

## Annex 1.1: Records of public meetings and consultations held (first stage)

The scoping stage consultation process was supported by a scoping leaflet (one page A4).



Finanțat de  
Uniunea Europeană



European Bank  
for Reconstruction and Development

### ANUNȚ

cu privire la lansarea Proiectului de Evaluare a Impactului de Mediu, Social și Siguranță Rutieră pe  
traseul M3

**Stimați beneficiari ai drumului expres M3 Chișinău – Comrat – Giurgiulești – frontieră cu România,**

Vă informăm că, începând cu **1 septembrie 2025**, se lansează activitatea de evaluare a impactului de mediu, social și siguranță rutieră pe traseul M3 și vizează următoarele segmente:

Tranșa 2: Traseul M3, 70.9 km (Chișinău – Comrat – Giurgiulești – frontieră cu România), (Categorie A) divizat în 4 Loturi:

**Lot 1 (Aeroportul Chișinău – Porumbrei, 34.4 km) km 10.00 - 44.35 – reabilitare**

**Lot 2 (Porumbrei – Cimișlia, 19 km) reabilitare & extinderea pe 19 km de drum de la 2 la 4 benzi.**

(Categorie A) km 44+420 – 63+430 – reabilitare/construcție

**Lot 3 (Cimișlia – Comrat, 12 km) km 70+350 – 82+430 – reabilitare**

**Lot 4 (Giurgiulești ocolire și conexiune puncte de frontieră, 6.2 km) – construcția drumului de ocolire a s. Giurgiulești, r. Cahul, L= 3,85 km (conexiunea M3 și R34) și reparație capitală a drumului M3 Chișinău – Comrat – Giurgiulești – frontieră cu România, km 211,98 – 213,69 și M3.1 Giurgiulești – frontieră cu Ucraina, km 0,0 – 0,65 (drum de conexiune a punctului de trecere a frontierei de stat Giurgiulești - Reni și Giurgiulești - Galați)**

Obiectivul Studiului este identificarea și evaluarea impacturilor negative potențiale de mediu și sociale, auditul siguranței rutiere, evaluarea conformității cu legislația aplicabilă națională, internațională și cu Politica Socială și Mediu (ESP), precum și Cerințele de Performanță (PR) ale BERD, stabilirea măsurilor de prevenire/ atenuare și identificarea oportunităților de îmbunătățire și sustenabilitatea proiectului.

Proiectul este finanțat de Uniunea Europeană din fondurile Eastern Partnership Investment in Connectivity (EPIC) și Sustainable Infrastructure Fund și este implementat de Banca Europeană pentru Reconstrucție și Dezvoltare (BERD). Beneficiarii direcți sunt Ministerul Infrastructurii și Dezvoltării Regionale (MIDR) și Administrația Națională a Drumurilor (AND)

Republica Moldova intenționează să integreze infrastructura națională de transport în Rețeaua Transeuropeană de Transport (TEN-T) - obiectiv strategic stabilit în **Strategia de Mobilitate 2030**, prin modernizarea căilor ferate, construirea de poduri și autostrăzi și dezvoltarea de coridoare cu România și Ucraina. Proiectul va sprijini conectivitatea națională și regională prin reabilitarea drumurilor prioritare între Moldova, Uniunea Europeană și Ucraina.

Acest anunț a fost elaborat cu sprijinul financiar al Uniunii Europene. Conținutul său intră în responsabilitatea exclusivă a echipei de proiect și nu reflectă în mod necesar viziunea Uniunii Europene sau a BERD.

Pentru mai multe informații, sugestii și propuneri, vă puteți adresa direct la;

