

ANNEX C – STAKEHOLDER SCOPING ENGAGEMENT RECORD

SCOPING STAGE ANNOUNCEMENTS: National Road Administration (26th of August 2025), Consultants (25th of August 2025) - A4 Leaflet (Romanian/Russian version)



Nr. 10.08/2025 din 25.08.2025

Administrațiile Publice Locale
Conform listei

Prin prezenta, S.A. „Administrația Națională a Drumurilor” (AND) vă aduce la cunoștință că, în perioada 25 august – 05 septembrie 2025, compania de consultanță „MM Consulting & Engineering” va desfășura o misiune de documentare în teren de-a lungul traseului drumului de ocolire a s. Giurgulești, r. Cahul, L= 3,85 km (conexiunea de M3 și R34) și reparația capitală a drumului M3 Chișinău – Comrat – Giurgulești - frontieră cu România, km 211,98 – 213,69 și M3.1 Giurgulești - frontieră cu Ucraina, km 0,0 – 0,65 (drum de conexiune a punctului de trecere a frontierei de stat Giurgulești - Reni și Giurgulești - Galiți).

Această vizită se realizează în cadrul etapei de pregătire a proiectului de reparație a drumului menționat și are ca scop elaborarea Evaluării Impactului de Mediu și Social (EIMS). Studiul este o cerință obligatorie, realizată în conformitate cu legislația națională și politicile partenerilor de dezvoltare care finanțează proiectul.

Pe parcursul acestor activități, echipa de experți va colecta și va analiza date esențiale, precum:

- aspecte de mediu: identificarea arilor protejate, corpurilor de apă, calitatea aerului și a solului, nivelul de zgomot, gestionarea deșeurilor etc.;
- aspecte sociale: identificarea gospodăriilor și terenurilor agricole adiacente, accesul la proprietăți, prezența obiectivelor de patrimoniu cultural sau religios, a școlilor, a centrelor medicale și a altor puncte de interes comunitar.

În acest scop, reprezentanții companiei pot iniția consultări punctuale cu reprezentanții autorităților publice locale, specialiști în reglementarea proprietății funciare sau cu locuitorii. Având în vedere importanța acestor date pentru proiectarea unor lucrări durabile și cu impact minim asupra comunităților, vă rugăm respectuos să acordați sprijinul necesar echipei de consultanți, în cazul în care vor fi solicitate informații specifice, documente sau întreviuri de clarificare.

Pentru o comunicare eficientă, coordonarea acestor activități din partea S.A. „Administrația Națională a Drumurilor” este asigurată de Serviciul Dezvoltare Durabilă și Mediu. Persoana de contact este doamna Daniela Timuș (daniela.timus@andsa.md, telefon: +373 67 723 994).

Vă mulțumim anticipat pentru colaborare și pentru sprijinul acordat în realizarea acestui proiect de importanță națională.

Director general interimar

Sergiu BEJAN

Secretar: Tereza Dănilă
Telefon: +373 20177, e-mail: daniel@andsa.md

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Finanțat de
Uniunea Europeană

ANUNȚ

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

mați beneficiari ai drumului expres M3 Chișinău – Comrat – Giurgulești – frontieră cu România, informații că, începând cu 1 septembrie 2025, se lansează activitatea de evaluare a impactului de mediu, al și siguranță rutieră pe traseul M3 și vizează următoarele segmente:

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

- 1 (Aeroportul Chișinău – Porumbrei, 34.4 km) km 10.00 - 44.35 – reabilitare
- 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
- 3 (Cimișlia – Comrat, 12 km) km 70+350 - 82+430 – reabilitare
- 4 (Giurgulești ocolire și conexiune puncte de frontieră, 6.2 km) – construcția drumului de ocolire a s. ugiulești, r. Cahul, L= 3,85 km (conexiunea M3 și R34) și reparația capitală a drumului M3 Chișinău – Comrat – Giurgulești – frontieră cu România, km 211,98 – 213,69 și M3.1 Giurgulești – frontieră cu ucraina, km 0,0 – 0,65 (drum de conexiune a punctului de trecere a frontierei de stat Giurgulești - Reni Giurgulești - Galiți)

Scopul studiului este identificarea și evaluarea impacturilor negative potențiale de mediu și sociale, audind asupra rutiere, evaluarea conformității cu legislația aplicabilă națională, internațională și cu Politica Socială fedin (ESP), precum și Criteriile de Performanță (PR) ale BERD, stabilirea măsurilor de prevenire/ atențare identificarea oportunităților de îmbunătățiri și sustenabilitatea proiectului.

Proiectul este finanțat de Uniunea Europeană din fondurile Eastern Partnership Investment in Connectivity (IC) și Sustainable Infrastructure Fund și este implementat de Banca Europeană pentru Reconstrucție și Dezvoltare (BERD). Beneficiarii direcți sunt Ministerul Infrastructurii și Dezvoltării Regionale (MIDR) Administrația Națională a Drumurilor (AND) publica Moldova intenționează să integreze infrastructura națională de transport în Rețeaua Trans-europeană Transport (TEN-T) - obiectiv strategic stabilit în Strategia de Mobilitate 2030, prin modernizarea căilor de transport, construirea de poduri și autostrăzi și dezvoltarea de coridoare cu România și Ucraina. Proiectul va sprijini activitatea națională și regională prin reabilitarea drumurilor prioritare între Moldova, Uniunea Europeană și Ucraina.

