving access to the European Union. For these purposes, the development of a parking facility area is considered feasible, in order to address logistical needs and traffic management between the two nearby border points, particularly for freight transport and waiting times.

#### Key Conclusions – Community Consultation Outcomes (R7 Corridor)

1. **Poor Road Condition and Safety Implications:** The current low quality of the road surface—further deteriorated after the winter of 2026—poses significant **road safety risks**, affecting driving conditions and increasing accident potential.
2. **Environmental Protection Priorities:** Stakeholders highlighted the importance of **protecting water and soil resources during the construction phase**, indicating strong community concern regarding environmental impacts.
3. **Deficiencies in Road Safety Infrastructure:** Low road safety is linked to the absence of **dedicated acceleration/deceleration lanes**, inadequate lighting, insufficient road signage, and lack of pedestrian safety measures.
4. **Need for Improved Local Connectivity and Infrastructure:** Communities emphasized the need for integrated improvements along the R7 corridor, including: construction of adequate **drainage systems**; installation of **protective barriers**; provision of **sidewalks and cycling pathways** (notably between Costești commune villages); development of **safe pedestrian crossings** at settlement entrances/exits and near bus stops; installation of new and rehabilitation of existing **bus stops**, ensuring accessibility from both sides of the road.
5. **Agricultural Crossings and Speed Control:** Frequent crossing of the R7 by agricultural vehicles and livestock creates safety risks. Stakeholders stressed the need for **strict speed control**, particularly through the installation of **speed cameras**, supported by appropriate signage.
6. **Insufficient Road Illumination:** Poor lighting conditions, especially at night and during low visibility, were identified as a key safety concern. Improved **road illumination** is required to enhance visibility and reduce accident risks near settlements.
7. **Unsafe Movement of Agricultural Machinery:** The lack of improved alternative routes forces agricultural machinery and small motorised vehicles onto the main road, resulting in **dangerous speed differentials** with highway traffic and increased collision risk. Additionally, **mud and debris deposited on the road surface** reduce traction and safety. The introduction of **dedicated half-lane sections for slow-moving vehicles** between settlements and agricultural lands was recommended to improve traffic management and safety.
8. **Proposed Parking Facility for Traffic Management:** A parking facility area proposed by the local authorities of Costești at km 87+900 along the R7 corridor was highlighted as a necessary measure to support traffic organization and vehicle accommodation, particularly in relation to border crossing activities and freight transport management.



## **Social Baseline Survey Resume**

In the context of the socio-economic survey the overview of Costești communes is characterized below:

### **Section 1. General Information**

From 14 surveyed respondents' 9 women and 5 men. 89% aged 18-64 and 11% over 65. Mostly declared that are living in Costești city, Pășcăuți villages more than 20 years, are married and in their households are present between 1-5 members.

### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary as most of the residents work in Costești city. For this category the declared income was 80% up to 10000 MDL and 20% over 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (~150 EUR). Remittances, pension, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to M3. All the residents declared a positive expected impact of road rehabilitation on livelihood with respect of improvements on noise by including noise barriers, road safety measures, signage and pedestrian pathways, cycling pathways and additional parking area for trucks.

### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children, mostly residents declared they have from 1 up to 3 children. Chronic diseases declared in households with elderly people and persons with physical disabilities.

### **Section 4: Community health, Safety, and Quality of Life**

Costești town is located approximately 600 m from the R7 corridor and is connected via a local road. The main concerns raised relate to intensive truck traffic associated with the border crossing, with anticipated impacts primarily linked to traffic management during the construction phase. People declared environmental concerns regarding R7 dust, vibration due to the actual quality of the road and trucks, the generation of vehicular waste left near the village Pășcăuți and local road of Costești and on agricultural land, including bags, plastic bottles, old tires, and oil spills etc. The lack of adequate facilities leading to the fulfilment of physiological needs in inappropriate places and the consequent emergence of unpleasant odours. Other environmental issues within locality: unauthorised landfill and sewage system and sewage treatment plant. Access to water is centralised. Walking along the road between Pășcăuți and Costești is practicable by residents as Pășcăuți is situated along the road and is part of Costești commune which is close to CBP Costești-Stîncă. Lightening of the road between this perimeter was declared mandatory.

### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are requested to be improved. Pedestrian crossing over R7 is requested. This is important for ensuring safe and convenient access for pedestrians using public transit. Residents use R7 road for their daily needs (work, social services, healthcare) From Pășcăuți village to Costești city and to Rîșcani or other districts mostly with private transport, but also using public transport. Cycling is practicable between localities Pășcăuți and Costești and declared unsafe at the moment. Residents welcomed cycling pathways to be included in the perimeter between Pășcăuți and Costești, between bus stops or two intersections of local roads with R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: incidents of the car due to deteriorated road and accident with trucks. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding road R7 was declared unsafe in actual condition.

### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by

workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 3 will be managed within RoW and wide land acquisition is not expected. For Lot 5 new construction, no information is available at the moment.

#### **Section 9. Cultural heritage and archaeological sites**

River Prut and Natural Reservation was declared by residents as their cultural heritage. There are no close to R7 archaeological heritage.

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 3 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, pedestrian crossings, renovated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.

#### **Lot 1,2,4 Drochia city**

Community Engagement - 19 participants  
FGD with businesses near R7 RoW and FGD with vulnerable group (elderly people, women). Surveyed –17 residents

**24th of March 2026**  
11.00 – 12.00



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early stage coordination meeting held on 20<sup>th</sup> of October.2025 (details in ANNEX D) with local representatives of 6 villages at Drochia District premises, including 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.

During the public consultation, residents and local authorities from Drochia highlighted that Drochia city represents a key urban and economic node in northern Moldova, functioning as both an administrative centre and a transport interface between regional production areas and national corridors. The reliance of major industrial operators (including Sudzucker, and other factories) on the **central urban network to access R7** significantly amplifies traffic intensity and associated environmental and social impacts, making Drochia a **critical focus area for transport planning, safety improvements, and impact mitigation within the R7 ESA framework**.

Community representatives consistently emphasized that the absence of a bypass has long generated significant road safety concerns within the urban centre, where heavy traffic, congestion, dust, noise and vibration affect daily living conditions.

The construction of the Drochia Bypass (Lot 4), was therefore identified by participants as a priority measure for improving community safety and environmental quality. The Project's configuration ensures continuity between road sections: the end of Lot 1 (Soroca-Drochia) is designed to connect directly with the R12 (rehabilitation part of bypass), while Lot 2 intersect at the junction point with the bypass - new construction part. This integrated alignment was positively received by stakeholders, who viewed it as a long-term solution for diverting transit and heavy-goods vehicles away from residential areas.

During consultations, residents noted that the combined implementation of the Bypass and Lot 1–2 rehabilitation works is expected to substantially reduce cumulative environmental impacts within Drochia, especially during the operational phase, by mitigating dust, noise, vibration and traffic-related risks. Concerns were primarily raised regarding cumulative construction-phase impacts, given the expected overlap of works on the bypass and Lot 1–2.