**MM Consulting&Engineering SRL – Moldova**

**Telefon: +37379534810 (viber)**

**E-mail: [project@mmengineering.org](mailto:project@mmengineering.org)**

**Adresa: Calea Basarabiei 26/7, mun. Chișinău, Republica Moldova**


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**Online publications:**

Lots (1-4)	Stakeholder	Published Announcement (on-line, in front of the mayoralty)
1-4	National Road Administration	<a href="https://www.andsa.md/consultari-publice-anunturi-si-procese-verbale/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://www.andsa.md/consultari-publice-anunturi-si-procese-verbale/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a>
1	Commune Băcioi, Mayoralty	<a href="https://bacioi.md/2025/09/12/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://bacioi.md/2025/09/12/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a>
1	District Council Ialoveni	<a href="https://il.md/2025/09/10/autoritatile-lanseaza-studiul-privind-impactul-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://il.md/2025/09/10/autoritatile-lanseaza-studiul-privind-impactul-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a>
1	Commune Răzeni Mayoralty	<a href="https://www.facebook.com/share/p/1CAiHQeqyG/?mibextid=wwXlfr">https://www.facebook.com/share/p/1CAiHQeqyG/?mibextid=wwXlfr</a>
1	Commune Horești Mayor	<a href="https://horesti.md/2025/09/10/anunt-7/">https://horesti.md/2025/09/10/anunt-7/</a> <a href="https://www.facebook.com/primaria.horesti/">https://www.facebook.com/primaria.horesti/</a>
1	Commune Țipala	<a href="https://tipala.primarie.md/news/lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://tipala.primarie.md/news/lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a>
2-3	District Council Cimișlia	<a href="https://raioncimislia.md/2025/09/10/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://raioncimislia.md/2025/09/10/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a> <a href="https://www.facebook.com/share/p/14H9NqJReYL/?mibextid=wwXlfr">https://www.facebook.com/share/p/14H9NqJReYL/?mibextid=wwXlfr</a>
2-3	City Cimișlia Mayoralty	<a href="https://www.facebook.com/share/p/1Ah1ne5PhF/?mibextid=wwXlfr">https://www.facebook.com/share/p/1Ah1ne5PhF/?mibextid=wwXlfr</a>
2	Commune Porumbrei Mayoralty	<a href="https://www.facebook.com/share/p/16ZYYWAeFC/?mibextid=wwXlfr">https://www.facebook.com/share/p/16ZYYWAeFC/?mibextid=wwXlfr</a>
2	Commune Săgaidac	published on the information board in front of the main building of the mayoralty
2	Village Grădiște Mayoralty	<a href="https://primariagradiste.md/2025/09/09/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://primariagradiste.md/2025/09/09/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a> <a href="https://www.facebook.com/share/p/1EjGFhBmeh/?mibextid=wwXlfr">https://www.facebook.com/share/p/1EjGFhBmeh/?mibextid=wwXlfr</a>
2	Commune Ecaterinovca Village Coștangalia	published on the information board in front of the main building of the mayoralty
3	Primaria Ciucur-Mingir	<a href="https://www.facebook.com/share/p/1671UyCEXX/?mibextid=wwXlfr">https://www.facebook.com/share/p/1671UyCEXX/?mibextid=wwXlfr</a> <a href="https://ciucurmingir.sat.md/2025/09/09/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://ciucurmingir.sat.md/2025/09/09/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a>
4	District Council Cahul	<a href="https://cahul.md/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/">https://cahul.md/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/</a> <a href="https://www.facebook.com/share/p/18uZ8g8izH/?mibextid=wwXlfr">https://www.facebook.com/share/p/18uZ8g8izH/?mibextid=wwXlfr</a>
4	City Cahul Mayoralty	<a href="https://primariacahul.md/media-category/noutati-si-evenimente/se-lanseaza-evaluarea-impactului-pentru-modernizarea-traseului-m3-chisinau-comrat-giurgiulesti-frontiera-cu-romania">https://primariacahul.md/media-category/noutati-si-evenimente/se-lanseaza-evaluarea-impactului-pentru-modernizarea-traseului-m3-chisinau-comrat-giurgiulesti-frontiera-cu-romania</a> <a href="https://www.facebook.com/share/p/19vYq5bqen/?mibextid=wwXlfr">https://www.facebook.com/share/p/19vYq5bqen/?mibextid=wwXlfr</a>
4	Village Giurgiulești Mayoralty	<a href="https://www.facebook.com/story.php?story_fbid=3163525133814073&amp;id=100004698518744&amp;mibextid=wwXlfr&amp;rdid=h2QM1WBVmaFzI5Ny#">https://www.facebook.com/story.php?story_fbid=3163525133814073&amp;id=100004698518744&amp;mibextid=wwXlfr&amp;rdid=h2QM1WBVmaFzI5Ny#</a>
4	Village Cîșlița-Prut Mayoralty	<a href="https://www.facebook.com/share/p/14Jqox5ZQhF/?mibextid=wwXlfr">https://www.facebook.com/share/p/14Jqox5ZQhF/?mibextid=wwXlfr</a>