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

Într-o mai multă informații, sugestii și propuneri, vă puteți adresa direct la:

4 Consulting&Engineering SRL – Moldova

efon: +37379534810 (viber)

uail: proiect@mmengineering.org

resa: Calea Batarabiei 26/7, mun. Chișinău, Republica Moldova



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Финансирование
Европейского Союза



European Bank
for Reconstruction and Development

ОБЪЯВЛЕНИЕ

о запуске проекта «Оценка воздействия на окружающую среду, социальную сферу и безопасность дорожного движения» на трассе М3

Уважаемые жители села Буджак!

Сообщаем вам, что с 1 сентября 2025 года стартует проект «Оценка воздействия на окружающую среду, социальную сферу и безопасность дорожного движения» на трассе М3, охватывающий следующие участки: Трасса 2: Трасса М3, протяженностью 70,9 км (Кишинев – Комрат – Дуржулешты – граница с Румынией), (Категория А), разделенная на 4 лота:

- Участок 1 (аэропорт Кишинев – Порумбей, 34,4 км) км 10,00 - 44,35 – реabilitация
- Участок 2 (Порумбей – Чимишлия, 19 км) реabilitация и расширение 19 км дороги с 2 до 4 полос. (Категория А) км 44+420 - 63+430
- Участок 3 (Чимишлия – Комрат, 12 км) км 70+350 - 82+430 – реabilitация
- Участок 4 (Объездная дорога Дуржулешты и соединение въездных пунктов, 6,2 км) – строительство обьездной дороги с Дуржулешты, Кагульского района, L= 3,85 км (соединение М3 и R34) и реabilitация дороги М3 Кишинев – Комрат – Дуржулешты – граница с Румынией, км 211,98 – 213,69 и М3.1 Дуржулешты – граница с Украиной, км 0,0 – 0,65.

Целью исследования является выявление и оценка потенциальных негативных социальных и экологических воздействий, аудит безопасности дорожного движения, оценка соответствия применимому национальному, международному законодательству и экологической и социальной политике (ЭСП), а также Требованиям к реализации проектов ЕБРР (ТР), разработка мер по предотвращению негативных последствий и выявление возможностей для улучшения и обеспечения устойчивости проекта.

Проект финансируется Европейским союзом из средств Фонда инвестиций в развитие связей Восточного партнерства (ЕРПС) и Фонда устойчивой инфраструктуры и реализуется Европейским банком реконструкции и развития (ЕБРР). Прямыми бенефициарами являются Министерство инфраструктуры и регионального развития (МИДР) и Национальное управление автомобильных дорог (АНД). Республика Молдова намерена интегрировать национальную транспортную инфраструктуру в Транс-европейскую транспортную сеть (TEN-T) – стратегическую сеть, установленную в Стратегии мобильности 2030, – путем модернизации железных дорог, строительства мостов и автомагистралей, а также развития транспортных коридоров с Румынией и Украиной. Проект будет способствовать развитию национальной и региональной транспортной связи путем восстановления приоритетных автодорог между Молдовой, Европейским союзом и Украиной.

Настоящее объявление подготовлено при финансовой поддержке Европейского Союза. Ответственность за его содержание несет исключительно команда проекта, и оно не обязательно отражает точку зрения Европейского Союза или ЕБРР.

Для получения дополнительной информации, предложений и пожеланий вы можете связаться с нами напрямую консультант компании MM Consulting&Engineering SRL – Moldova, Телефон: +37379534810 (viber), E-mail: proiect@mmengineering.org, или по адресу: Calea Batarabiei 26/7, mun. Chișinău, Republica Moldova

Misiune de documentare Evaluarea Impactului Social, Mediu și Siguranța Rutieră pe M3 (Chisinau – Comrat – Giur.

project@mmengineering.org
To 'primaria.bacioi@apl.gov.md'; 'ialoveniconsiliu@gmail.com'; 'primaria.ial@gmail.com'; 'primaria.razeni@apl.gov.md'; 'primaria.horesti@apl.gov.md'; 'primaria.tipala@apl.gov.md'; 'consiliu@raioncimislia.md'; 'primaria@cimislia.md'; 'primariaporumbrei@gmail.com'; 'primar.sagaidac@gmail.com'; 'pr.gradiste@gmail.com'; 'pecaterinovca@gmail.com'; 'primaria.costangalia@apl.gov.md'; 'ciucur.mingir22@gmail.com'; 'primaria.bugeac@apl.gov.md'; 'presedintecahal@gmail.com'; 'Cc 'dg'; 'ten-t@mmengineering.org'; 'daniela.timus@andsa.md'

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Bună ziua Stimată Administrație a Autorităților Locale,

Prin prezenta scrisoare, Administrația Națională de Stat a Drumurilor și Consorțiul de Experți (MC Mobility Consultants GmbH - Austria, Haskoning DHV – Olanda și MM Consulting&Engineering SRL – Moldova) al Proiectului Băncii Europene de Reconstrucții și Dezvoltare „ - Environmental and Social Due Diligence, Impact Assessment and Road Safety Audit for the Moldova TEN-T Road Network Rehabilitation Project, DTM 55768, Vă salutăm și solicităm respectuos deschiderea pentru implicare în realizarea procesului de vizibilitate al proiectului și de organizare a consultărilor publice de comun acord.