For Lot 2, The National Roads Administration (AND) announced in November 2025 the completion of the roundabout development works in the city of Drochia, a project that significantly contributes to improving the safety and flow of road traffic in the north of the country. The new roundabout is located on the national road R7 – R14 – Drochia – Costești – border with Romania, at kilometre 32, and was built in accordance with Annex No. 1 of the Road Fund Program 2025.

Drochia's function as a strategic industrial access node to the R7 corridor generates significant environmental and social pressures within the urban core. The routing of industrial and freight traffic through central city streets—driven by the operational needs of major factories—represents the primary source of cumulative impacts, requiring targeted mitigation measures such as traffic reorganization, safety enhancements, and potential diversion of heavy vehicles away from sensitive receptors.

The following key environmental and social concerns are identified:

**1. Intensive heavy vehicle traffic through the city centre** The R7 corridor, via Drochia, therefore acts as a primary evacuation route for agricultural produce, linking farms, storage facilities, and processing plants. Industrial operators such as Südzucker Moldova, and other factories from Drochia District depend on central



urban roads to access R7. Drochia is embedded within a wider agricultural production belt (including districts such as Drochia, Rîșcani, Florești, Soroca), supplying raw materials to processing facilities. This results in high volumes of HGVs transiting residential and mixed-use areas, particularly during peak agricultural/production seasons. Consequences include congestion, reduced level of service, and accelerated degradation of urban road infrastructure.

**2. Elevated road safety risks (mixed traffic conditions)** Coexistence of heavy trucks, local vehicles, public transport, agricultural machinery, cyclists, and pedestrians in central Drochia creates complex and unsafe traffic dynamics. Increased risks at intersections, pedestrian crossings, and bus stop areas, especially where traffic calming or segregation measures are limited. Vulnerable groups (children, elderly) are particularly exposed.

**3. Air quality deterioration and dust emissions** Concentration of freight traffic within the urban core leads to localized increases in air pollutants (PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>). Additional dust generation occurs during dry periods and from deteriorated road surfaces. Impacts are most significant for residential receptors, schools, and public institutions located along main transit streets.

**4. Noise and vibration impacts on urban receptors** Continuous passage of heavy vehicles generates elevated noise levels and ground-borne vibrations, particularly along narrow urban corridors. Potential effects include disturbance to residents, reduced quality of life, and structural stress on older buildings situated close to the roadway.

**5. Urban infrastructure stress and maintenance burden** Existing road infrastructure in Drochia is not designed for sustained high-intensity industrial freight traffic. This results in premature pavement deterioration, damage to drainage systems, and increased maintenance costs for local authorities. Seasonal peaks (e.g., sugar beet campaign) intensify these pressures.

**6. Lack of dedicated freight routing / bypass options** Absence (or limited availability) of alternative routes or bypasses forces industrial traffic through the city centre. This reduces the effectiveness of traffic management measures and limits opportunities to segregate transit and local traffic flows.

**7. Community health and quality of life impacts** Combined effects of noise, air pollution, vibration, and traffic safety risks contribute to reduced living conditions in central Drochia. Increased perception of risk and nuisance may lead to community dissatisfaction and grievances, particularly among residents living along main access roads to R7.

**8. Land Acquisition of New construction part of bypass:** As Lot 4 (part) represents new (greenfield) infrastructure development, land acquisition and associated economic displacement was raised by residents as the most significant social concern. The implementation of a robust Land Acquisition and Livelihood Restoration framework, aligned with European Bank for Reconstruction and Development Performance Requirement 5, will be critical to ensure fair compensation, livelihood support, and minimization of adverse impacts, while enabling the long-term benefits of the Drochia bypass.



Aerial photo of a sugar factory during the beet campaign, cumulative environment impact with the Project (photo attached).

The following key social receptors have been identified in proximity to the R7 alignment within Drochia city:

Drochia District Hospital, Drochia Health Centre “A. Manziuc”, College of Integrated Studies, Commercial centre (hosting major national retail chains) Lukoil Moldova fuel station (PECO), Bus Station (providing access to Drochia’s commercial market area), Customs Office, Magistrala Nord SRL – road and highway construction company, “MELLINA” Bread Factory, “Metru Pătrat” Hypermarket – construction materials, Cathedral “Dormition of the Mother of God”, Südzucker Moldova Sugar Factory

In the context of the socio-economic survey the overview of Drochia city is characterized below:

### **Section 1. General Information**

From 17 surveyed respondents' 7 men and 10 women. 92% aged 18-64 and 8% over 65. Mostly declared that are living in Drochia city more than 20 years, are married and in their households are present between 1-4 members.

### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary as most of the residents work in Drochia city. For this category the declared income was 95% over 10000 MDL and 5% up to 10000 MDL (~500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (~150 EUR). Remittances, pension, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners and residents adjacent to R7. All the residents declared a positive expected impact of road rehabilitation and bypass construction on livelihood with respect of improvements of road safety measures, signage, regulated pedestrian crossings and roundabouts.

### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children, mostly residents declared they have from 1 up to 3 children. Chronic diseases declared in households with elderly people and persons with physical disabilities.

### **Section 4: Community health, Safety, and Quality of Life**

Many residential buildings are located in close proximity of the R7 road which passes through the city centre. R7 is connecting with R12 and are the main roads used by residents to move to/ to return from other districts. People declared environmental concerns regarding R7 dust, noise, vibration and in construction period as cumulative impacts with the bypass project. Other environmental issues within locality: unauthorised landfill, factories localised nearby. Access to water is centralised. Walking along the road R7 Lot 2 is everyday practicable by residents. Lightening of the road was declared mandatory at roundabouts and intersections.

### **Section 5. Road safety**

From baseline data collection people from Drochia city is used to cross the R7 Lot 2 (in the perimeter of Drochia city which represent the central street) to the opposite side of the road. Safety concerns were raised as coexistence of heavy trucks, local vehicles, public transport, agricultural machinery, cyclists, and pedestrians in central Drochia creates complex and unsafe traffic dynamics. Increased risks at intersections, pedestrian crossings, and bus stop areas, especially where traffic calming or segregation measures are limited. Vulnerable groups (children, elderly) are particularly exposed. **Bypass of Drochia (Lot 4) was declared the most important project for Drochia city from road safety perspective of the residents.** Residents use R7 road for their daily needs (work, social services, healthcare, market, travelling) within the city or to move to other districts mostly with private transport, but also using public transport. Cycling is practicable by residents mostly within locality, Illumination on road was declared present in the perimeter of bus stops and intersections.

**Rehabilitation of R7 in the perimeter of Drochia residential area (km 29+000 – 32+000)** was requested by residents and administration as the degradation of urban road infrastructure is the direct impact of the **lack of dedicated freight routing / bypass options** and estimated during construction of bypass of Drochia if it will first be implemented.