## Detailed Consultation Records:

28.08.2025	Mayoralty Porumbrei Village (Lot 1 Chisinau-Porumbrei) (Lot 2 Porumbrei-Cimislia)	
<p>Key discussions: with Mayor Mr. Faureanu Iurie</p> <p><b>Previous Consultation about the Project:</b>          Related to actual Project were not performed consultations with administration of the village or with people.</p> <p><b>Periodical Laboratory on water, soil, air, noise:</b>          Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Center Hâncești (the competence is extended also for Cimișlia District) of National Health Public Agency. The kindergarten is connected to the aqueduct. For the operation of the kindergartens, laboratory tests of drinking water are periodically carried out.</p> <p><b>Land Owners:</b>          The administration delegated Cadastral Specialist to present the related to Project land plots (cadastral numbers) to check with project documents. The Lot 3 Porumbrei-Cimislia is an existing road recently rehabilitated on 2 lanes and in the project execution the extension was already analysed and all relevant land identification occurred.</p> <p><b>Impact on the Project:</b>          The Mayor of Porumbrei village emphasised the positive impact of the project on the regional development, due to the fact that every year in the village are in construction 3-4 new houses by citizens who return from abroad. Also, was mentioned that land plots are not sold anymore, it means people keep the activity and intends to stay in the village.          The total population of the village counts 1500 inhabitants, but according to census data from 2024 is numbered 994 inhabitants (492 men, 502 women). The people working abroad was not included in the census. A total of 98% households in the village of Porumbrei, Cimislia district, are connected to the natural gas distribution network. The wastewater plant was developed from the National Ecologic Fund with a budget of 9mln MDL.          In The school of Porumbrei are 132 children from 1 to 9 mates (primary and gymnasium level).</p> <p>Regarding the accident statistics, the mayor mentioned some accidents with the implication of the Porumbrei residents, but officially statistic will be required from the Cimișlia Regional Police District.</p> <p><b>Stakeholder Identification:</b>          The specialists from mayoralty will prepare a list of relevant to Project impact identification businesses and landowners who cultivate crops along the roads, to organise focus group discussions.</p> <p>Public Stakeholder S.A. „Drumuri-Cimișlia”, specialized in the construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Cimișlia, Basarabeasca, Leova regions. Responsible for this entity is Public Property Agency.</p> <p><b>Biodiversity Aspects:</b>          Identification of Protected areas and interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory.</p> <p><b>Local Strategies:</b>          The administration referred to the Regional Strategy of Cimișlia 2022-2028 and Environmental Local Action Plan.</p> <p><b>Local mass media:</b>          MediaTV Cimislia - <a href="https://mediatv.md/homepage/cimislia/">https://mediatv.md/homepage/cimislia/</a></p>		

28.08.2025	Mayoralty Giurgiulești Village (Lot 4 – construction of Giurgiulesti bypass and rehabilitation of the road between crossborder points Reni-Galati )	
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Key discussions Mayor - Ms Gălățeanu Tatiana

#### **Previous Consultation about the Project:**

Related to actual Project were not performed consultations with administration of the village or with people.

There is no webplatform connection with the population. Mayor created a viber platform and keep connect the population via this channel.

#### **Periodical Laboratory on water, soil, air, noise:**

Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Center Cahul (the competence is extended also for Giurgiulești) of National Health Public Agency. The kindergarten is connected to the aqueduct. For the operation of the kindergartens, laboratory tests of drinking water are periodically carried out.

The Mayor is expecting the territorial Agency the latest available data on water and the Consultants will be provided with the results.

#### **Land Owners:**

The administration delegated Cadastral Specialist to present the related to Project land plots (cadastral numbers) to check with project documents - The Lot 4 Giurgiulesti bypass and connection between borders.

#### **Impact on the Project:**

The Mayor of Giurgiulești village emphasised the greatest positive impact of the project due to the avoidance of the heavy traffic from the centre of the Giurgiulesti village to bypass of Giurgiulesti. 20 years of infernal traffic created a negative impact on population wellbeing. The intention of the national Road Administration to create a parking adjacent to bypass Giurgiulesti and the plan of the Cross Border Point Giurgiulesti to create additional logistic center near the CBP will permit adequate management of the heavy trucks during their temporary staying on the perimeter of crossing the border.

The Slobozia-Mare bypass which is in the execution at the moment and is intending to be ready by March 2026, has a connection point with Lot 4 Giurgiulesti bypass.