Pentru zona de Sud a Republicii Moldova, Proiectul de reabilitare a drumurilor, fiind actualmente la etapa de evaluare a impactului de mediu, social și siguranța rutieră de către BERD, vizează următoarele segmente:

Trasa 2: M3 Road, 70.9 km (Chisinau – Comrat – Giurgulești – Romanian border), (Category A) divizat into 4 Loturi:

Lot 1 (Airport I/C – Porumbrei, 34.4 km) - reabilitare

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

Lot 3 (Cimișlia – Comrat, 12 km) - reabilitare

Lot 4 (Giurgulești Ring Road, 5.5 km) - reparația capitală a drumului M3 Chișinău – Comrat – Giurgulești – granița cu România, km 211,98 – 213,69 și M3.1 Giurgulești – hotăr cu România, km 0,0 – 0,65, construcția drumului de ocolire al satului Giurgulești, raionul Cahul, L= 3,85 km.

CONCLUSION ON STAKEHOLDER SCOPING ENGAGEMENT

Date	Locality / Stakeholder Engaged	Feedback/Concerns/Issues
28.08.2025	(Lot 1, 2) Porumbrei Village, Mayor	No recent consultations had been held on the current designs and welcomed the scoping dialogue as a chance to align the road works with local development. The commune reported strong diaspora return dynamics (new housing each year), very high gas network coverage, recent wastewater investment and stable school enrolments—indicators of a growing settlement that will benefit from improved access and road safety. The mayor's office committed to provide cadastral extracts to verify land plots potentially affected by widening and to help convene focus groups with farmers and roadside businesses
28.08.2025	(Lot 4) Giurgiulești Village, Mayor	Safety and access management, Integration with border logistics and regional projects is a priority in the south The mayor and council emphasised the acute need to divert heavy transit flows from the village centre after two decades of burdensome through-traffic. The bypass was widely seen as the single most important improvement for community well-being and safety. Local services are comparatively strong for a small commune (school, kindergarten, clinic, library, museum; broad aqueduct coverage), yet gaps remain—most notably the incomplete sewerage network and a legacy of unmanaged waste that the municipality is working to systematise. The administration offered parcel-level land information for the bypass and confirmed readiness to coordinate with the Giurgiulești International Free Port and the two cross-border points (Giurgiulești–Galați and Giurgiulești–Reni) so construction logistics and future traffic management are coherent. Local authorities asked that truck parking and staging areas be planned coherently with the bypass, and noted the interface with the Slobozia-Mare bypass now under construction.
28.08.2025	(Lot 4) District Council Cahul, vicepresident	Construction Impacts The administration echoed community concerns, highlighting building cracks and household repair costs attributed to vibration from heavy vehicles, and supported the plan for a truck parking area and logistics improvements near the border to better stage international freight. The district also pointed to a network of regional strategies (water, waste, transport, climate, public health) that should frame the project's mitigation and monitoring.
12.09.2025	(Lot 1) Bacioi village , Mayor	Peri-urban safety and access concerns at junctions and along densely settled frontages Mayor requested a properly designed junction at km 13+243 (accel/decel lanes) to serve a growing residential area, noise barriers along inhabited stretches, and a new turning facility near Străisteni to support the emergent industrial zone.
12.09.2025	(Lot 1) Horești village, Țipala village, Mayors	Safety and access management Horești and Țipala stressed the need to regularise and make safe the access patterns that have evolved over time: businesses and farms rely on multiple informal turn-ins; residents use unsafe U-turns near a fuel station to avoid long detours; and poor night-time visibility contributes to collisions. Both communes asked that all accesses be audited for safety, that lighting be provided at the L465 round junction, and that agricultural machinery movements be explicitly accommodated in design.
18.09.2025	(Lot 1) Răzeni village, Mayor	Safe, signed and lit junctions with accel/decel lanes Răzeni, split by the M3, flagged high crash risk at town entries and the particular danger for pedestrians crossing to the cemetery on the opposite side; the commune advocated full median separation, elimination of at-grade crossing movements, controlled access with acceleration/deceleration lanes (including at km 28 to orchards), and alternative parallel routes for vehicles restricted from an expressway
18.09.2025	(Lot 1) Focus Group Discussion with elderly people (20 participants)	Formal pedestrian solutions where communities or destinations (e.g., cemeteries) lie across the carriageway; and measures to deter cut-through traffic in villages. Răzeni residents reinforced the mayor points and added requests for continuous lighting and formalised crossings.
19.09.2025	(Lot 2) Sagaidac Village, Mayor	Mayor reported good basic access and viewed the 2-to-4 lane expansion as a net benefit for safety and economic links, provided temporary construction impacts are well managed

20.09.2025	(Lot 3) Ciucur-Mingir village, Mayor	The administration raised a recurring pattern of drivers diverting through the village at high speeds to avoid monitoring on the mainline, asking for signage and restrictions at the M3 interface to deter cut-through traffic.
18.12.2025	(Lot 3) Ciucur-Mingir residents	Were raised 63 concerns regarding road safety of the residents of the village, requesting urgent interventions to repair the access roads to the M3 national route on the grounds that they are not asphalted for a few meters as required by the regulation, but have high thresholds that cause problems for both transport circulation and the movement of citizens.