Some respondents described accidents or near-misses on R7 road close to junctions due to high speed, congestion and low road safety measures. Most exposed to safety risks were declared children, elderly, cyclists in the area of connecting R7 with R12 (where a roundabout is designed in bypass project). General perception of the residents regarding road R7 Lot 2 was unsafe.

Most of respondents declared that alternative routes to access property or institutions within Drochia city, during construction works, can be managed through a Traffic Management Plan and with prior engagement with local representatives and community.

### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community. All respondents feel comfortable to report

inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities may face difficulties navigating construction areas. Residents raised concerns about construction phase in the perimeter of schools, markets, bus stations and residential buildings.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. Several respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 2 will be managed within RoW and land acquisition is not expected. Land acquisition of Lot 4 refers to Tarigrad and Miciurin villages.

#### **Section 9. Cultural heritage and archaeological sites**

Has been declared by respondents' Cathedral "Dormition of the Mother of God".

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 1,2 and and bypass Drochia with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, periodic information of the community, GRM and compliance with the terms of execution of repair works.

#### **Lot 2, 4 Țarigrad and Miciurin Village**

Community Engagement - 18 participants  
FGD with agricultural landowners near new construction (Drochia bypass) and FGD with vulnerable group (elderly people, women)  
Surveyed – 16 residents

**24th of March 2026**  
13.00 – 14.00



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early stage coordination meeting held on 20th of October.2025 (details in ANNEX D) with local representatives of 6 villages at Drochia District premises, including 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.

Although Țarigrad and Miciurin villages are not located directly along the R7 corridor, consultations confirmed that both localities fall within the Area of Influence (AoI) due to the new construction of the Drochia bypass, which is situated within their administrative boundaries. As such, the primary impacts are associated with land acquisition, temporary access restrictions, and construction-related disturbances, rather than direct operational traffic impacts from the rehabilitated R7.

The key outcomes from public consultations:

**1. Territorial and Functional Connectivity** Țarigrad village is connected to the R7 corridor via the G20 regional road, while Miciurin village is linked through the R12 road, ensuring indirect but functionally important connectivity to the national road network. Stakeholders emphasized that, despite not being roadside settlements, both villages depend on regional road links for mobility, access to services, and economic activities, which may be temporarily affected during construction of the bypass.

**2. Land Acquisition and Administrative Impacts (Key Concern)**

The Drochia bypass (new alignment) will require permanent land acquisition within the administrative territories of both Țarigrad and Miciurin, identified as the most significant impact raised during consultations. Concerns expressed include: Loss of agricultural land and associated livelihoods; Need for transparent compensation at full replacement cost, in line with European Bank for Reconstruction and Development Performance Requirements (PR5);

Requests for clear communication on cadastral boundaries, valuation procedures, and timelines. Stakeholders also highlighted the importance of applying negotiated settlement approaches and ensuring access to grievance mechanisms.

**3. Social Receptors and Vulnerable Groups**

Țarigrad village (approx. 3,160 residents): Hosts 2 gymnasiums and 2 kindergartens, functioning as an educational hub for surrounding smaller villages (Antoneuca, Sergheuca, Pervomaisc). Daily commuting of children increases sensitivity to construction traffic and road safety risks on connecting roads (G20). Presence of an industrial zone indicates additional exposure of workers and local businesses to construction impacts.

Miciurin village (approx. 1,325 residents): Contains a primary school with kindergarten, serving local children. Smaller population but potentially higher vulnerability due to limited local infrastructure and services.

Key concerns: Safety of children transport during construction phase; Potential disruption of school access routes; Need for traffic management measures near educational institutions.

**4. Construction Phase Impacts** Stakeholders identified the following anticipated impacts during the construction phase of the bypass:

Temporary access restrictions to agricultural plots and local roads; Increased dust, noise, and vibration, particularly affecting: residential areas, schools and kindergartens, workers in the industrial zone (Țarigrad); Construction traffic risks, including heavy vehicles crossing local roads (G20, R12); Potential damage to local roads used for material transport.

Communities requested: Implementation of a Traffic Management Plan (TMP) with designated haul routes; Scheduling of works to avoid peak school transport hours; Regular road maintenance and cleaning during construction.

**5. Administrative Reform and Cumulative Considerations** Consultations highlighted the ongoing territorial-administrative reform (amalgamation process) in Moldova, which aims to consolidate smaller villages into larger communes (>3,000 residents). This reform is expected to: Increase functional interdependence between settlements; Strengthen the role of villages like Țarigrad as local service centres; Potentially amplify cumulative impacts of infrastructure projects such as the Drochia bypass. Stakeholders emphasized that infrastructure planning should consider future administrative configurations and mobility patterns, not only current boundaries.

**6. Opportunities and Positive Expectations**

Despite concerns, stakeholders also acknowledged potential long-term benefits: Improved regional connectivity and reduced traffic through Drochia town;

Opportunities for economic development, particularly in Țarigrad's industrial zone (In the village of Țarigrad, the "Bioenergagro" Industrial Park was created. It is an open industrial platform, with an area of 13.49 hectares, with infrastructure, basic technology and expansion possibilities.); Enhanced logistics and transport efficiency for agricultural producers. Țarigrad's inclusion in regional development initiatives (as referenced by Invest Moldova Agency) was noted as an opportunity to align the bypass project with broader investment and development strategies.

## **7. Absence of Prior Consultation with Landowners**

It was confirmed during public consultations that no direct consultations were carried out with affected landowners prior to the declaration of public utility for the bypass project. Engagement activities were limited to discussions with mayoralty representatives and central authorities, without involving individuals directly affected by expropriation. Landowners expressed concern that: They were not informed in advance about potential impacts on their land; They were not given the opportunity to provide input on alignment alternatives or mitigation measures; This approach does not align with good international practice, including requirements of European Bank for Reconstruction and Development PR5 on Land Acquisition and Involuntary Resettlement, which encourages early and meaningful consultation.

## **8. Position of Local Authorities (Țarigrad)**

The Mayor of Țarigrad reported that: Several technical proposals were submitted to the National Road Administration (NRA) suggesting minor deviations of the bypass alignment; These proposals aimed to minimize land fragmentation, which is a significant issue in Țarigrad due to the highly subdivided agricultural parcels within the expropriation corridor. It was emphasized that: Land fragmentation in Țarigrad is more pronounced compared to Miciurin, where parcels are generally larger and more consolidated; Adjustments to the alignment could reduce socio-economic impacts without affecting project feasibility. However: No formal response was received from the NRA regarding these proposals; As a result, the Mayor of Țarigrad refused to sign the Urbanism Certificate, citing lack of institutional feedback and insufficient consideration of local inputs.

Businesses in extra villain of Țarigrad village: S.R.L. "GlobalFarmingInternational" , S.R.L. "MOLDOVATRANSGAZ"

## **Baseline Survey Resume**

In the context of the socio-economic survey the overview of Țarigrad and Miciurin villages is characterized below:

### **Section 1. General Information**

From 16 surveyed respondents' 6 men and 10 women. 91% aged 18-64 and 9% over 65. Mostly declared that are living in Țarigrad and Miciurin villages, more than 20 years, are married and in their households are present between 1-5 members.

### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary as most of the residents work in Drochia city or Tarigrad village. For this category the declared income was 80% over 10000 MDL and 20% up to 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, pension, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to bypass Drochia. All the residents declared a positive expected impact of road rehabilitation Lot 2 and bypass Drochia on livelihood with respect of improvements on road safety measures, signage and pedestrian pathways.

### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children, mostly residents declared they have from 1 up to 3 children. Chronic diseases declared in households with elderly people and persons with physical disabilities.

### **Section 4: Community health, Safety, and Quality of Life**

Țarigrad village and Miciurin village are not located direct on R7. As R7 is connected with Tarigrad G20 local road and Miciurin via R12, R7 is the main road used daily by the residents of Țarigrad and Miciurin. People declared environmental concerns regarding R7 dust due to the actual quality of the road. Other environmental issues within locality: unauthorised landfill and sewage system and sewage treatment plant. Access to water is centralised, few respondents mentioned wells as primary water source. Walking along the road is not practicable by residents as the settlement is not situated along the road. Lightening of the road was declared mandatory at intersection.

### **Section 5. Road safety**

From baseline data collection people are used to access the R7 for different purposes. Safety concerns were described as the main issues due to actual condition of the road and insufficient safety measures at intersections. Residents use R7 road for their daily needs (school in Drochia city, work, social services, healthcare, market, access to central bus station of Drochia city) to Rîșcani, Drochia or other districts mostly with private transport, but also using public transport. Cycling is practicable by residents mostly within locality, along the R7 road to access Drochia city and crossing the road to lands from opposite side. Illumination on road was declared mandatory in the perimeter of bus stops and intersections.

Is requested a dedicated half-lane for agricultural machinery so this are used at permanent basis for works on field on opposite side, crossing R7 for transportation of goods to access their alternative routes which are dirty roads or use local roads.

Some respondents described accidents or near-misses on R7 road. Most exposed to safety risks were declared children, elderly, farmers, cyclists and small motorised vehicles. General perception of the residents regarding road R7 Lot 2 was unsafe and dusty. General perception on Lot 4 was declared a feasible solution for Drochia city. Most of respondents declared that alternative routes to access property or agricultural fields during works can be managed through a Traffic Management Plan and with prior engagement with local representatives and community.

#### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities may face difficulties navigating construction areas as they will need to access bus stations in construction period if the construction will be performed with closing only one lane. Residents raised concerns about construction phase in the perimeter of school and residential buildings.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents raised concerns regarding land acquisition as construction of bypass Lot 4 (new part) will require land acquisition in Țarigrad and Miciurin villages.

#### **Section 9. Cultural heritage and archaeological sites**

Has not been declared by respondents' cultural heritage.

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 2, Lot 4 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, periodic information of the community, GRM and compliance with the terms of execution of repair works.

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| <p><b>Lot 2 Nicoreni village</b><br/> Community Engagement - 15 participants, FGD with vulnerable group (elderly people, women)<br/> Surveyed – 12 residents</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><b>24th of March 2026</b><br/> 13.00 – 14.00</p> |  |
| <p>Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early stage coordination meeting held on 20th of October.2025 (details in ANNEX D) with local representatives of 6 villages at Drochia District premises, including 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.</p> <p>Nicoreni village is located within the Project’s Area of Influence (Aol) of Lot 2. Consultations with residents of mentioned above village confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both local representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. In Nicoreni village, the closest residential dwellings are 15 m from the road, a total length of 2 km of residential buildings (approx. 27 households) located close on the left side of the road (with direct access to R7).</p> <p>Main impacts raised: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes.</p> <p>Overall, consultations identified a consistent set of concerns related to <b>road safety, environmental impacts, and local accessibility</b>, leading to the following key conclusions:</p> <div style="display: flex; justify-content: space-around; margin-top: 20px;">   </div> |                                                     |                                                                                     |

1. **Poor Road Condition and Associated Safety Risks:** The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.
2. **High Exposure of Roadside Communities:** Residential areas located immediately adjacent to the R7 are highly exposed to **construction-related impacts (noise, vibration, dust, and temporary access restrictions)** and **operational impacts**, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*
3. **Critical Road Safety Deficiencies:** Road safety is compromised by **missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.**
4. **Need for Integrated Safety and Accessibility Improvements:** Stakeholders emphasized the need for **upgraded access roads, drainage systems, protective barriers, sidewalks.**
5. **Agricultural Activities and Road Safety Conflicts:** The presence of agricultural lands on both sides of the R7 leads to frequent **crossing of vehicles, machinery, and livestock**, creating safety risks. Enforcement of **speed limits through speed cameras**, combined with appropriate signage, was identified as a priority measure.
6. **Inadequate Road Illumination:** Insufficient lighting along village sections of the R7 contributes to **reduced visibility and increased accident risk**, particularly during night-time and adverse weather conditions.
7. **Unsafe Movement of Agricultural Machinery:** The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in **dangerous speed differentials with highway traffic**. Additionally, **mud and debris deposited on the road surface** reduce traction and increase accident risks. The introduction of **dedicated half-lane sections for slow-moving vehicles** was recommended.
6. **Roadside Vegetation Management and Biodiversity Considerations** The existing forest corridors along the route are non-homogeneous and largely composed of ageing poplar species, posing safety risks due to falling branches or trees during adverse weather. Stakeholders recommended a phased replanting programme with resilient, site-appropriate species, combined with sustainable vegetation management practices to balance road safety requirements with the preservation and enhancement of biodiversity.

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.

#### Baseline socio-economic assessment

In the context of the socio-economic survey the overview of Nicoreni village is characterized below:

#### Section 1. General Information

From 12 surveyed respondents' 9 women and 3 men. 87% aged 18-64 and 13% over 65. Mostly declared that are living in Nicoreni village, more than 20 years, are married and in their households are present between 1-5 members.

### **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 55% up to 10000 MDL and 45% over 10000 MDL (~500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (~150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

### **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children. Most of the residents declared they have from 1 up to 3 children. Chronic diseases were declared in households with elderly people and persons with physical disabilities.

### **Section 4: Community health, Safety, and Quality of Life**

Some residential buildings are located in close proximity of the road. In Nicoreni village, the closest residential dwellings are 15 m from the road, a total length of 2 km of residential buildings (approx. 27 households) located close on the left side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Mostly residents claimed dust and vibration due to actual condition of the road, no noise barriers were requested. Other environmental issues within locality: unauthorised landfill and sewage system and sewage treatment plant. Access to water is centralised, few respondents mentioned wells as primary water source. Walking along the road is practicable by residents as the settlement are situated along the road. Lightening of the road was declared mandatory at intersection.

### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are present and improved. Pedestrian crossing over R7 is present. This is important for ensuring safe and convenient access for pedestrians using public transit to improve road safety measures as protective barriers, illumination, traffic calming measures. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani, Drochia or other districts mostly with private transport, but also using public transport. Cycling is practicable, but between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced as declared unsafe. Residents welcomed cycling pathways to be included in the perimeter between bus stops or two intersections of local roads with R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: accident due to deteriorated road and in winter time difficult to use the road. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding the actual condition of road R7 was declared unsafe.

### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 2 will be managed within RoW and wide land acquisition is not expected.

#### **Section 9. Cultural heritage and archaeological sites**

Was declared by respondents in Nicoreni village the Golgota Church with a distance of 40 m from the R7 road at km 42+377.

#### **Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 2 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, improved safety measures in the perimeter of pedestrian crossings, illuminated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.

#### **Lot 1 Chetrosu Village**

Community Engagement - 23 participants, FGD with businesses near R7, FGD with vulnerable group (elderly people, women) Surveyed – 25 residents

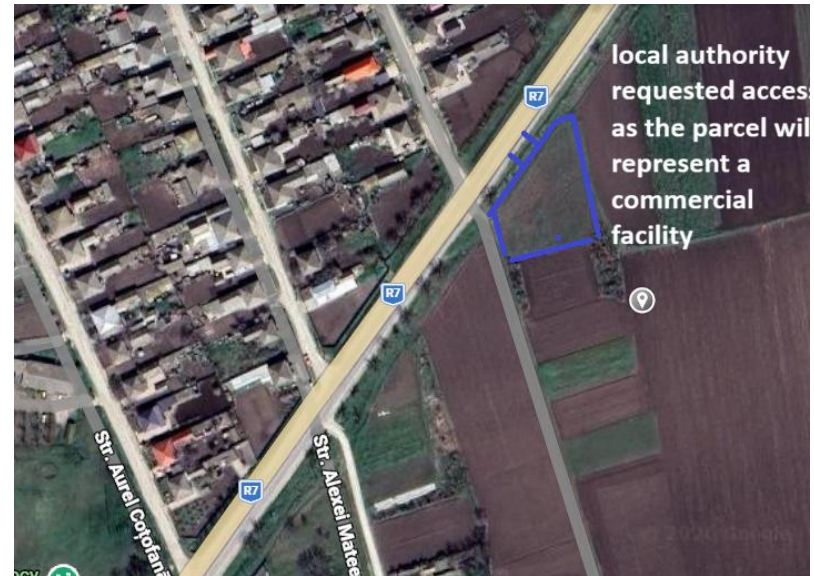
**27th of March 2026**  
11.00-12.00

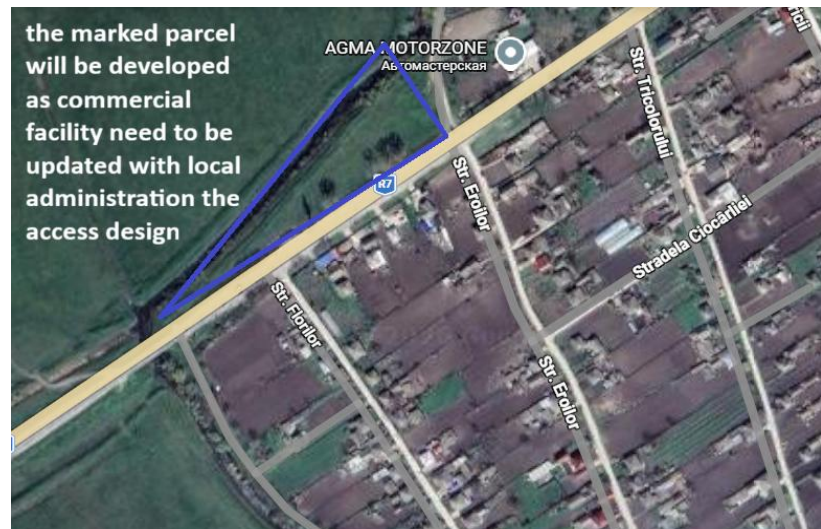


Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early-stage coordination meeting held on 20th of October. 2025 (details in ANNEX D) with local representatives of 6 villages at Drochia District premises, including consultation with Representatives 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.

Chetrosu village is located within the Project's Area of Influence (AoI) of Lot 1 (is bordering with Drochia city to Soroca direction). Consultations with residents of mentioned above village confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both local representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. In Chetrosu village, the social receptors (residential buildings, markets, school) are starting with 15 m from the road, a total length of 2 km of residential area (approx. 40 households) located close on the left/right side of the road (with direct access to R7).

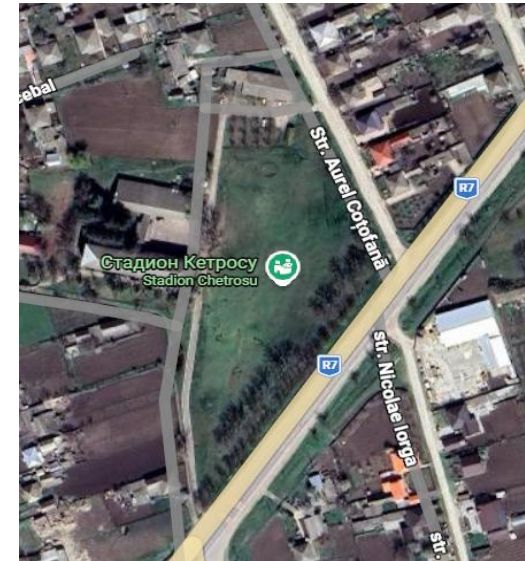
Chetrosu village is emerging as a local trade and service node along the R7 corridor, benefiting from its proximity to Drochia city and the planned bypass intersection with R12. This strategic location creates potential for future economic development and roadside commercial activities. During consultations with roadside entrepreneurs, the primary concern raised was safety access to the R7 road. Several businesses reported that they had formally contacted the National Road Administration (NRA) but were informed that the project is still at the design stage, and therefore no definitive decisions on access arrangements have yet been confirmed. The requested access to the road identified below:





In Chetrosu village, the Gymnasium „Bunescu Dumitru,” is located in close proximity to the R7 road, which raises significant road safety concerns, particularly in relation to children crossing the road. During consultations, stakeholders emphasized the need to implement enhanced safety measures in the school vicinity, including: Installation of continuous sidewalks to ensure safe pedestrian movement; Provision of protected pedestrian crossings designed to current safety standards; Installation of protective barriers/guardrails to prevent unsafe road access; Deployment of speed control measures, including traffic cameras near the pedestrian crossing; Clear road signage and markings to increase driver awareness in the school zone.

These measures are considered essential to reduce accident risks and ensure safe access for schoolchildren, particularly during peak hours.



Unprotected sidewalks in the picture below:



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.