The total population of the village counts 2780 inhabitants, but according to census data from 2024 is numbered 1850 people (885 men - 965 women). The people working abroad was not included in the census. According to the information provided by the Mayor there is not a lack of workforce in the area of Giurgiulesti village as the location of the village near the borders and Giurgiulesti International Free Port created premises for development of local businesses and labour force.

In the village of Giurgiulesti, there is a Theoretical High School, a kindergarten, a culture house, a family doctor's office, a public library, a post office, an commercial bank branch, and a museum.

Drinking water for the locals is provided by a centralized aqueduct system, to which 890 households are connected.

A further problem remains the lack of a sewage network, as it was started in 2014 and not yet finalised. The construction of wastewater plant was already finished.

The village does not have an irrigation system.

The village has an unauthorized landfill, but it has a system for collecting, transporting, and storing centralized waste.

The locality is gasified only in a small sector of new housing.

Regarding the accident statistics, the mayor mentioned some accidents with the implication of the Giurgiulesti village residence, but officially statistic will be required from the Cahul Regional Police District.

The Mayor also mentioned about the positive impact on the infrastructure will be the functionable railway segment in the Văleni village area, on the Cahul-Giurgiulesti railway section, which repair works were in preparation.

#### **Stakeholder Identification:**

The specialists from mayoralty will prepare a list of relevant to Project impact identification businesses and landowners who



cultivate crops along the roads, to organise focus group discussions.

Public Stakeholder S.A. „Drumuri-Cahul”, specialized in the construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Cahul, Taraclia, Cantemir regions. Responsible for this entity is Public Property Agency.

The biggest stakeholders after the Local Administration Community and local business are Cross Border Points – Giurgiulesti – Galați and Giurgiulesti -Reni and Giurgiulesti International Free Port operated by ÎCS Danube Logistics <https://gifp.md/en/downloads/>.

It is to mention that GIFP Danube Logistics, general investor and operator of Giurgiulesti International Free Port, has obtained the EN ISO 50001:2018 certification on 25th June, 2025, which recognized the efforts to improve energy management and increase energy efficiency of the port operations. Additional, is available the Report on Carbon Footprint 2024 <https://gifp.md/en/news/danube-logistics-reduces-carbon-footprint-in-2024/> . In 2024, Danube Logistics reduced its total greenhouse gas emissions by 23% compared to 2023, amounting to 1,253.5 tonnes of CO2 equivalent emissions. Key improvements include the adoption of energy-efficient cargo handling equipment, such as electrical conveyor belts for grain loading replacing fuel-powered cranes and material handlers leading to reduced fuel consumption across port activities. Consequently, the CO2e per ton of handled cargo decreased by 15% confirming the trend of previous years.

For the first time the Carbon Footprint Report includes estimations of emissions originating from other companies with residence status in Giurgiulesti International Free Port. For those interested in a deeper understanding of the port's emissions

#### **Biodiversity Aspects:**

Giurgiulesti village is located near "Lower Prut" Biosphere Reserve and identification of Protected areas, interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory is required.

#### **Local Strategies:**

The administration provided the Strategic Plan for Socio-Economic Development of Giurgiulesti Village, Cahul District 2021-2026

Sustainable Energy and Climate Action Plan of the Giurgiulesti Village - approved by the local Council on 27.05.2024, elaborated the The EU4Climate, funded by the European Union.

#### **Local mass media:**

[www.ziuadeazi.md](http://www.ziuadeazi.md) - South Region Media Platform

[www.eu4cahul.md](http://www.eu4cahul.md)

**28.08.2025**

Cahul District Council  
(Lot 4 – construction of Giurgiulesti bypass and rehabilitation of the road between crossborder points Reni-Galati )



Key discussions regarding Lot 4 with VicePresident of Council District Mr. Pislari Nikon

#### **Previous Consultation about the Project:**

Related to actual Project were not performed consultations with administration of the District Council or with communities of the villages.

#### **Periodical Laboratory on water, soil, air, noise:**

Was discussed the procedure of water monitoring and periodical analysis which are provided by territorial subdivision Health Public Center Cahul (the competence is extended also for Giurgiulesti and other villages related to Project as Cîșlița Prut) of National Health Public Agency.

#### **Land Owners:**

The administration delegated Economic Department and Direction of Agriculture, Land and Cadastral Relațion to present the related to Project land plots (cadastral numbers) to check with project documents - The Lot 4 Giurgiulesti bypass and connection between borders.