ON-LINE PUBLICATIONS

Lots (1-4)	Stakeholder	Published Announcement (on-line, in front of the mayoralty)
1-4	National Road Administration	https://www.andsa.md/consultari-publice-anunturi-si-procese-verbale/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/
1	Commune Bacioi, Mayoralty	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/
1	District Council Ialoveni	https://il.md/2025/09/10/autoritatile-lanseaza-studiul-privind-impactul-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/
1	Commune Răzeni Mayoralty	https://www.facebook.com/share/p/1CAiHQeqyG/?mibextid=wwXlfr
1	Commune Horești Mayor	https://horesti.md/2025/09/10/anunt-7/ https://www.facebook.com/primaria.horesti/
1	Commune Țipala	https://tipala.primarie.md/news/lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/
2-3	District Council Cimișlia	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://www.facebook.com/share/p/14H9NqJReYL/?mibextid=wwXlfr
2-3	City Cimișlia Mayoralty	https://www.facebook.com/share/p/1Ah1ne5PhF/?mibextid=wwXlfr
2	Commune Porumbrei Mayoralty	https://www.facebook.com/share/p/16ZYYWAeFC/?mibextid=wwXlfr
2	Commune Sagaidac	published on the information board in front of the main building of the mayoralty
2	Village Grădiște Mayoralty	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://www.facebook.com/share/p/1EjGFhBmeh/?mibextid=wwXlfr
2	Commune Ecaterinovca Village Coștangalia	published on the information board in front of the main building of the mayoralty
3	Primaria Ciucur-Mingir	https://www.facebook.com/share/p/1671UyCEXX/?mibextid=wwXlfr 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/
4	District Council Cahul	https://cahul.md/anunt-cu-privire-la-lansarea-proiectului-de-evaluare-a-impactului-de-mediul-social-si-siguranta-rutiera-pe-traseul-m3/ https://www.facebook.com/share/p/18uZ8g8izH/?mibextid=wwXlfr


4	City Cahul Mayorality	https://primariacahul.md/media-category/noutati-si-evenimente/se-lanseaza-evaluarea-impactului-pentru-modernizarea-traseului-m3-chisinau-comrat-giurgiulesti-frontiera-cu-romania https://www.facebook.com/share/p/19vYq5bgen/?mibextid=wwXlfr
4	Village Giurgiulești Mayorality	https://www.facebook.com/story.php?story_fbid=3163525133814073&id=100004698518744&mibextid=wwXlfr&rdid=h2QM1WBVmaFzI5Ny#
4	Village Cîșlița-Prut Mayorality	https://www.facebook.com/share/p/14Jqox5ZQhF/?mibextid=wwXlfr

DETAILED RECORD OF SCOPING STAGE STAKEHOLDER ENGAGEMENT

KEY STAKEHOLDERS:

Date	Participants	Key Aspects E&S Due Diligence
01.08.2025	AND (NRA) Team Sergiu Bejan – Director of National Road Administration www.andsa.md Ludmila Vîrlan – Chief of Department SDED Sustainable Development and Environment Department from AND Daniela Timuș – Consultant, Sustainable Development and Environment Department MM Consultin&Engineering SRL Team Tatiana Ilescu Environmental Specialist Ala Rotaru Biodiversity Specialist Marina Grosu Health& Safety/Social Specialist Mihai Bostan Local Team Leader	<p>Introduction of the Project and key E&S objectives.</p> <p>For better coordination of the Project, MM requested an official letter to be addressed to all Local Authorities for Tranche R7 and Tranche M3.</p> <p>ANDSA elaborated the letter Nr.10-02/4004 from 05.08.2025 addressed to R7 stakeholders and 10-02/4422 from 25.08.2025 for M3 stakeholders. MM Social Expert identified the stakeholders and initiated the email correspondence and information about the Project objectives.</p>
29.08.2025	<p>The Representatives of the National Road Administration (NRA/AND) www.andsa.md and MM Team meeting at AND office mun. Chișinău, str. Bucurei, 12A MD 2004, Republica Moldova</p> <p>Roman Gavriluță – Executive Director AND Nichita Purici – Head of Engineering Management Department AND Daniela Timuș – Specialist of the Sustainable Development & Environment Department</p>	<p>The meeting was oriented on pointing each Tranche and Lot from each Tranche according to Annex 0 from ToR, analyze if all documents were received from ANDSA, the status of updated Feasibility Studies and Execution Projects and additional information related to Environment Permits and gap analyze of the Project tasks.</p> <p>The discussed topics on Tranche 2 (Lot 1-4)</p> <p>Lot 1 Chisinau-Porumbrei (M3 Chisinau - Comrat - Giurgiulesti - border with Romania, km 10.00 - 44.35) On this sector some activities were performed “Selection and updating of the volumes of works for the road sector km 41-600 - 44.35 of the project “according DD No. 515/2020. The road was maintained and were rehabilitated some bridges from the State Budget (Road Funds) – the bridge km 41.96. https://harta.asd.md/ . The Feasibility Study is from 2009.</p>