Overall, consultations identified a consistent set of concerns related to road safety, environmental impacts, and local accessibility, leading to the following key conclusions:

1. **Poor Road Condition and Associated Safety Risks:** The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.
2. **High Exposure of Roadside Communities:** Residential areas located immediately adjacent to the R7 are highly exposed to **construction-related impacts (noise, vibration, dust, and temporary access restrictions)** and **operational impacts**, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*
3. **Critical Road Safety Deficiencies:** Road safety is compromised by **missing acceleration/deceleration lanes, insufficient signage, poor lighting.** **Pedestrian infrastructure is present and need to be improved.**
4. **Need for Integrated Safety and Accessibility Improvements:** Stakeholders emphasized the need for **upgraded access roads, drainage systems, protective barriers, sidewalks.**
5. **Agricultural Activities and Road Safety Conflicts:** The presence of agricultural lands on both sides of the R7 leads to frequent **crossing of vehicles, machinery, and livestock**, creating safety risks. Enforcement of **speed limits through speed cameras**, combined with appropriate signage, was identified as a priority measure.
6. **Inadequate Road Illumination:** Insufficient lighting along village sections of the R7 contributes to **reduced visibility and increased accident risk**, particularly during night-time and adverse weather conditions.
7. **Unsafe Movement of Agricultural Machinery:** The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in **dangerous speed differentials with highway traffic.** Additionally, **mud and debris deposited on the road surface** reduce traction and increase accident risks. The introduction of **dedicated half-lane sections for slow-moving vehicles** was recommended.
8. **School Safety as a Critical Receptor:** The school located near the R7 represents a highly sensitive receptor. Key risks: Unsafe road crossing by children: exposure to traffic during peak hours, required mitigation measures include: continuous sidewalks, protected pedestrian crossings, guardrails/barriers; speed control measures (traffic cameras); enhanced signage and road markings.
9. **Local Economic Development and Access Constraints:** Chetrosu is emerging as a trade and service node due to proximity to Drochia city and the planned R7–R12 bypass intersection. However, entrepreneurs identified uncertainty regarding access to the R7 as a major constraint: Businesses reported contacting the NRA but receiving no confirmed access solutions due to ongoing design stage; Multiple formal access requests have been submitted, safe and well-planned access is critical to unlock local economic potential.

#### **Baseline socio-economic assessment:**

In the context of the socio-economic survey the overview of Chetrosu village is characterized below:

#### **Section 1. General Information**

From 25 surveyed respondents' 19 women and 6 men. 92% aged 18-64 and 8% over 65. Mostly declared that are living in Chetrosu village, more than 20 years, are married and in their households are present between 1-5 members.

## **Section 2. Employment, economic activities, household income**

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 35% up to 10000 MDL and 65% over 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

## **Section 3: Disadvantaged and vulnerable groups**

Elderly people declared that they live alone or with their children. Most of the residents declared they have from 1 up to 3 children. Chronic diseases were declared in households with elderly people and persons with physical disabilities.

## **Section 4: Community health, Safety, and Quality of Life**

In Chetrosu village, the social receptors (residential buildings, markets, school) are starting with 15 m from the road, a total length of 2 km of residential area (approx. 40 households) located close on the left/right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Mostly residents claimed dust and vibration due to actual condition of the road, *no noise barriers were requested*. Other environmental issues within locality: unauthorised landfill and sewage system and sewage treatment plant. Access to water is centralised, few respondents mentioned wells as primary water source. Walking along the road is practicable by residents as the settlement are situated along the road. Lightening of the road was declared mandatory along the residential area.

## **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are present and improved. Pedestrian crossing over R7 are present. This is important for ensuring safe and convenient access for pedestrians using public transit to improve road safety measures as protective barriers, illumination, traffic calming measures. The key concern on safety was raised in the perimeter of school which is located with direct access from the R7 road. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani, Drochia or other districts mostly with private transport, but also using public transport. Cycling is practicable, and were requested a dedicated cycling pathway. Cycling to achieve different parts of the villages is also. Residents welcomed cycling pathways to be included in the perimeter along the R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: accident with children due to speed limits and unprotected pedestrian crossing near school. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding the actual condition of road R7 was declared unsafe.

## **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

## **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

## Section 8. Land Acquisition and Assets

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 1 will be managed within RoW and wide land acquisition is not expected.

## Section 9. Cultural heritage and archaeological sites

No cultural heritage was declared by respondents in Chetrosu village near the road.

## Section 10. Attitude, Expectations and Suggestions towards Project

Residents expects reconstruction of Lot 1 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, improved safety measures in the perimeter of pedestrian crossings, illuminated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.

**Lot 1 Zgurița village** - Community Engagement  
- 17 participants, FGD with vulnerable group (elderly people, women) Surveyed – 11 residents

**27th of March 2026**  
13.00-14.00



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early stage coordination meeting held on 20th of October.2025 (details in ANNEX D) with local representatives of 6 villages at Drochia District premises, including 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.

Zgurița village is located within the Project's Area of Influence (Aoi) of Lot 1. Consultations with residents of mentioned above village confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both local representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. In Zgurița village, the closest residential dwellings are 15 m from the road, a total length of 1,9 km of residential area (approx. 25 households and businesses) located close on the left and right side of the road (with direct access to R7).



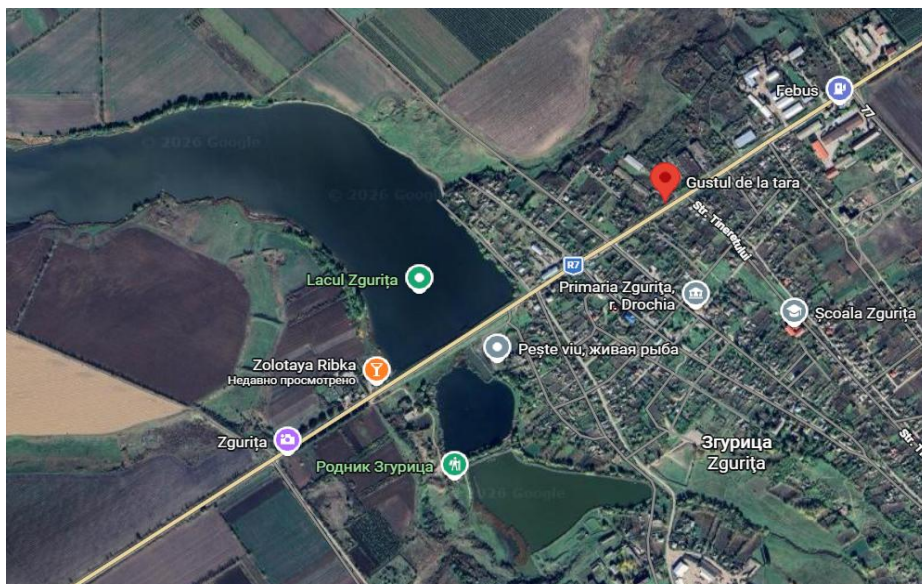
Overall, consultations identified a consistent set of concerns related to road safety, environmental impacts, and local accessibility, leading to the following key conclusions:

1. **Poor Road Condition and Associated Safety Risks:** The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.
2. **High Exposure of Roadside Communities:** Residential areas located immediately adjacent to the R7 will be exposed to **construction-related impacts (noise, vibration, dust, and temporary access restrictions)** and **operational impacts**, including potential increases in noise due to higher

traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on **noise, vibration and dust under current conditions**, which are perceived as more significant nuisances.*

3. **Critical Road Safety Deficiencies:** Road safety is compromised by **missing acceleration/deceleration lanes, insufficient signage, poor lighting. Pedestrian infrastructure is present and need to be improved.**
4. **Need for Integrated Safety and Accessibility Improvements:** Stakeholders emphasized the need for **upgraded access roads, drainage systems, protective barriers, sidewalks.**
5. **Agricultural Activities and Road Safety Conflicts:** The presence of agricultural lands on both sides of the R7 leads to frequent **crossing of vehicles, machinery, and livestock**, creating safety risks. Enforcement of **speed limits through speed cameras**, combined with appropriate signage, was identified as a priority measure.
6. **Inadequate Road Illumination:** Insufficient lighting along village sections of the R7 contributes to **reduced visibility and increased accident risk**, particularly during night-time and adverse weather conditions.
7. **Unsafe Movement of Agricultural Machinery:** The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in **dangerous speed differentials with highway traffic**. Additionally, **mud and debris deposited on the road surface** reduce traction and increase accident risks. The introduction of **dedicated half-lane sections for slow-moving vehicles** was recommended.
8. **Presence of Lake Section and Bridge in Zgurița Village – Construction Phase Impacts:** Approximately 500 m of a lake section, including a bridge crossing, is located along the R7 corridor within Zgurița village, representing a sensitive environmental and social receptor. During the construction phase, this section is expected to generate specific impacts due to its proximity to surface water and the hydraulic structure.

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.



#### Baseline socio-economic assessment:

In the context of the socio-economic survey the overview of Zgurița village is characterized below:

##### Section 1. General Information

From 11 surveyed respondents' 8 women and 3 men. 75% aged 18-64 and 25% over 65. Mostly declared that are living in Zgurița village, more than 20 years, are married and in their households are present between 1-4 members.

##### Section 2. Employment, economic activities, household income

The most respondents declared that are employed and the primary source of income is salary. For this category the declared income was 95% up to 10000 MDL and 5% over 10000 MDL (500 EUR). Persons aged over 65 declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

##### Section 3: Disadvantaged and vulnerable groups

Elderly people declared that they live alone or with their children. Most of the residents declared they have from 1 up to 3 children. Chronic diseases were declared in households with elderly people and persons with physical disabilities.

##### Section 4: Community health, Safety, and Quality of Life

Some residential buildings are located in close proximity of the road. In Zgurița village, the closest residential dwellings are 15 m from the road, a total length of 1,9 km of residential area (approx. 25 households) located close on the left/right side of the road (with direct access to R7). Main impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Mostly residents claimed dust and vibration due to actual condition of the road, no noise barriers were requested. Other environmental issues within locality: unauthorised landfill and sewage system and sewage treatment plant. Access to water is centralised, few respondents mentioned wells as primary water source. Walking along the road is practicable by residents as the settlement are situated along the road on both sides. Lightening of the road was declared mandatory at intersection.

**Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road, existing bus stops are present and improved. Pedestrian crossing over R7 is present. This is important for ensuring safe and convenient access for pedestrians using public transit to improve road safety measures as protective barriers, illumination, traffic calming measures. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani, Drochia or other districts mostly with private transport, but also using public transport. Cycling is practicable, but between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced as declared unsafe. Residents welcomed cycling pathways to be included in the perimeter between bus stops or two intersections of local roads with R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: accident due to deteriorated road and in winter time difficult to use the road. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding the actual condition of road R7 was declared unsafe.

**Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

**Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

**Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 1 will be managed within RoW and wide land acquisition is not expected.

**Section 9. Cultural heritage and archaeological sites**

No cultural heritage was declared by respondents in Zgurița village.

**Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 1 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, improved safety measures in the perimeter of pedestrian crossings, illuminated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.

**Lot 1 Șolcani village**

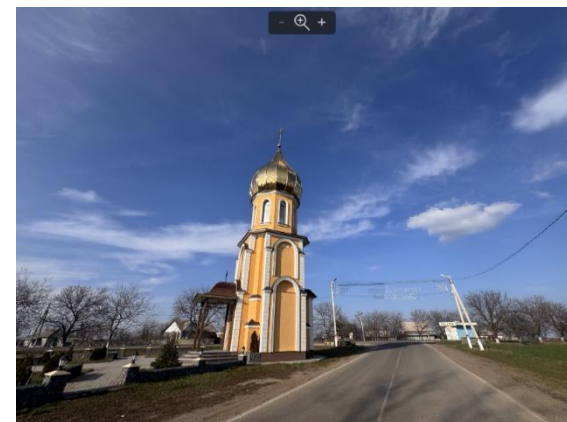
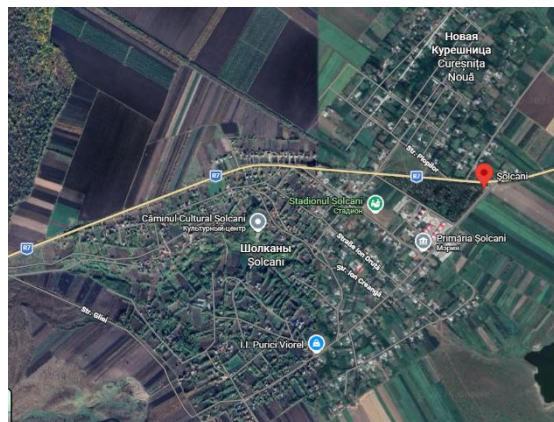
Community Engagement - 19 participants, FGD with landowners and businesses near R7, FGD with vulnerable group (elderly people, women) Surveyed – 17 residents

**27th of March 2026**  
15.00-16.00



Community engagement activities were undertaken in accordance with the Stakeholder Engagement Plan and followed the early-stage coordination meeting held on 14th of August.2025 (details in ANNEX D) with local representatives of Soroca District Council.

Șolcani village is located within the Project's Area of Influence (Aol) of Lot 1. Consultations with residents of mentioned above village confirmed that community is active and engaged in local socio-economic development processes, maintaining regular cooperation with local authorities. Issues related to the R7 road were consistently raised during discussions with both local representatives and community members, reflecting sustained local interest and concern regarding road-related impacts. In Șolcani village, the closest residential dwellings are starting 25 m from the road, a total length of 2 km of residential area (approx. 50 households, including Cureșnița-Nouă on right side) located close on the left and right side of the road (with direct access to R7).