#### **Impact on the Project:**

The VicePresident of of Council District Cahul also emphasised the greatest positive impact of the project due to the avoidance of the heavy traffic from the centre of the Giurgiulesti village to bypass of Giurgiulesti. The heavy traffic created a negative impact on population security and lifestyle. House rehabilitation due to cracks caused by vibrations from heavy transport was

the main investment priority of the households. The intention of the national Road Administration to create a parking adjacent to bypass Giurgiulesti and the plan of the Cross Border Point Giurgiulesti to create additional logistic center near the CBP will permit adequate management of the heavy trucks during their temporary staying on the perimeter of crossing the border.

The Slobozia-Mare bypass which is in the execution at the moment and is intending to be ready by March 2026, has a connection point with Lot 4 Giurgiulesti bypass and also is a big achievement in regional development.

Regarding the accident statistics, the VicePresident mentioned that officially statistic will be required from the Cahul Regional Police District or it is available online on the [www.andsa.md](http://www.andsa.md).

#### **Stakeholder Identification:**

The specialists from the district will prepare a list of relevant to Project impact identification communities, businesses and landowners who cultivate crops along the roads, to organise focus group discussions. The meetings with mayoralities of Cișlița Prut and other villages which will benefit from the Project will also be part of stakeholder meetings.

Public Stakeholder S.A. „Drumuri-Cahul”, specialized in the construction, repair and maintenance of roads, which serves the national public roads in the area comprising the Cahul, Taraclia, Cantemir regions. Responsible for this entity is Public Property Agency.

The biggest stakeholders are Cross Border Points – Giurgiulesti – Galați and Giurgiulesti -Reni and Giurgiulesti International Free Port operated by ÎCS Danube Logistics <https://gifp.md/en/downloads/>. Is to mention that GIFP Danube Logistics, general investor and operator of Giurgiulesti International Free Port, has obtained the EN ISO 50001:2018 certification on 25th June, 2025, which recognized the efforts to improve energy management and increase energy efficiency of the port operations. Additional, is available the Report on Carbon Footprint 2024.

#### **Biodiversity Aspects:**

Giurgiulesti village is located near "Lower Prut" Biosphere Reserve and identification of Protected areas, interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory is required.

The Institute of Ecology and Geography can generate data for air,soil,water reports for Cahul District.

#### **Regional Strategies:**

The administration provided the the list of Strategic Plans which the Cahul District are following:

National Development Strategy Moldova 2030;

• National Regional Development Strategy;

• Sectoral Development Strategy "Education - 2025";

• National Public Health Strategy;

• Water Supply and Sanitation Strategy;

• Waste Management Strategy in the Republic of Moldova for 2013 - 2027;

• Tourism Development Strategy "Tourism 2025";

• Regional Development Strategy South;

• Regional Sectoral Program in the Field of Water Supply and Sewerage in the Southern Development Region;

• Regional Sectoral Program in the Field of Solid Waste Management in the Southern Development Region;

• Regional Sectoral Program in the Field of Regional and Local Roads in the Southern Development Region;

• Integrated Development Strategy of Cahul District

Social and Economical Development Strategy of the Cahul Region 2023-2030

Climate Vulnerability Assessment for the "Prutul de Jos" Biosphere Reserve

Local mass media:


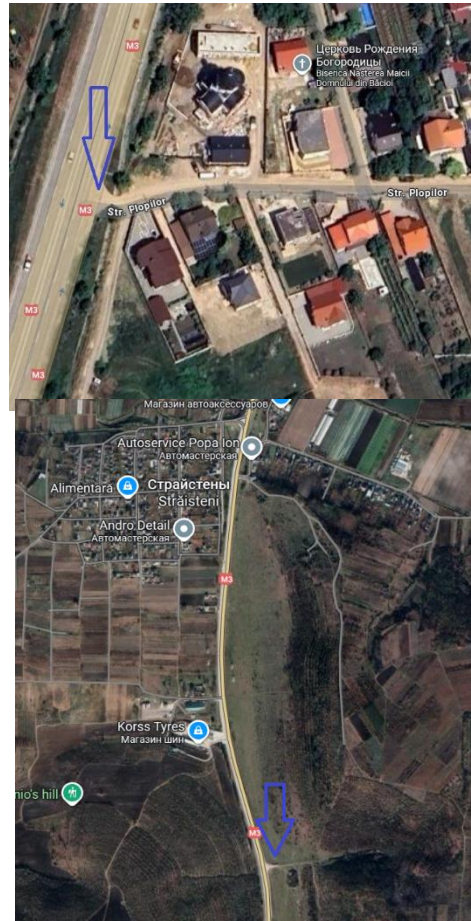
[www.ziudeazi.md](http://www.ziudeazi.md) - South Region Media Platform