	<p>M&M Consulting&Engineering Team:</p> <p>Mihai Bostan – Team Leader</p> <p>Ala Rotaru – Biodiversity Specialist</p> <p>Tatiana Ilescu – Environmental Specialist</p> <p>Marina Grosu - HS&Social Specialist</p> 	<p>Lot2 Porumbrei-Cimișlia (M3 Chisinau - Comrat - Giurgiulesti - border with Romania, km 44+420 – 63+430) widening from 2 to 4 lanes km 0.00÷19.010 Phase 2.</p> <p>The first Phase was launched on 01.02.2019 with financing of BEI contract RSP/W9/02 and works finished on 21.10.2022. Execution – 100%</p> <p>The works of the entire project were divided into 2 phases:</p> <p>1 Phase – include also construction of the embankment for 4 lanes, and the roadway for 2 lanes. The Building Records, Environment Permits and Environment Impact Assessment are available from 2020. The Consultants request the data.</p> <p>2 Phase - widening from 2 to 4 lanes km 0.00÷19.010. The web information - https://harta.asd.md/</p> <p>Lot 3 Cimișlia – Comrat (M3 Chisinau - Comrat - Giurgiulesti - border with Romania, km 70+350 – 82+430</p> <p>ANDSA confirmed that there is no technical design, there is available only The Feasibility Study from 2009. Cimislia bypass will part of BEI investments – is preparing the procurement tender.</p> <p>Lot 4 Giurgulesti Ring Road and BCPs. Construction of the bypass road of Giurgulești village, Cahul district, L= 3.85 km (connection between roads M3 and R34) + Capital repair of the M3 road Chisinau - Comrat -Giurgulești - the border with Romania, km 211.98 -213.69 and M3.1 Giurgulesti - border with Ukraine, km 0.0 - 0.65 (connection road of the state border crossing point Giurgulesti - Reni and Giurgulesti - Galați).</p> <p>For this lot all data are available. Additional information:</p> <p>At the moment is in evaluation process the tender „Feasibility Study development services regarding the "Construction of the parking lot adjacent to the bypass road of Giurgulesti village" https://achizitii.md/ro/public/tender/21467827/</p> <p>The Customs Service of Moldova is indeed preparing to construct a truck parking lot near Cîșlița Prut village on the R34 road, a project supported by the Customs Extent Project (CEF), funded in part by the EU. This project aims to extend the existing truck interception platform to improve customs procedures and is a component of broader efforts to enhance border management. https://www.infotag.md/finances-en/317615/</p>
<p>21.10.2025</p>	<p>The Representatives of the National Road Administration (ANDSA) www.andsa.md</p> <p>Sergiu Bejan Director of National Road Administration</p> <p>Ștefan Popa ViceDirector National Road Administration</p> <p>Roman Gavriluță NRA Executive Director,</p> <p>Daniela Timus Specialist of SDES Department</p> <p>Ludmila Vîrlan Chief of SDES Department</p>	<p>Meeting with the NRA to discuss the questions according to the focusing on:</p> <p>NRA organization of the road project in terms capacity and capability, policies and management systems in place.</p> <p>Current compliance with the EU policies and strategies, future programs.</p> <p>Organization of works for the proposed project (management / oversight of contractors for construction work, management of labour)</p> <p>Management of environmental and social impacts</p> <p>Stakeholder engagement and management of grievances (labour, communities)</p> <p>Management of land displacement and compensation, past legacies</p>

	<p>Alexandru Gronic External Coordination Consultant PM EBRD</p> <p>Lilian Sidlețchi Head of Land AquisitionDepartment MC Mobility Consultant GmbH/ MM Consulting&Engineering Consultants:</p> <p>Dovydas Skrodenis – Road Safety Audit Expert</p> <p>Marina Grosu – H&S/Social Expert</p> <p>Jody van Mastrigt – Social Expert</p> <p>Mihai Bostan – Local Team Leader</p> 	<p>Monitoring, reporting and communication</p> <p>Road Safety Audits performance</p>
21.10.2025	<p>Ministry of Infrastructure and Regional Development (MIDR) www.midr.gov.md :</p> <p>Nicolai Mândra – State Secretary, +373 22 250 666, nicolai.mindra@midr.gov.md</p> <p>Radu Rogovei – Chief Road Development Policy Directorate +373 22 250 695, radu.rogovei@midr.gov.md</p> <p>MC Mobility Consultant GmbH/ MM Consulting&Engineering Consultants:</p> <p>Dovydas Skrodenis – Road Safety Audit Expert</p> <p>Mihai Bostan – Local Team Leader</p>	<p>Key aspects discussed: National Road Safety Legal Framework and effects on changes occurred in national and institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.</p>
21.10.2025	<p>ANTA – National Road Transport Agency, Adress: Aleea Gării str. 6, Chișinău</p> <p>Ina Angheliuc – Director MC Mobility Consultant GmbH/ MM Consulting&Engineering Consultants:</p> <p>Dovydas Skrodenis – Road Safety Audit Expert</p>	<p>Key aspects discussed: National Road Safety Legal Framework and effects on changes occurred in institutional changes of responsibilities from NRA to ANTA regarding Road Safety aspects on R7 and M3 roads.</p>

Mihai Bostan – Local Team Leader



DISTRICT / LOCAL COMMUNITIES ENGAGEMENT:

28.08.2025

Mayorality Porumbrei Village
(Lot 1 Chisinau-Porumbrei)
(Lot 2 Porumbrei-Cimislia)



Key discussions: with **Mayor Mr. Făureanu Iurie**

Previous Consultation about the Project:

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

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 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.

Land Owners:

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.

Impact on the Project:

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).

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.

Stakeholder Identification:

The specialists from mayorality 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-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.

Biodiversity Aspects:

Identification of Protected areas and interaction with project, regional strategies, aspects, concerns on biodiversity, stakeholders responsible for monitoring on territory.

Local Strategies:

The administration referred to the Regional Strategy of Cimișlia 2022-2028 and Environmental Local Action Plan.

Local mass media:

MediaTV Cimislia - <https://mediatv.md/homepage/cimislia/>

28.08.2025

Mayorality Giurgiulești Village
(Lot 4 – construction of Giurgiulesti
bypass and rehabilitation of the road
between cross border points Reni-
Galati)



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 web platform 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 Centre 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 Giurgiuești 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 centre 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, a 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.

Gas supply infrastructure is limited within the locality, currently serving only a small area of recently developed 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 highlighted that a positive impact on local infrastructure is expected from the rehabilitation and operationalization of the railway segment near Văleni village, along the Cahul–Giurgiulești line, for which repair works were in preparation.