Overall, consultations identified a consistent set of concerns related to road safety, environmental impacts, and local accessibility, leading to the following key conclusions:

1. **Poor Road Condition and Associated Safety Risks:** The deteriorated condition of the road surface, particularly following the winter of 2026, significantly affects driving safety, increases vehicle damage, and contributes to accident risks.
2. **High Exposure of Roadside Communities:** Residential areas located immediately adjacent to the R7 will be exposed to **construction-related impacts (noise, vibration, dust, and temporary access restrictions)** and **operational impacts**, including potential increases in noise due to higher traffic volumes. *Notably, communities did not request noise barriers; concerns were primarily focused on noise, vibration and dust under current conditions, which are perceived as more significant nuisances.*
3. **Critical Road Safety Deficiencies:** Road safety is compromised by **missing acceleration/deceleration lanes, insufficient signage, poor lighting.** Pedestrian infrastructure is present and need to be improved.
4. **Need for Integrated Safety and Accessibility Improvements:** Stakeholders emphasized the need for **upgraded access roads, drainage systems, protective barriers, sidewalks.**
5. **Agricultural Activities and Road Safety Conflicts:** The presence of agricultural lands on both sides of the R7 leads to frequent **crossing of vehicles, machinery, and livestock**, creating safety risks. Enforcement of **speed limits through speed cameras**, combined with appropriate signage, was identified as a priority measure.
6. **Inadequate Road Illumination:** Insufficient lighting along village sections of the R7 contributes to **reduced visibility and increased accident risk**, particularly during night-time and adverse weather conditions.
7. **Unsafe Movement of Agricultural Machinery:** The lack of adequate alternative routes forces agricultural machinery and slow-moving vehicles onto the main road, resulting in **dangerous speed differentials with highway traffic**. Additionally, **mud and debris deposited on the road surface** reduce traction and increase accident risks. The introduction of **dedicated half-lane sections for slow-moving vehicles** was recommended

Businesses in Şolcani: Rultehcom SRL

#### Baseline socio-economic assessment:

In the context of the socio-economic survey the overview of Şolcani village is characterized below:

##### Section 1. General Information

From 19 surveyed respondents' 12 women and 7 men. 89% aged 18-64 and 11% over 65. Mostly declared that are living in Şolcani village, more than 20 years, are married and in their households are present between 1-3 members.

##### Section 2. Employment, economic activities, household income

The most respondents declared that are employed and/or entrepreneurs and the primary source of income is salary. For this category the declared income was 75% up to 10000 MDL and 25% over 10000 MDL (500 EUR). Few persons declared pension as primary source with the amount of 3000 MDL (150 EUR). Remittances, lease land and social allowances were declared as the secondary income. Seasonal livelihood activities are not contributing or partially contributing to livelihood household income. Some respondents are landowners adjacent to R7. Most of the residents declared a positive expected impact of road rehabilitation on livelihood.

##### Section 3: Disadvantaged and vulnerable groups

Elderly people declared that they live alone or with their children. Most of the residents declared they have from 1 up to 3 children. Chronic diseases were declared in households with elderly people and persons with physical disabilities.

#### **Section 4: Community health, Safety, and Quality of Life**

Some residential buildings are located in close proximity of the road. In Șolcani village, the closest residential dwellings are 25 m from the road, a total length of 2 km of residential buildings (approx. 50 households, including Cureșnița-nouă part of Șolcani village which is situated on the right side) located close on the left and right side of the road (with direct access to R7). Main estimated impacts: construction noise, vibration, dust, and temporary access restrictions. During operation, noise levels may increase due to higher traffic volumes. Mostly residents claimed noise, dust and vibration due to actual condition of the road, no noise barriers were requested. Other environmental issues within locality: no aqueduct, only declared wells as water source, unauthorised landfill and sewage system/sewage treatment plant. Șolcani village is in the process of connecting to the aqueduct with support of the Government through the National Program European Village <https://ondrl.gov.md/modernizari-in-satul-solcani-raionul-soroca/>

Walking along the road is practicable by residents as the settlement is situated along the road on both sides. Lightening of the road was declared mandatory along the residential area.

#### **Section 5. Road safety**

From baseline data collection people are used to cross the R7 to the opposite side of the road Șolcani being positioned on both sides of the road, existing bus stops are present and need to be improved. Pedestrian crossing over R7 are present. This is important for ensuring safe and convenient access for pedestrians using public transit to improve road safety measures as protective barriers, illumination, traffic calming measures. Residents concerned road safety measures as children are transported and move by themselves from Cureșnița-Nouă to Șolcani school located on the opposite side of R7. Residents use R7 road for their daily needs (work, social services, healthcare) to Rîșcani, Drochia or other districts mostly with private transport, but also using public transport. Cycling is practicable, but between localities is not practicable and declared unsafe for residents using R7. Cycling to achieve different parts of the villages is also less practiced as declared unsafe. Residents welcomed cycling pathways to be included in the perimeter between bus stops or two intersections of local roads with R7. Illumination on road was declared a community safety concern for all residents, including women and children.

All respondents confirmed that agricultural machinery use R7 on permanent basis for works on field, for transportation of goods to avoid alternative routes which are dirty roads or to cross R7. Respondents claimed maintenance of the road as a road safety issue. Some respondents experienced accidents or near-misses on R7 road: accident due to deteriorated road and in winter time difficult to use the road. Most exposed to safety risks were declared children, elderly, farmers, and people using small motorised vehicles. General perception of the residents regarding the actual condition of road R7 was declared unsafe.

#### **Section 6. Occupational Health and Safety/Worker interaction with community**

Temporary employment with contractors is welcomed by respondents, people know basic OHS requirements for road construction (signage, PPE, restricted zones). Community has no concerns about the presence of non-local workers in the community as they had experience related to worker–community interactions in the village in the period of local roads rehabilitation. All respondents feel comfortable to report inappropriate behaviour by workers, several prefer anonymous grievance, most using local authority channel. Elderly or people with disabilities will not face difficulties navigating construction areas as they will be redirected to other alternative routes.

#### **Section 7. Gender and Role of Women**

Most women declared that there are no gender issues in commune associated with access, control and decision making in household financial decisions or risks of gender-based violence or socio-economic suffering. No respondents confirmed violence in their family.

#### **Section 8. Land Acquisition and Assets**

Respondents did not raise concerns regarding land acquisition as rehabilitation of Lot 1 will be managed within RoW and wide land acquisition is not expected.

#### **Section 9. Cultural heritage and archaeological sites**

Was declared by respondents in Şolcani village the Church with a distance of 15 m from the R7 road at km 1+432.

**Section 10. Attitude, Expectations and Suggestions towards Project**

Residents expects reconstruction of Lot 1 road with high standards, road safety improvements, illumination, safety accesses to/from the road, traffic management, quality of works from construction companies, adequate signage, safe access to the road during construction, sidewalks, improved safety measures in the perimeter of pedestrian crossings, illuminated bus stations, dedicated half-lane for small motorised vehicles or agricultural machinery, periodic information of the community, GRM and compliance with the terms of execution of repair works.