[www.eu4cahul.md](http://www.eu4cahul.md)

[www.tuk.md](http://www.tuk.md)

**12.09.2025**

Commune Bacioi, Mayoralty  
Lot 1 (Chișinău-Porumbrei, 34,4  
km) Mayor – Mr. Ilie Leahu

		
<p>Key aspects identified during consultation with the representative of community Bacioi – Mayor Ilie Leahu</p> <p>Commune Bacioi is the first locality situated in the Aol of the Lot 1 and very close to the M3 route, with a road junction which connect the locality with the highway.</p> <p>The key aspects emphasized by the Mayor, in the context of the economic and social development of the region:</p> <ol style="list-style-type: none"> <li>1. Inclusion in the study and subsequently in the project and in the execution phase of the arrangement of the access road from Bacioi village, Plopilor street to the M3 national road km 13+243 with the design and construction of acceleration/deceleration lanes. in the context of accelerated urban development and the lack of a direct and safe connection from the national road to the newly built area.</li> <li>2. Installation of a noise protection wall within the Bacioi commune, in the residential area of the villages of Bacioi and Straisteni, located along the M3 route</li> <li>3. In the context of the development of the industrial area of Băcioi commune and the attraction of investors in the region, the community requests the evaluation of the possibility of including a roundabout or an access lane for entry/exit to the area with the possibility of turning near the village of Străisteni at km 16+381 on the right side of the Străisteni-Bacioi direction.</li> </ol> <p>Official letter 02/1-37/1004 from 12.09.2025 will be officially sent to National Road Administration and Technical Due Dilligence team for information purpose and decision-making.</p>		
12.09.2025	<p>Horești Commune, Mayoralty Lot 1 (Chișinău-Porumbrei, 34,4 km) Mayor – Mr. Petru Cigoreanu</p>	



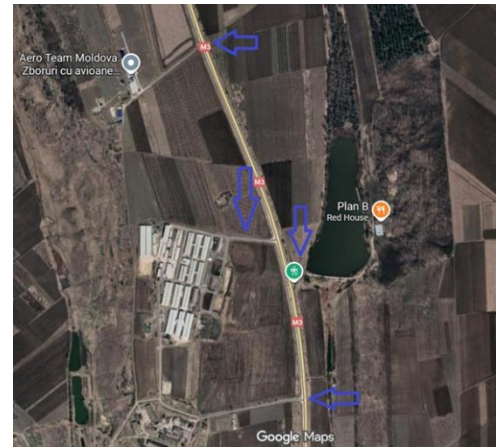
Commune Horești is the second locality situated in the Aol of the Lot 1 which is very close to the M3 route and use the road junction (passage) with Local Road L465 which connect the locality with the highway..

The key aspects emphasized by the Mayor, in the context of the social, economic activities of the community using M3 route on daily basis and adjacent junctions, passages and accesses.

1. On the administrative territory of Horești commune, businesses that interact with the M3 route, such as:

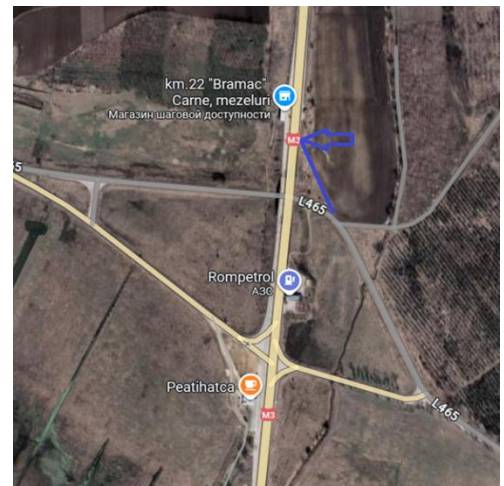
Recreation and Fishing area Plan B, Aerodrome AEROTEAM Moldova, SRL AIR DEPLOMAT, SRL BECAS AVIA, SRL NEOLACTA (animal farm and production), SRL Buffalo Farm SRL QUEEN's RESIDENCE PARK, S.C. BRAMAC COM SRL, SRL GHILENCOM,, CÎ HOREA SERVICE, SRL BRAGA TV, SRL FITOFAG requests verification of design projects in terms of road safety in the access perimeter to the entry/exit points

2. Additionally, the road junction provides the connection with both sides of the commune which is intersected by the M3, the aspect that needs to be addressed is the return to the locality after the Rompetrol gas station, which is used by residents in order not to travel a route to Bacioi commune to return to Horești locality. The road used is provided in the figure.