Stakeholder Identification:

Specialists from the mayoralty will compile a list of businesses and landowners cultivating crops along the road corridor that are relevant for Project impact identification, in order to facilitate the organisation of targeted 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.

Beyond the local administration, community, and local businesses, the key stakeholders include the cross-border points at Giurgiulești–Galați and Giurgiulești–Reni, as well as the Giurgiulești International Free Port operated by Danube Logistics. <https://gifp.md/en/downloads/>.

It is to mention that GIFP Danube Logistics, general investor and operator of Giurgiulești 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 Giurgiulești 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 by the EU4Climate, funded by the European Union.

Local mass media:

www.ziadeazi.md - South Region Media Platform
www.eu4cahul.md

28.08.2025

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



Key discussions regarding Lot 4 with **Vice-president 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 Centre Cahul (the competence is extended also for Giurgiulești 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 Relation 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 Vice-president 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 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 centre 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 Vice-president mentioned that officially statistic will be required from the Cahul Regional Police District or it is available online on the 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 Cîșlița 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 Giurgiulești 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 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.ziuadeazi.md - South Region Media Platform

www.eu4cahul.md

www.tuk.md

12.09.2025	Commune Băcioi, Mayoralty Lot 1 (Chișinău-Porumbrei, 34,4 km) Mayor – Mr. Ilie Leahu	
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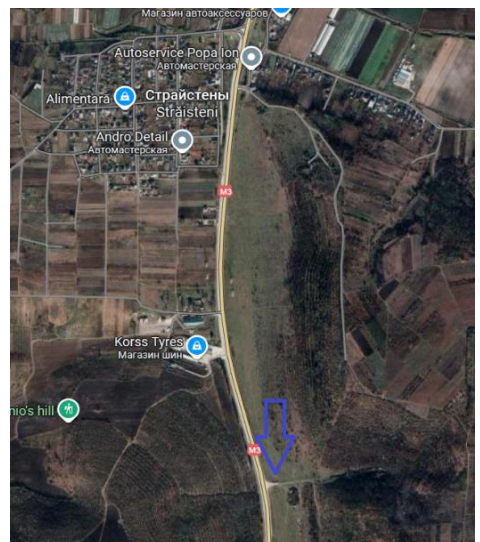
Key aspects identified during consultation with the representative of community Băcioi – Mayor Ilie Leahu

Commune Băcioi 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.

The key aspects emphasized by the mayor, in the context of the economic and social development of the region:

1. Ensure the inclusion, within the study, project design, and subsequent construction phase, of the arrangement of the access road linking Băcioi village (Plopilor Street) to the M3 national road at km 13+243, including the design and construction of appropriate acceleration and deceleration lanes, in response to ongoing rapid urban development and the current lack of a direct and safe connection to the newly developed residential area.
2. Installation of a noise barrier within Băcioi commune, along the M3 corridor, to protect residential areas in Băcioi and Străisteni villages from traffic-related noise impacts.
3. In the context of the ongoing development of the industrial area in Băcioi commune and efforts to attract investment, the community has requested that the project assess the feasibility of introducing a roundabout or a dedicated access lane (including turning facilities) near Străisteni village, at km 16+381 on the right-hand side in the Străisteni–Băcioi direction, to ensure safe and efficient entry and exit to the area..

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.



12.09.2025	Horești Commune, Mayoralty Lot 1 (Chișinău-Porumbrei, 34,4 km) Mayor – Mr. Petru Cigoreanu	
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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 express road..

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, are:
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 Băcioi commune to return to Horești locality. The road used is provided in the figure.

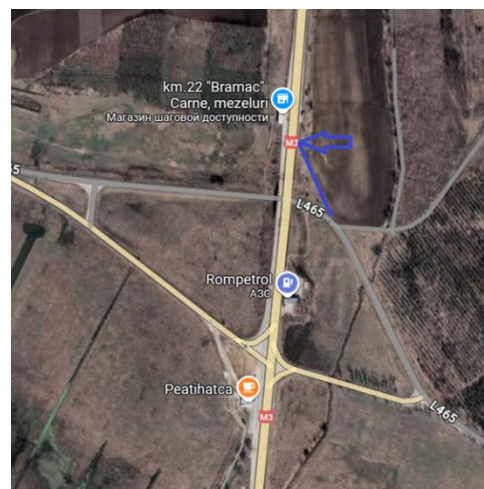
3. The access issues encountered by the business environment and residents of the area are: The economic agents presented above, in order to reach their headquarters from the direction of travel towards Chisinau, need turning areas in the immediate vicinity because at the moment turning is allowed precisely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

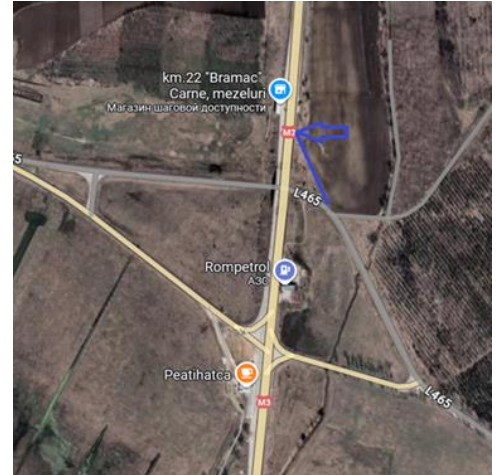
To emphasize environmental aspect, on the Botna River, desilting works are planned, which will also be carried out in the area of the Horești commune. The project is being carried out by the National Administration "Apele Moldovei" and is part of a coordinated effort to sustainably exploit water resources 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>