3. The access issues encountered by the business environment and residents of the area are: The economic agents presented above, in order to reach their headquarters from the direction of travel towards Chisinau, need turning areas in the immediate vicinity because at the moment turning is allowed precisely at the road junction in Bacioi commune.

4. Peasant households and farmers in the locality face impediments to the exit/entry of agricultural machinery to/from agricultural lands, especially the G105 intersection towards Chisinau.



To emphasize environmental aspect, on the Botna River, desilting works are planned, which will also be carried out in the area of the Horești commune. The project is being carried out by the National Administration "Apele Moldovei" and is part of a coordinated effort to sustainably exploit water resources in the Republic of Moldova. In addition to the hydrotechnical works, the project also provides for the planting of forest strips along the river, an essential measure for stabilizing the banks, reducing erosion and creating ecological corridors that will contribute to restoring biodiversity <https://mediu.gov.md/ro/content/5345>

In conclusion, The rehabilitated M3 expressway will contribute to the socio-economic development of localities even within a radius of 2-10 km, with Horești commune hosting the "National Treasure" Cultural Festival, which is more than a festival - it is a celebration of culture, traditions and national identity, which brings together generations and communities from across the country and the diaspora.

Official letter from 16.09.2025 was elaborated by Mayoralty Horesti and will be officially sent to National Road Administration and Technical Due Dilligence Team for information purpose and decision-making.



12.09.2025

Țipala Commune, Mayoralty  
Lot 1 (Chișinău-Porumbrei, 34,4 km)  
Mayor – Mr. Bivol Silviu



Commune Țipala is the locality situated in the Aol of the Lot 1 which is positioned further to the M3 route but the community use the road junction (passage) with Local Road L465 which connect the locality with the highway..

The key aspects emphasized by the Mayor, in the context of the social, economic activities of the community using M3 route on daily basis and adjacent junctions, passages and accesses. .

1. The road junction on the M3 route that connects the localities of Țipala and Horești with L465 local road is actively used by the residents of both communes, as well as by the business environment - entertainment areas, shops, farms, which use daily transport. For this purposes, the community requests verification of design projects in terms of road safety in the access perimeter to the entry/exit points

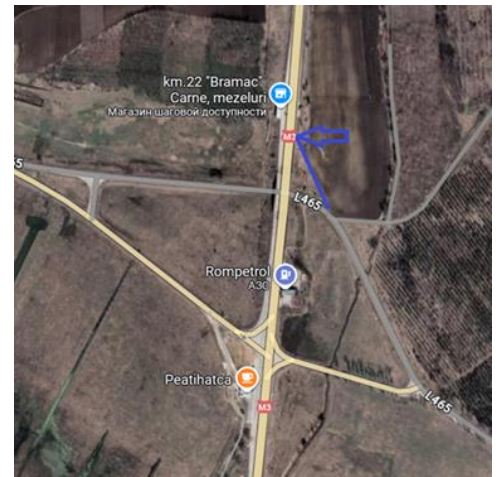
2. The aspect that needs to be addressed is the unauthorised turn to the village after the Rompetrol gas station, which is used by residents to avoid taking a route to the road junction in Bacioi commune to return to Țipala. The road used is provided in the capture.



3. The same issue is in the direction of Răzeni, residents who leave the locality of Țipala under the bridge to shop in the Peatihatca area, to return back on the L465 route, take a route to Răzeni to return or using a private land and unauthorised acces presented in the capture to have acces to L465 road.

4. Ensuring lighting on the route within the perimeter of the round junction with L465, as the reason of the most accidents is the visibility during the night.

5. The representative of the commune noted that the rehabilitated M3 expressway, being part of the Trans-European Network TEN-T, will have a beneficial impact on the socio-economic development of the localities along this route. It is mandatory to take into consideration the above-mentioned aspects to ensure residents have a safe traffic environment that does not create premises for deviations and the identification of unauthorized routes for movement.

Official letter from 17.09.2025 was elaborated by Mayoralty Țipala and will be officially sent to National Road Administration and Technical Due Dilligence Team for information purpose and decision-making.



18.09.2025	Commune Razeni, Ialoveni District Lot 1 (Chişinău-Porumbrei, 34,4 km) Mayor – Mr. Cretu Ion	
<p>Commune Razeni is the locality situated in the Aol of the Lot 1 which is positioned on the left and right side of the M3 route. The key aspects emphasized by the Mayor, in the context of the social, economic activities of the community using M3 route on daily basis and adjacent junctions, passages and accesses.</p> <ol style="list-style-type: none"> <li>1. Residents are using the access to/from the village and intersect the road. Waiting time and risks when leaving the town to Chişinău direction and entering the town from the Cimislia direction, accidents rates are high in this perimeter of the road. It is necessary to reorganize traffic in such a way as to exclude crossing traffic directions, organize access only in one direction, and exclude intersections at one level.</li> <li>2. It is necessary to arrange an access road with a braking and acceleration lane at km 28 to the fruit orchards in the area in accordance with the technical design and road safety standards.</li> <li>3. The complete physical division of traffic directions with the installation of barriers would exclude crossing from one direction to another by pedestrians. The main risk represent when population cross the road to have acces to cemetery which is situated on opposite side.</li> <li>4. There are multiple unauthorized accesses to the portion of the route that have been used by residents over the years, which create a major danger for both traffic and residents, but they are still used.</li> <li>5. Organizing the doubling of the M3 road with roads of another category to allow the type of transport that do not have access to express road, can travel on alternative roads is a challenge for local authorities and only MIDR can implement these changes in the road network plan.</li> </ol> <p>Official letter from 17.09.2025 was elaborated by Mayoralty Razeni and will be officially sent to National Road Administration and Technical Due Dilligence Team for information purpose and decision-making.</p>		
17.09.2025	Focus group discussions with the residents of Razeni Village – 20 residents	

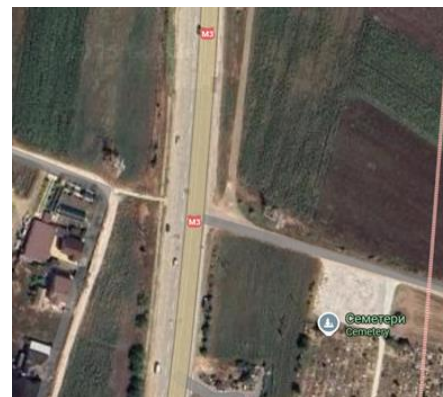
The key aspects discusses and main issues raised:

The access of the population to cemetery which is located on the other part of the village divided by M3 route. When are organised funerals, local authorities need to manage safety measures to assure the safe acces over M3 route because population use this way to pass to cemetery. This critical issues needs to be solved with optimal project design and alternative access.

Ensuring lighting on the route within the perimeter of the village along the M3 route, as the reason oft he most accidents is the visibility during the night.

Ensuring all accesses to the route with acceleration/ deceleration lanes

Official letter from a local resident was received by e-mail (on 17.09.2025 ) and will be sent to GRM responsible group of AND.



19.09.2025

Sagaidac Village, Cimişlia District  
Lot 2 (Porumbrei-Cimişlia, 19 km)  
Mayor – Mr. Cojocaru Ion

The Mayor emphasized The Porumbrei-Cimişlia route was fully rehabilitated in 2022 and the expansion from 2 to 4 lanes will have a beneficial impact on the socio-economic development of the localities along this route due to the fluidization of traffic and the development of the TEN-T Trans-European Network through the full rehabilitation of the M3 route that connects the borders with Romania and Ukraine.

Access to and from the locality is ensured without impediments.



19.09.2025

Ciucur-Mingir Village, Cimişlia District  
Lot 3 (Cimişlia-Comrat, 12 km)  
Mayor – Mr. Cojocaru Ion

The key aspects discusses and main issues raised:

1. There are always concerns about the safety of residents from the perspective of heavy vehicles and even cars avoiding the upper portion of the M3 route due to video monitoring and crossing through the village center at high speeds. It is necessary to install a restrictive indicator in the entrance of the village from M3 side.