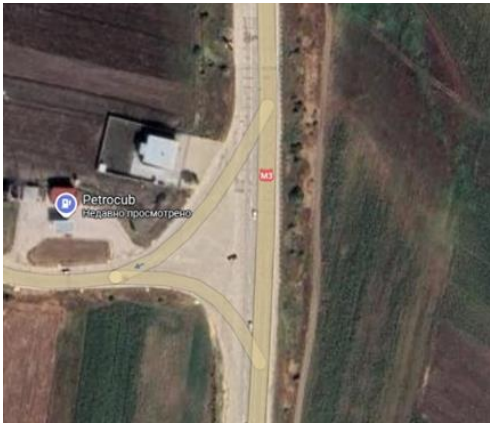

In conclusion, the rehabilitated M3 express road will contribute to the socio-economic development of localities even within a radius of 2-10 km, as Horești commune hosting the "National Treasure" Cultural Festival, which is more than a festival - it is a celebration of culture, traditions and national 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 Diligence Team for information purpose and decision-making.



<p>12.09.2025</p>	<p>Tipala Commune, Mayoralty Lot 1 (Chişinău-Porumbrei, 34,4 km) Mayor – Mr. Bivol Silviu</p>	
<p>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 M3 road.</p> <p>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"> 1. The road junction on the M3 route that connects the localities of Tipala 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 these 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 to Răzeni, residents who leave the locality of Țipala under the bridge to shop in the Peatihtatca area, to return back on the L465 route, take a route to Răzeni to return or using a private land and unauthorised access presented in the capture to have access 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. <p>Official letter from 17.09.2025 was elaborated by Mayoralty Țipala and will be officially sent to National Road Administration and Technical Due Diligence Team for information purpose and decision-making.</p>		



<p>18.09.2025</p>	<p>Commune Răzeni, Ialoveni District Lot 1 (Chişinău-Porumbrei, 34,4 km) Mayor – Mr. Creţu Ion</p>	
<p>Commune Răzeni 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"> 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. 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. 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 access to cemetery which is situated on opposite side. 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. 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.  <p>Official letter from 17.09.2025 was elaborated by Mayoralty Răzeni and will be officially sent to National Road Administration and Technical Due Diligence Team for information purpose and decision-making.</p>		
<p>17.09.2025</p>	<p>Focus group discussions with the residents of Răzeni Village – 20 residents</p>	

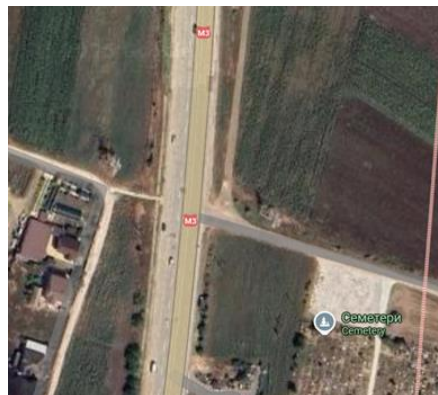
The key aspects discusses and main issues raised:

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 access over M3 route because population use this way to pass to cemetery. This critical issue 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 as the reason of the 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.

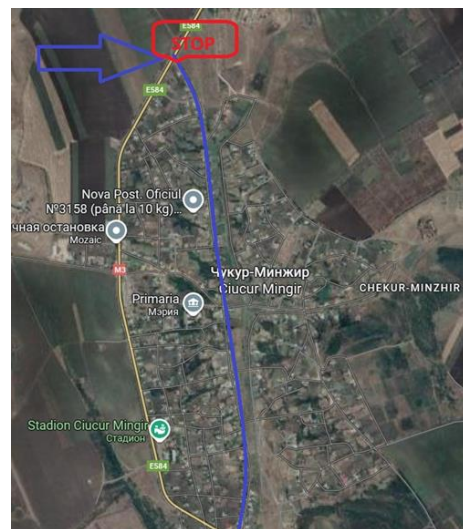


19.09.2025

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

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 centre at high speeds. It is necessary to install a restrictive indicator in the entrance of the village from M3 side.



MEDIA SEARCH:

Date	Source (short description)
23.07.2025	https://ziuadeazi.md/cahul/reabilitarea-drumului-de-ocolire-in-giurgiuilesti-ce-spun-oamenii/ Community voices on Giurgiuilești bypass. Local outlet gathers resident reactions; helpful context for social impacts and expectations.
20.06.2025	https://customs.gov.md/en/articles/serviciul-vamal-initiaza-consultarea-publica-la-proiectul-ordinului-privind-locurile-aprobate-pentru-formalitati-vamale-2807-ro https://customs.gov.md/ro/articles/acte-normative-supuse-consultarii-1532-ro The Customs Service of Moldova encourages the active involvement of all interested parties , by submitting proposals until June 27, 2025 to construct a truck parking lot near Cîșlița Prut village on the R34 road, a project supported by the Customs Extent Project (CEF), funded in part by the EU <i>Note: During the consultation process, people asked when will be constructed the Giurgiuilești bypass and consultants from mentioned project informed that construction of Giurgiuilești bypass is the subject to another project.</i>
07.05.2025	https://piataauto.md/Stiri/2025/05/A-fost-dat-start-lucrarilor-ultimul-sector-traseu-M3-din-Moldova-in-apropiere-de-frontiera-Romania-dupa-ce-o-companie-turceasca-abandonat/ The entire M3 route from Giurgiuilesti to Chisinau will have a total length of 212 km, including the part inside Chisinau and from Giurgiuilesti to the capital of Moldova will pass through only 5 localities — Aluatu, Svetlîi, Congaz, Chirsova and Ciucur-Mingir — the rest bypassed. However, for now, the final version of the route lacks the Cimisia city belt, so at the current stage it also passes through this city.
02.01.2025	https://www.andsa.md/plan-de-achizitie-pentru-anul-2025/ Description: Public acquisition plan for 2025 from National Road Administration including design projects, feasibility studies, cadastral works for identifying and evaluation for compensation related to Project lots for Tranche 2, mostly related to Lot 4 and adjacent facilities.
18.07.2024	https://stiri.md/article/social/drumul-de-acces-la-ptf-galati-giurgiuilesti-reni-va-fi-reabilitat Local follow-ups echo the Giurgiuilești package. Additional coverage repeats scope (4-lane upgrade of access, ~3.15 km bypass). Useful for gauging community expectations.
17.07.2024	https://www.zdg.md/stiri/stiri-economice/infrastructura-rutiera-de-acces-la-ptf-galati-giurgiuilesti-reni-si-drumul-de-ocolire-a-satului-giurgiuilesti-vor-fi-reabilitate-cu-ajutorul-unui-grant-de-pest-7-miliarde-de-euro-din-partea-comisiei-eu/ EU CEF selects Giurgiuilești access+bypass package. Access to PTF Galați–Giurgiuilești–Reni will be upgraded, plus a new ~3.15 km bypass of Giurgiuilești village and a truck parking area; total €15.57 m (EU covers 50%).
08.07.2024	https://www.infotag.md/finances-en/317615/ EUROPEAN COMMISSION WILL PROVIDE MOLDOVA WITH A GRANT OF ALMOST 8 MILLION EUROS FOR A ROAD INFRASTRUCTURE PROJECT The press service of the Ministry of Infrastructure and Regional Development told INFOTAG that the Commission approved 134 projects in the field of transport infrastructure, which will receive grants worth more than 7 billion euros within the Connecting Europe Facility (CEF) program. Among them is a Moldovan project, for which the ministry submitted an application back in January.

	<p>The money will be used to build a bypass road around the village of Giurgiulesti with a truck parking lot and to repair the Galati - Giurgiulesti - Reni access road.</p> <p>"This section of the road is in a deplorable condition, presenting a real obstacle for vehicles. The road will be widened to four lanes and repaired in accordance with European standards. A new road with a length of about 3.15 km will be built to bypass the village of Giurgiulesti. Thus, all heavy trucks heading to the port or to the checkpoint will bypass the village. The residents of Giurgiulesti will be able to avoid noise and environmental pollution, and drivers will reach their destination faster. A parking lot for trucks waiting to pass customs will also be built here," the ministry said.</p>
02.07.2024	<p>https://transport.ec.europa.eu/transport-themes/infrastructure-and-investment/trans-european-transport-network-ten-t/tentec-information-system-and-ten-t-map-library/ten-t-maps-indicative-extension-neighbouring-countries_en</p> <p>TEN-T Maps of the Indicative Extension to Neighbouring Countries Annex4_IndicativeMapsTENT_extendedtoSpecThird</p>
18.10.2022	<p>https://particip.gov.md/index.php/ro/document/stages/proiectul-de-hotarire-a-guvernului-cu-privire-la-transmiterea-si-schimbarea-categoriei-de-destinatie-a-unor-terenuri-in-scopul-reabilitarii-si-extinderii-drumului-national-m3-chisinau-cimislia-vulcanesti-giurgiulesti-frontiera-cu-romania-pe-segmentul-de-ocolire-a-orasului-vulcanesti-uta-gagauzia/9327</p> <p>Draft Government Decision "On the transfer and change of the destination category of some lands, for the purpose of rehabilitating and expanding the M3 national road (Chişinău-Cimişlia-Vulcăneşti-Giurgiulesti-border with Romania), with unique number 497/ARFC/2022</p>
03.02.2023	<p>https://customs.gov.md/en/articles/evaluarea-implementarii-proiectului-de-modernizare-a-posturilor-vamale-de-la-frontiera-moldo-romana-1275-ro</p> <p>The leadership of the Romanian Customs Service and the Romanian Customs Authority met in a working meeting prior to the meeting of the Coordination Committee of the project "Rehabilitation and modernization of border customs offices on the Romania-Moldova border, namely the Albiţa-Leuşeni, Sculeni-Sculeni and Giurgiulesti-Giurgiulesti customs offices".</p> <p>The rehabilitation and modernization of customs posts at the Moldovan-Romanian border will increase institutional and operational efficiency, by facilitating international trade and streamlining cross-border traffic of goods and passengers.</p>
28.10.2013	<p>https://www.legis.md/cautare/getResults?doc_id=55092&lang=ro</p> <p>Government Decision No. 827 of 28-10-2013 on the approval of the Transport and Logistics Strategy for 2013-2022</p> <p>Road sections requiring rehabilitation according to the condition of the road surface (IRI) and the internal rate of return (RIR) includes routes related to Project:</p> <p>M3: Chisinau – Porumbrei (km 0 – km 34) Rehabilitation</p> <p>M3: Porumbrei – Cimişlia (km 34-km 60) New construction</p>
EP	<p>https://www.andsa.md/acorduri-de-mediu/</p> <p>All Environment Permits are available to public consultation</p>